

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

NOVEMBER, 1935



Rock Formations Near Decorah, Iowa

Coals of



Real Merit

Crown Hill Submarine
Crown Hill No. 5
Jackson Hill 5th Vein Indiana
Shirkie 5th Vein Indiana
Dorthel, Middle Grove, Ill.
Dorthel, Hanna City, Ill.
Dorthel, Farmington, Ill.
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An "Underground Niagara"

Cavernous Curiosity Beneath the Fields of the Iowa-Minnesota State Line

SOME eight or nine years ago, a Minnesota farmer, Philip Todd by name, was pasturing hogs on one of the sunny fields of his farm four miles from the little Milwaukee Road station of Harmony, Minn. But Farmer Todd was finding that particular field not a very favorable place for the nurturing of his livestock because as he went out from day to day to tend the flocks he found one or more missing. Now stealing hogs had never been one of the popular pastimes of that community and Farmer Todd was loath to suspect anyone thereabouts. However, he set a watch, but no marauders appearing, and the hogs still disappearing, he determined to set up a search in the undergrowth of the fields. Arming himself with a pole, the better to poke about, he approached one clump of bushes, prodding underneath the growth, everywhere, to see if there might be a stray, a dead or a down hog anywhere, his pole went down suddenly, finding nothing solid to land on; while the good farmer at the same time, thought he detected distant and faint squeals. Hurrying homeward, he summoned his sons just in from school, and securing the longest poles available on the place and providing themselves with rope and tackle, the trio hurried back to the field in question. Down went their poles, but no bottom found, and rigging up their rope one of the boys went down into what looked like a good sized hole in the ground, although so overgrown as to be almost impassable. Sixty feet down the boy hit what seemed to be bottom, and lighting a match he found the missing porkers—most of them dead and those that were still kicking, nearly through. When that boy was drawn up, he was certainly goggle-eyed and breathless. His story caused a sensation, too. He told of landing in a large room, dark as Erebus, of course, and a shadowy opening at the farther side, from which came the roar of swift water, as if a cataract might be down in those depths. The Todd family, when it finally went to sleep that night dreamed of caverns and Niagaras, with their dream minds in a whirl of excitement, but when those boys went to school the next morning, did they create a riot! The entire "Harmony High" lit out for the Todd pasture immediately school was over in the afternoon, and lanterns, ropes, poles and what not went along. Brushwood was cleared away, disclosing a good sized opening and securing their ropes to nearby trees, the exploration was on. After sliding and crashing down a crevice of about two feet square, they came first to the great room where the pigs met disaster, but their equipment for subterranean exploration being limited, they returned to the surface to tell what they had seen and of hearing a mysterious roar

as of rushing waters. It was an unbelieving audience who listened to the tales of the boys and as time went on the wonder settled down into a half belief in another one, perhaps, of those

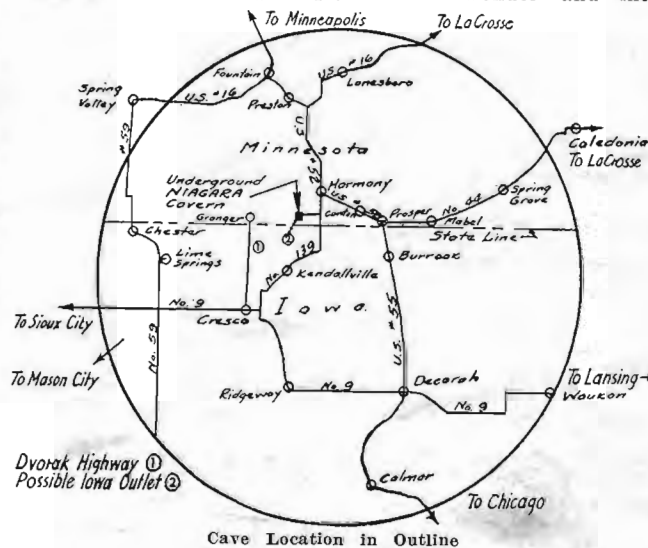
in the Todd pasture. Taking a lantern and plenty of rope they went down into the inky depths. They slid straight for sixty feet and landed in the massive room the boys had found, then on down a hundred and fifty feet, they slid and crawled, lured onward by the sound of falling water, and when at the close of an exciting day they returned to the surface, they knew they had found something of surpassing wonder and interest. They told of

finding rooms forty feet wide whose walls were covered with crystals and from whose ceiling depended sparkling stalactites dripping with water while the slow formation still went on; strange rock formations like petrified buildings, the hulls of huge boats, pictured faces and heads, gushing fountains, a lady asleep in the rocky walls; long winding passages whose ceiling in places would be not more

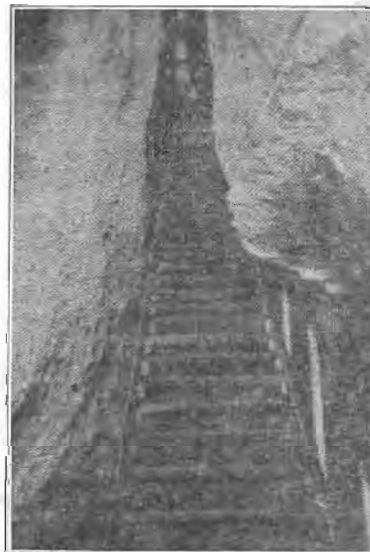
than room high, and then suddenly lifting to many times that height, always with marvelous sculpturings done by the water of countless ages working in the limestone.

Half a mile in one direction further progress was cut off, as the cavern suddenly closed. Then an equal or longer distance in another direction, off of which rooms and grottos opened, all stenciled in glittering shapes and formations—tiny, new stalactites forming from ceilings; weird shapes sometimes, too, as ghostly fingers protruded from the walls and eerie heights showed in the half light of the lone lantern casting its fitful rays about.

The dim light showed huge stalactites joined to their stalagmite mates, forming gleaming pillars and fluted columns. Farther down, the hidden river burst upon them dashing over a precipice sixty feet in height and rushing away with a mighty roar into the

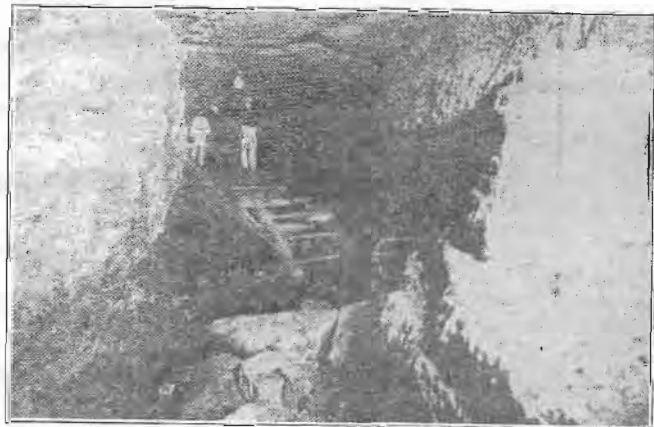


Cave Location in Outline



Looking Up to Daylight

holes underground for which that locality of north-eastern Iowa and southeastern Minnesota is noted. It is limestone bedded and there are caves everywhere, so the neighbors put this down as just another cave. But a few years later, a party of men from Decorah, Iowa, led by Mr. Joe Flynn, resolved to do a little further research work

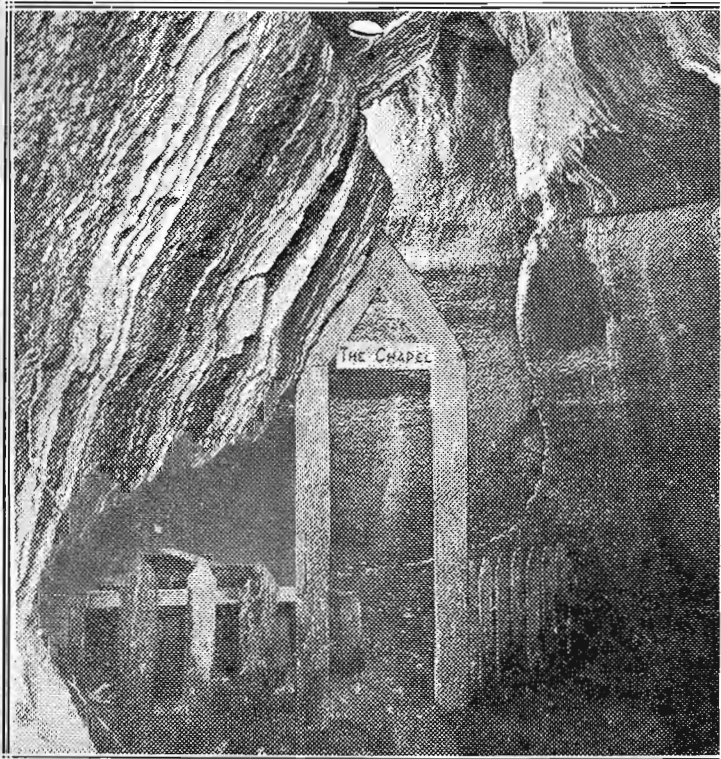


Toward the Wishing Well

darkness as if loudly to protest this trickles into a stone basin, into which invasion of its ancient solitary reign. small coins are tossed to lure some This river has since been explored but goddess of happiness; "Cathedral Dome" never its source has developed. A min-is suggestive of the majesty of the eral well was discovered, and a small over-arching ceiling. But these essays lake appeared out of the blackness at at man-made attractions in nowise the foot of the falls.

take away from the majesty of

And with all these and many more Nature's handiwork, scouring out underground wonders to tell about, the fantastic shapes and polishing off Decorah men came back to the sunlight glittering walls by the magic of her and green pastures and told the neigh-waterpower, all unseen in the eons that bors that Farmer Todd's boys hadn't have elapsed since the waters poured



The Chapel Room

"seen nothin'" of the marvelous discoveries in that underground world.

The place was named "Niagara Cave" and while the cataract in there, which probably prompted the naming of it, to the excited imaginations of the explorers, is far from being of Niagara-like proportions, it still has a respectable roar and a volume of water pouring over, which varies with the rise and fall of the river that flows not far away above ground through sunny fields and meadows.

Much development work for the convenience of visitors has been achieved in the short time since the cavern was formally opened. Substantial stairways lead to the lowest level which is more than two hundred feet below the surface, and a bridge spans the chasm into which the falls drop. The trails have been opened and where too much dampness accrues, the water has been led away from the walks. Little bridges span the brooklets that appear now and then, and some attempt at symbology has been tried; as in a little grotto, some sticks have been arranged like firewood behind which a red light glows; at another place, some benches and a miniature altar in a larger grotto is called Crystal Chapel. There is a Wishing Well where a clear spring



Terrace Fountain—Crystalline Rock Formation

over and under the face of the earth in that magic spot.

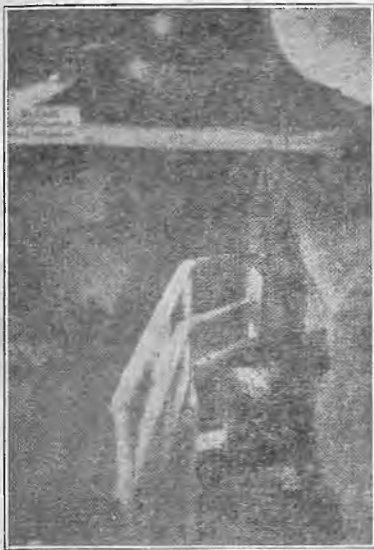
A very complete electric lighting system guides visitors through the labyrinthine passages and lights up the cavernous gloom even high up into the lofty arches and crevices overhead.

An attractive stone building houses the entrance to the cavern and competent guides are present to take parties through. The chief of the guides, Mr. Gene Armstrong, was one of the party of high school boys who made the first explorations after the Todd boys came back from those depths with their hair-raising tales of underground wonders.

Asked to what depth the top soil covers the rocky formations, Mr. Armstrong gave it as his opinion that earth covered these rocks to the depth of



The Waterfall



The Trail Divides

fifty to sixty feet, and farming goes on without let or hindrance atop the hollows and ramifications far down below.

There are three levels to be explored in the "Underground Niagara" and throughout it has been made comfortable by means of easy stairways, some of wooden construction and others cut in the rocks, so that only those who suffer inconvenience from climbing stairs find the cave difficult to visit.

Harmony is on the Preston Line of the Milwaukee Road, and it is possible that a stage line from the railroad to the cave may be inaugurated soon.

Mr. Armstrong advised us that the coming winter some further openings are to be made that lead to some fine large rooms that have been discovered recently.

(The illustrations are by courtesy of the Mason City, Ia., Globe Gazette.)

L. M. J. Is Now Lt. Gov. Jones

KIWANIS International has again honored L. M. Jones, Superintendent of Milwaukee Road Dining and Sleeping Cars.

Early in October he was unanimously elected Lieutenant Governor of the Illinois-Iowa district and will assume his new duties next January upon expiration of the term of his office as President of the Chicago (downtown) Kiwanis, one of the most active and best known clubs in the middle West.

NEW OFFICE IN CHICAGO

RAILROAD tickets representing millions of miles of travel and valued at hundreds of thousands of dollars (if and when sold) were transferred unceremoniously through the Chicago downtown district the night of Sept. 30 without the benefit of police escort.

The occasion marked the removal of the Milwaukee road's city ticket office from Clark and Monroe streets to the western railroads' consolidated ticket offices at 179 West Jackson boulevard.

Since the multitudinous types of transportation orders are valueless

Bits of History

The Early Railroads of Two Midwest States

Compiled by F. H. Johnson

IOWA

The first section of track now part of The Milwaukee Road lines in Iowa was built in 1859 between Farley and Sand Springs by the Dubuque Western Railroad Company, incorporated September 7, 1855. The following year it extended the line to Anamosa.

On April 30, 1861, the road was sold to the Dubuque, Marion & Western Railroad Company, which built Anamosa to Springville between 1860 and 1863.

On June 22, 1863, the Dubuque, Marion & Western Railroad was acquired by the Dubuque Southwestern Railroad Company which built from Springville to Marion in 1863 and to Cedar Rapids in 1865.

The Dubuque Southwestern Railroad Company was conveyed to the Chicago, Milwaukee & St. Paul Railway Company February 22, 1881.

without being properly executed, Cliff L. Keith, veteran city ticket agent for the Milwaukee road in Chicago, made no special plans to prevent holdup.

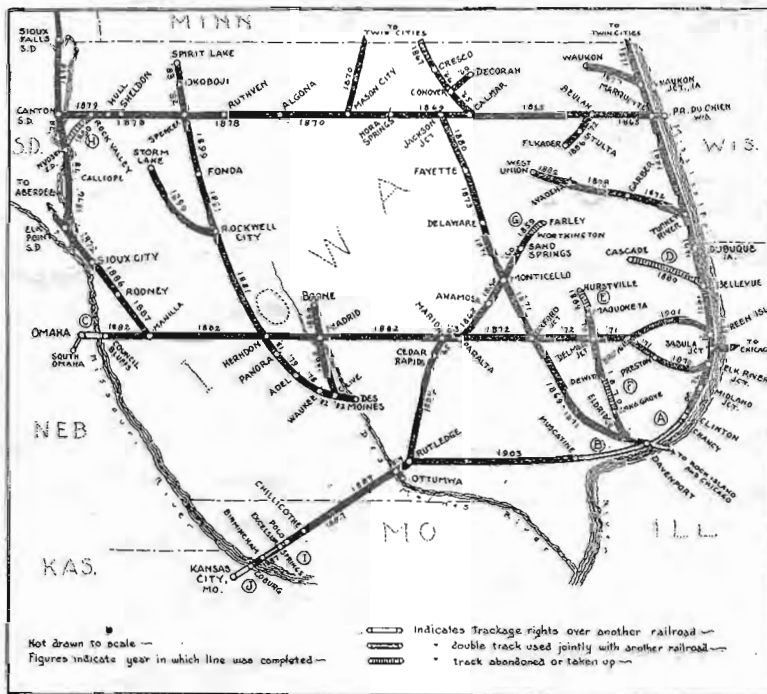
The new quarters include a travel information bureau.

The second predecessor line in Iowa was built McGregor to Ossian and Conover in 1865 and to Cresco November 17, 1866, by the McGregor Western Ry. Co., incorporated January 19, 1863. This road was conveyed on August 5, 1867, to the Milwaukee & St. Paul Railway Company, which built the line north from Cresco, Iowa, to Owatonna, Minnesota, in that year, completing the first through line from Milwaukee via Prairie du Chien to the Twin Cities.

Westward from Calmar, Iowa, on the above described line from McGregor, the McGregor & Sioux City Ry. Co., incorporated December 10, 1867, built to Nora Springs by 1869. Conveyed to Milwaukee & St. Paul Railway Co. May 1, 1869.

McGregor & Missouri River Ry. Co. (name changed from McGregor & Sioux City Ry. Co. Nov. 1, 1869) built Nora Springs to Algona in 1870.

Algona to Hull, Iowa, built in 1878, Hull to Marion Junction, S. D., in 1879, by the Chicago, Milwaukee & St. Paul Ry. Co., which completed extension to Running Water, S. D., in same year and to Mitchell, S. D., in 1880.



Explanation of References on Map

A—Clinton to Davenport, Iowa. Milwaukee Road uses trackage rights over C. B. & Q. R. R. and C. R. I. & P. Ry. between Clinton and Chancy, Iowa, 1.62 miles, effective April 1, 1901, and over D. R. I. & N. W. Ry. and C. B. & Q. R. R. between Clinton and Davenport, Iowa, and Rock Island, Ill., 44.70 miles, effective February 27, 1901.

B—West Davenport-Muscatine, Iowa. Milwaukee Road uses trackage rights over C. R. I. & P. Ry., 26.61 miles, effective July 1, 1903.

C—Council Bluffs-Omaha. Milwaukee Road uses trackage rights over Union Pacific R. R. between Council Bluffs, Omaha and South Omaha, 8.60 miles, effective May 1, 1898.

D—Bellevue-Cascade, Iowa, 35.72 miles, sold in July, 1933, to the Bellevue & Cascade R. R. Co.

E—Maquoketa-Hurstville, Iowa, 2 miles, taken up January, 1934.

F—Long Grove-Dewitt, Iowa, 8.98 miles, abandoned August, 1931.

G—Worthington-Farley, Iowa, 6.90 miles, classified as side track since May, 1930.

H—Rock Valley-Hudson, Iowa, 9.38 miles, abandoned December, 1918.

I—Polo-Birmingham, Mo., about 38 miles. Line revised and realigned and some new line built in 1930 and 1931, jointly with C. R. I. & P. Ry. Joint operation as a double track road began September 27, 1931. Each company owns one of the tracks.

J—Coburg-Kansas City, 4.79 miles, trackage rights over Kansas City Terminal Railroad to Union Station, since June, 1909. Original arrangement for trackage to old Union Station was effective May, 1887.

The line Sabula to Preston was completed in December, 1870; to Delmar Junction in October, 1871, and to Marion in December, 1872—by The Sabula, Ackley & Dakota R. R. Co., under agreement with the Sabula & Marion Construction Co. and the Western Union R. R. Co. Conveyed to Milwaukee & St. Paul Ry. Co. July 2, 1872.

Construction between Marion and Council Bluffs, Iowa, was completed in 1882 by the Chicago, Milwaukee & St. Paul Ry. Co.

Bridge and line Savanna, Illinois, to Sabula, Iowa, was built by the C. M. & St. P. Ry. Co. in 1880-1881.

Dates of construction of other Milwaukee Road lines in Iowa and Missouri are shown on the map.

The total population of Iowa at latest census was 2,470,939. Population in cities and villages was 1,609,917, of which 45 per cent are served by The Milwaukee Road.

First Construction in Iowa by Other Railroad Companies

Chicago, Rock Island & Pacific Ry. Co.—Mississippi & Missouri R. R. on June 29, 1855, laid at Davenport the first rail in the state of Iowa. The first train was operated to Muscatine on November 20, 1855. Track completed to Iowa City December 31, 1855. On April 21, 1856 the bridge across the Mississippi at Davenport was completed.

Chicago, Burlington & Quincy R. R. Co.—The Burlington & Missouri R. R. Co. commenced construction at Burlington, Iowa, in May, 1854, and completed line to east bank of Skunk River, 35.22 miles, on June 17, 1857; to Fairfield, 15.79 miles, Aug. 1, 1858, reaching Ottumwa Sept. 1, 1859.

Chicago & North Western Ry. Co.—Chicago, Iowa & Nebraska R. R. Co. built Clinton, Iowa, to Wheatland, Iowa, in 1857.

Illinois Central System—Dubuque & Pacific R. R. constructed line Dubuque to Dyersville between September, 1855, and May 11, 1857, when it was opened for operation.

Wabash Railway Company—Oldest line constructed in 1870 from Moulton to Ottumwa.

Union Pacific System—U. P. R. R. Co. constructed about 2 miles of track in Council Bluffs before first permanent bridge was built across the Missouri River and opened for traffic on March 22, 1872.

Chicago Great Western R. R. Co.—Iowa Pacific Ry. constructed road bed and bridges Waverly to Shellrock River in 1874.

Atchison, Topeka & Santa Fe Ry. System—Chicago, Santa Fe & California Ry. Co. built from Illinois State line near Ft. Madison, Iowa, to Missouri state line near Dumas, Mo., in 1888.

Great Northern Ry. Co.—Sioux City & Northern R. R. Co. built Garretson, S. D., to Sioux City, Ia., in 1889.

Minneapolis & St. Louis R. R. Co.—The Eldora Railroad & Coal Co. constructed line between Ackley and Eldora in 1867-8.

MISSOURI

The Milwaukee Road's first and only

line in Missouri was built from Ottumwa, Iowa, to Coburg, Missouri, in 1887 by the Chicago, Milwaukee & St. Paul Railway Company and arrangement was made with Kansas City Terminal Railway Company for trackage rights Coburg through Kansas City to State Line Yards, Kansas. At this time service between Chicago and Kansas City was established in connection with the line Cedar Rapids to Ottumwa, Iowa, built by this Company in 1884.

In 1903 construction by the Chicago, Milwaukee & St. Paul Railway Company by the line Rutledge, Iowa, to Muscatine, and trackage rights over other railroads Muscatine to Davenport afforded a shorter route for Chicago-Kansas City service.

In 1930 and 1931 this Company revised and realigned its track and built some new line between Polo and Birmingham, Missouri, jointly with the Chicago, Rock Island & Pacific Ry. Joint operations as a double track road began September 27, 1931. Each company owns one of the tracks.

First Construction in Missouri by Other Railroad Companies

Missouri Pacific R. R. Co.—March 18, 1849, charter granted to Pacific R. R. to build from St. Louis to Jefferson City and western boundary of state. In 1852 the first train west of the Mississippi River was run over the first four miles of completed railroad. Reached Sedalia in 1861, Kansas City in 1865.

Wabash Railway Company—Line

from St. Louis to St. Charles was constructed in 1855.

Chicago, Burlington & Quincy R. R. Co.—The Hannibal & St. Joseph R. R. Co. completed line Hannibal to Hunnewell June 1, 1857, and to St. Joseph Feb. 13, 1858.

Atchison, Topeka & Santa Fe Ry. Co.—The St. Louis & St. Joseph R. R. Co. built between St. Joseph & North Lexington in 1870.

Chicago, Rock Island & Pacific Ry. Co.—Extension of the line from Washington, Iowa, to Cameron, Missouri, entered Missouri early in 1871.

St. Louis & San Francisco Ry. Co.—Atlantic & Pacific R. R. chartered July 27, 1866, to build from Springfield to west boundary of state, thence Albuquerque and the Pacific. By June, 1871, had completed line across Missouri and into Indian territory.

The Alton Railroad Co.—Louisiana & Missouri River R. R. Co. line between Louisiana and Mexico, Mo., was completed and put in operation in 1871.

St. Louis Southwestern Ry. Co.—The Little River & Arkansas Valley Railroad Co. completed line from New Madrid to Malden, Mo., in January, 1878.

St. Louis & Hannibal R. R. Co.—St. Louis & Keokuk R. R. Co., incorporated in 1857, on July 1, 1878, completed line Oakwood, Mo., to Prairieville, Mo. (now Eolia).

Union Pacific R. R. Co.—Owned no main tracks in Missouri until 1880-1885, during which period 0.51 mile of main

Redskins Find No Dust to Bite on Board Hiawatha

IN tribal regalia a band of Winnebago Indians traveled from their homes near Tomah (Wis.) into Chicago on the HIAWATHA late in September to join



with the Indians of thirteen other tribes in ceremonies that marked American Indian Day

Mr. Walter E. Olson, president of the Olson Rug Company, who was chairman of the committee in charge of the Indian Day program, met the Hiawatha on arrival and posed with the group whose gaily colored blankets and feathered head-dress harmonized with the brightly hued locomotive.

Chief Thundercloud, pictured in the foreground with Mr. Olson, expressed delight with his first journey on the fleet Hiawatha and revealed that it was a source of great pride to his people that the world's finest and fastest train is named for their legendary chief.



Rock Garden in Park Dedicated to the American Indian, Given in Honor of the Indian Day Celebration

track reaching from state line to east line of Santa Fe Street was acquired by U. P. Ry.

Chicago, Great Western R. R. Co.—Chicago, St. Paul & Kansas City R. R. constructed line from Waterloo to Oelwein and began operation August 1, 1887.

Kansas City Southern Ry. Co.—The Kansas City, Ft. Smith and Southern Ry. completed line from Joplin, Mo., to Neosho, Mo., in 1888.

"Swift of Foot was Hiawatha"

"So he journeyed westward, westward,
Left the fleetest deer behind him."

Yet his namesake goes more swiftly,
Goes with swifter pace and sure,
From the wind-swept lake-side city,
From the teeming, busy marts of men,
To the land of lovely Minnehaha,
Onward to the realm of Laughing Water.

"Strong of arm was Hiawatha,"
Stout of heart and firm his tread;
Stronger yet are metal sinews,
Surer too, o'er paths of steel,
Runs the new-born Hiawatha,
Running boldly, swiftly, surely.

"Not for fame was Hiawatha's running,
But to benefit and serve his people."

Note: This verse appeared in an illustrated advertisement of the Westinghouse Air Brake Co. in Railway Age for Oct. 5, 1935.—Ed.

He'd Never Ridden The Hiawatha

Chicago, Milwaukee, St. Paul & Pacific Railroad,
Chicago, Ill.
Dear Sirs:

Some fellow once said: "There is nothing new under the sun." That fellow never

had ridden The Hiawatha! I, for one, will help buy him a ticket for a ride to St. Paul if The Milwaukee Road can find him.

But of what value would be this great new innovation of speed and comfort if it were not dependable? My trip arrival was three minutes ahead of schedule. I have since learned The Hiawatha has been on time every trip but one, when an act of God intervened.

What a train and what a record! Worthy of the progressive standard of the road that sponsors it; worthy of outstanding note throughout the railroad world; worthy of the grateful patronage of the traveling public—and you will get it, for the spirit of real appreciation is not dead even yet in the traveling American.

Give us a little more time to spread the news and you will have to put on another section.

Cordially yours,
ROBERT M. DICKSON.

Rails Pay Heavy Tax

TAXES were paid on October 15th by the railroads operating in Wisconsin. Payment covered the second and final installment of the roads' huge tax bill for 1935, totaling well over five million dollars. The first half was due and paid in June.

That payment was made promptly is significant since the railroads of the United States as a whole failed to earn their fixed charges last year because of the depression and the inroads made by highway competitors.

From the Milwaukee Road alone the state treasurer received this year \$1,262,318.24. In the past 18 years no dividends have been paid to stockholders of the Milwaukee Road as its earnings were not sufficient to permit pay-

ment but during that period it paid to the state of Wisconsin more than \$28,000,000 in taxes.

More than ever, the railroads need the active support and increased patronage of the people of Wisconsin for increasing costs, over which the carriers have no control, obviously cannot be paid indefinitely if earnings continue to dwindle. Likewise the people of Wisconsin need the continued support of the railroads. Aside from their large tax payments, which will have to be collected from other sources if the railroads are not permitted to earn sufficient to pay fixed charges, the railroads employed in Wisconsin in normal years more than 37,000 resident employees, whose payrolls amounted to about \$63,500,000 annually, although the numbers are smaller now.

In addition to the safe and dependable transportation service provided, railroad purchases are highly important to Wisconsin merchants and industries.

General Offices Golf Tournament

THE Annual Fall Golf Tournament of the Chicago General Offices was held at Bartlett Hills Country Club, Bartlett, Ill., on Sunday, September 22nd, with an attendance of 40 players, practically all C. M. St. P. & P. men, including some of our D. & I. Division Engineers, who were most welcome.

The genial Mr. George Ehmer was fortunate enough to bring in the low net score and received the Silver Cup donated for the occasion by Maurice C. Chier of the M. C. Chier Insurance Agency. Mr. J. A. Turchany of the Western Trunk Lines carved out 2nd Low Net for himself with 117-45 for a 72.

We don't know what kind of an attendance record Joey White has made for himself as Turntable Operator at Bensenville, but we do know that whatever it was it should be better now because Josy went out and shot a 79 for low gross, winning an electric alarm clock for his efforts. We understand that this gentleman recently broke the course records at White Pines Country Club with a screaming 68.

Mr. A. B. Montgomery of the Auditor of Expenditure's office took 2nd Low Gross with an 82 and was closely followed by Paul Born, a Locomotive Engineer of the D. & I. Division, who shot an 83. From these winning points, the scores ranged downward so far as prize value was concerned, but numerically they went upward, and we find Herb Dow of A. E. Lodge's office, shooting his first game of golf and bringing in a score that figured out both high net and high gross. As is usually the case, when the AAA, the NRA and other Gnu Deal agencies are appealed to, the weather was all that could be asked for, the course was in good condition and so were the players.

And with these words the Golf Committee takes its leave until next Spring when a tournament will be held somewhere in the Chicago area.



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

CARPENTER KENDALL, *Editor*

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

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Trustees Named

MEETING the requests of all petitioners, Federal Judge James H. Wilkerson, in Chicago, on October 17, appointed three trustees for the Chicago, Milwaukee, St. Paul and Pacific Railroad, pending reorganization under Section 77 of the amended bankruptcy law.

Appointed were: Mr. H. A. Scandrett, president of the road; Mr. Walter J. Cummings, chairman, Continental Illinois National Bank and Trust company of Chicago, and Mr. George I. Haight, Chicago attorney.

Mr. Scandrett's appointment was recommended by attorneys for a majority of creditors of the railroad. Mr. Cummings was recommended by the Reconstruction Finance Corporation. Mr. Haight was selected by the court as one without previous affiliations with the line.



Otto F. Meltzer

Ticket Agents Elect Meltzer

ALTHOUGH November is the usual month in which important elections in the United States are held, October, 1935, marked the occasion of election of officers in several prominent organizations in which members of the Milwaukee Road family received signal honors. Some of these are reported elsewhere in this issue.

Just as the printers' forms are closing word comes from St. Louis that Mr. Otto F. Meltzer, veteran Milwaukee Road employee, and since 1907 City Ticket Agent for the railroad at Milwaukee, was honored by election to the Presidency of the American Association of Railroad Ticket Agents.

The organization is composed of more

than two thousand ticket agents and passenger traffic representatives located all over the United States, Canada and Mexico and it is considered a proud distinction for a line to have one of its men selected to fill the chair. For the past year Mr. Meltzer was First Vice-President.

Entering the service of the Milwaukee Road "way back in the nineties" in his native town of Black Earth (Wis.) as a station helper, Otto Meltzer performed all of the assigned duties that included carrying switch lights, handling baggage and freight and the task of keeping the station premises tidy. There, for the privilege of learning how, he acquired his first experience in selling railroad tickets.

Shortly, having also mastered telegraphy, he was assigned to extra work at a number of different stations on the Prairie du Chien, Mineral Point and I. & D. divisions and after but one year of apprenticeship was assigned to a permanent position at Platteville (Wis.) where he remained for seven years. Later he served as ticket agent at Janesville (Wis.) for three years and as City Passenger and Ticket Agent at Sioux City for four years prior to promotion to his present position.



Thomas H. Strate

B. & B. Association Honors Milwaukee Road Engineer

THOS. H. Strate, division engineer with headquarters in Chicago was elected and installed as president of the American Railway Bridge and Building Association at its forty-second annual convention held in Chicago the middle of October. His election fol-

lowed advancement from the office of first vice-president of the organization.

Founded in 1891 the association has more than six hundred members engaged in railroad bridge building and water service, representing nearly every railroad in the United States. About two hundred fifty attended the Chicago meeting. Most of the delegates inspected the HIAWATHA, which was exhibited for the members in the Chicago Union Station following adjournment of the final business session which was attended by many representatives of the Milwaukee Road.

Born in Moorhead (Minn.) Mr. Strate was graduated from the University of Minnesota in 1901 with a civil engineering degree. The same year he entered the service of the Milwaukee Road as a surveyor. Successively he has held the positions of draftsman, locating engineer, and assistant engineer. From 1912 to 1915 he was engaged in second track work on the H. & D. division, after which he was assigned to valuation work, being appointed Valuation Engineer in 1918. In 1920 he was appointed Engineer of Track Elevation in the Chicago area. Since 1933 he has been Division Engineer with headquarters in Chicago.

Mr. Strate's many friends will welcome news of his well merited recognition and wish him a happy and successful tenure of office.

If It Happens

IN writing this article we do not want to be understood that we are making any strenuous objections to the trucking service that is carried on in the nation today but to the matter of taxation if railroads continue to be abandoned as they are in many sections of the country.

We will take Delaware county as an example.

Last year the railroads in Delaware county paid a total of \$40,014.69 into our county as their part in keeping up schools, roads and other public demands. Our branch of the C. M. & St. P. Ry. paid \$14,775.73 in taxes.

If this branch was discontinued this tax would fall upon the farmer and owners of real estate, meaning an increase of more than 10 per cent to all property owners. We cannot afford it.

Farmers who ship stock to market by truck will be the heaviest losers; while trucks, we admit, are necessary, yet when it comes to a matter of public welfare, it cannot be compared to the railroad that employs ten times as

many men and who pay fifty times as much taxes as do the truck owners.

Think this over; it is a matter of vital importance to our future. We do

not want to be segregated from the outside world by a method of transportation of food and fuel that will double its cost.—Press-Greeley, Iowa.

Blowing Away a "Smoke Screen"

By Z. G. HOPKINS

PROTESTS of specially privileged carriers against establishment by Congress of a comprehensive transportation policy that will place them under public control paralleling that applying to the railroads with which they compete, recalls an observation credited to Judge Anderson, while he was a member of the Interstate Commerce Commission. A lawyer had remarked that an action proposed by the Commission would bring vigorous protests from certain interested parties.

"It is my experience," Judge Anderson commented, "that there is no one who yells so loud as he who has taken away from him something he should never have had." Commercial carriers who contend for continued competitive freedom that was long ago denied to the railroads, in keeping with a settled public policy, are in precisely the position so aptly referred to by Judge Anderson.

Statements made by representatives of unregulated carriers, both by waterway and highway, before various congressional committees, as to competitive privileges they enjoy that are denied to railroads, practices followed that railroads are prevented by law from pursuing prove beyond question that many of these carriers have used their freedom from regulation as license to give rebates and secret rates to favored shippers, and otherwise engage in discriminatory practices that are contrary to the general interest.

Similar representations by many of these carriers that the railroads are seeking to destroy them undoubtedly have been a potent influence toward delay in enactment of legislation effectively revising regulatory policies to fit current conditions, which nearly everyone agrees is required in the public as well as railroad interest. These representations therefore afford a striking example of what Judge Anderson had in mind when he spoke of the volume of noise coming from interests threatened with loss of "something they never should have had." It must be conceded that if the railroads should not have complete competitive freedom, common fairness, as well as public interest, has for a long while required that other commercial carriers, with which the railroads compete, should not have it either.

Congress, before its adjournment in the late summer, passed an enactment placing highway carriers under federal regulation. It is anticipated that this new law will be effective in removal of many of the competitive handicaps with which the railroads heretofore have been compelled to contend. Final legis-

lative action was not taken, however, on equally important bills placing waterway carriers under comparable regulation and relieving the railroads of long and short haul rate restrictions, imposed by the Fourth section of the Interstate Commerce Act, which there is general agreement cannot be applied to highway or waterway carriers. Each of these measures has been recommended for passage by standing committees of Congress, one in the Senate and the other in the House, and both will be before Congress for action when it reconvenes in January.

Renewed effort to delay or defeat passage of these bills, on the part of other carrier interests contending for continued competitive privilege that is denied to the railroads, is of course to be anticipated. Unless railroad men generally, in conjunction with the shippers who have come to see the damage public interest sustains under present conditions, are persistent and vigorous in their support of these measures it is altogether possible that they may have to wait on a succeeding Congress for the relief to which they were obviously entitled several years ago.

True, the Federal Co-ordinator of Transportation, after extended and careful surveys of public opinion, has reported that "on the whole, sentiment favors modification or repeal" of the long and short haul clause, and that popular sentiment is likewise favorable, in a ratio of something like eight to one, to regulation of water carriers. Notwithstanding this favorable public sentiment, however, it will accomplish nothing of practical benefit if it is not active. Popular pressure for passage of the additional measures necessary to complete the program of remedial legislation which railroad employees and railroad management have been urging is plainly needed to prevent further delay.

Consequently, it is highly important

Found at Last

THE above picture appeared in the October issue of the Norfolk & Western Magazine with the accompanying legend:

"This old picture of the Roanoke Passenger Station force was taken 30 years ago and was contributed to the Magazine by Assistant General Passenger Agent C. H. Johnson of Cincinnati. From left to right, standing: W. S. Kerr, baggage agent; G. H. Gilmer, then station master and now president, Interstate Railroad; T. F. Henretta, manager, Roanoke Transfer and Cab Company, now a conductor on the Vir-

ginia Railway; F. N. Hicks, traveling passenger agent, C. M. & St. P. R. R., present whereabouts unknown; Mr. Johnson; and F. Eggleston, colored porter, now deceased. Sitting: Bill Hamrick, driver for the Roanoke Transfer and Cab Company."

Mr. Hicks has been located. He is Western Traffic Manager of this railroad, with headquarters in Seattle, Washington.

(Continued on Col. 3, next page)

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Mr. Hicks has been located. He is Western Traffic Manager of this railroad, with headquarters in Seattle, Washington.



The Veteran Employees' Association

Report of Secretary for 1934-1935

THROUGH the courtesy of the Editor of the Magazine, we are able to give you a brief report of the activities of the Veteran Association during the past year.

At the close of this year, we have on our books six thousand five hundred nine members, of which six hundred twenty-nine have been enrolled since our splendid meeting in Chicago, September, 1934.

While this increase is gratifying to all of us, I am afraid we will have to keep up the good work if we come anywhere near reaching the goal suggested by our President, Mr. James T. Gillick, of doubling our membership. This enrollment is more than double the number added in 1933-1934, but perhaps we can even double that in 1935-1936.

We lost by death in the same period 85 of our valued members. This number is as nearly accurate as I am able to get it from the employees magazine and every other available source.

Once more we were happy to be able to extend a helping hand to some of

our less fortunate members and one thousand dollars was voted by the Executive Committee to be distributed by the Milwaukee Railroad Women's Club to needy veterans. We all know that this will be carefully and efficiently handled by that wonderful sister organization.

Your secretary has endeavored to respond as promptly as possible to all letters which have come to this office, either by acknowledging remittances or endeavoring to help in the problems presented. The kind and understanding co-operation of our superintendents and other department heads has helped immeasurably in this work of lending a helping hand.

Your secretary also wishes to express her appreciation of the courtesy and consideration shown to her at all times.

With greetings and best wishes and looking forward to another record breaking meeting in 1936.

MRS. GRANT WILLIAMS,
Secretary.

Treasurer's Report

Statement of Receipts and Disbursements, September 1, 1934, to August 31, 1935

Aug. 31, 1934—Balance, cash on hand and in banks..... \$ 8,653.29

RECEIPTS:

From:

Initiation fees	\$ 629.00
Dues	3,938.00
Sale of Membership Buttons	6.49
Miscellaneous Receipts	1.10
Overpayment of Dues	4.00
Interest on University Court Apt. Bonds.....	40.00
Interest on U. S. Liberty Bonds.....	31.88
Interest on Savings Account.....	88.03

\$ 4,788.50

Proceeds from Sale of Convention Tickets	\$1,777.00
Less Paid to Orchestra	95.00

Net Amount Received	1,682.00
Refund from "A Century of Progress," a/c Tickets.....	178.90
Amount received from Sany McRae for Program Advertising—Total	\$314.93
Less received in August 1934 and taken into 1934 Account. 151.56	163.37

Total Income	\$ 6,812.77
Proceeds from sale of U. S. Liberty Bonds.....	1,000.00

Total Receipts 7,812.77

\$16,466.06

DISBURSEMENTS:

Postage	\$ 79.41
Office Supplies	13.21
Printing and Stationery	105.98
Dues Refunded	7.00
H. Hammerschmidt—Membership Buttons	463.81
Secretary's Salary	900.00
Auditing of Books	25.00
Mrs. Mary Sparrow—For Veteran's Relief	1,000.00
Miscellaneous Expense	2.00

\$ 2,596.41

1934 Convention Expense:

Hotel Sherman—Banquet Expense	\$3,558.30
Olive J. Lacey—Singer	100.00
L. C. Hodgson—Speaker	45.00
F. L. Madden—Humorist	20.00

Ten

Blowing Away a Smoke Screen

(Continued from page 9)

shippers, testified before a Senate Committee, "this could be tolerated if no one but the steamship operators suffered but, unfortunately, their actions also disturb and injure many industries, and business houses. The absence of stability, the secret rates and other discriminatory practices have made it impossible for either the seller or buyer of goods to know where he stands or how to proceed with any feeling of security."

As late as 1933, the Interstate Commerce Commission stated in a report with respect to rates on the New York Barge-Canal and the Great Lakes: "Just what rates the water carriers are charging is impossible to say. Being unregulated, they do not have to publish their rates, are free to change them without previous notice, may pay rebates, give allowances, make absorptions, allow special privileges, and otherwise, secretly and openly, favor individual shippers."

Under these conditions it is not to be wondered at that the waterway carriers have been able to make tremendous inroads on the competitive traffic of the railroads. Not because they are in natural position to take the traffic, but because they enjoy competitive privileges that are denied to the railroads by law. It is therefore perfectly reasonable and right that railroad men be insistent that the handicaps to which the laws subject them be removed.

The far-reaching influence of this water competition upon railroad operation is indicated by the following statement, quoted from the Interstate Commerce Commission report in the Fifteen Per Cent Advance Rate Case: "This waterway competition (through Panama Canal) is now a controlling factor on most transcontinental traffic, not only between the coasts but also reaching far inland. Pacific coast lumber, for instance, moves extensively by rail as far as the Middle West from eastern ports which it reaches by water through the Panama Canal. Besides the Panama Canal there is important competition along the Atlantic coast and the Gulf, on the Great Lakes, on the Mississippi and Ohio rivers, and on the Hudson River and the New York Barge Canal.

Railroad men agree with the statement made to one of the Congressional committees by an official of one of the largest intercoastal steamship companies that "conditions are no different in principle from those that existed in railroad transportation prior to effective regulation by the Interstate Commerce Commission." They do not desire return of the old time practices in their own industry, but they have every right and a pressing duty to be insistent that license to engage in unrestricted and destructive competition shall be withdrawn from the rivals with whom they must contest for the

Wm. Mooney—Table Decorations	8.75	
Gray Line—Sight Seeing Buses.....	\$76.00	
Century of Progress—Tickets	1,050.00	
Marshall Field & Co.—Ladies' Tea	272.50	
Keogh Printing Co.—Notices and Cards	39.50	
Rand, McNally & Co.—Tickets and Menus.....	110.42	
American Printing House—Tickets	9.00	
J. L. Savler & Co.—“Welcome” Signs	5.50	
Western Badge & Novelty Co.—Badges, etc.	131.98	
M. K. Brody—Bow Flags	8.00	
Horder's Stationery—Bow Flags	2.25	
C. Halloran—Entertainers at Depot	18.00	6,255.20
Bank Exchange—Charged by Bank		.72
Total Disbursements		\$ 8,852.33
BALANCE on August 31st, 1935:		
In First National Bank—Checking Account	\$1,940.96	
In First National Bank—Savings Account	4,954.98	
Cash on Hand	717.79	
		\$ 7,613.73

Income Account

September 1, 1934, to August 31, 1935

Total Income—September 1, 1934, to August 31, 1935.....	\$ 6,812.77
Total Disbursements—September 1, 1934, to August 31, 1935.....	8,852.33
NET DEFICIT for period	\$ 2,039.56
NET WORTH—	
Cash on hand—August 31st, 1934.....	\$ 695.75
Balance in First National Bank—Checking Account.....	2,122.47
Balance in First National Bank—Savings Account	5,835.07
	\$ 8,653.29
Invested in Securities	3,500.00
Net Worth—August 31st, 1934.....	\$12,153.29
Less:	
NET DEFICIT—September 1, 1934, to August 31, 1935.....	2,039.56
NET WORTH—August 31, 1935	\$10,113.73
Invested in:	
U. S. Liberty Bond No. C-00812463.....	\$ 500.00
University Court Apartment Bonds	2,000.00
	\$ 2,500.00
Balance in:	
First National Bank—Checking Account	1,940.96
First National Bank—Savings Account	4,954.98
Cash on Hand	717.79
	\$10,113.73

business necessary to maintenance of their employment. In such insistence they will have the support of informed and intelligent popular opinion, and they will be neglectful of their own welfare if they fail to see to it that such opinion is aroused and organized.

Waterway carriers, in their opposition to legislation placing them under effective regulation and removing present restrictions from railroads with respect to long and short haul rates, which no one suggests should be applied to water carriers, make almost constant and vociferous claim that the railroads desire this legislation only that they may destroy water carriers and thus drive out competition. The railroads have no such purpose, but they do claim the right to equal competitive opportunity with their rivals.

Indeed, if statements made by representatives of the steamship lines may be accepted, the water carriers have more to fear from destructive competition among themselves than they have from the railroads. E. P. Farley, appearing as spokesman for eight leading

intercoastal steamship lines before a Senate committee stated: “Extraordinarily low rates are not forced by competition with the railroads because the railroads are not permitted, even if they so desired, to reduce their rates to a point so low that the water carriers would have in turn to quote destructively low rates in order to hold their own tonnage. The really destructive rate structure that has been witnessed in the past has been brought about by the water carriers themselves.”

The favorable legislation position of the two measures necessary to be passed to complete the program of remedial railroad legislation is assurance that they will be acted upon favorably shortly after Congress reconvenes next January if the rank and file of railroad men the country over but continue to support them vigorously. The Wheeler waterway bill has been favorably reported by the Senate Committee on Interstate and Foreign Commerce and the Pettengill long and short haul bill has been likewise reported by the corresponding committee in the House. There is no reason, therefore,

why there should be further delay in their final consideration.

On their merits both should become law. They will not fail of passage unless railroad men permit their merits to be obscured by a “smoke screen” set up by privileged carriers who desire to perpetuate a competitive advantage “they never should have had.”

43,230 More Farms in Milwaukee Served Counties

AMERICA still has its land hungry folks who want to own farm homes. Proof of that statement is contained in releases of the U. S. Agricultural Census just being made.

In the 294 counties served in twelve states by our Road, the 1935 census reports that there are 43,230 more farms than were in these same counties when the regular census was taken in 1930. The counties as a whole in each of the twelve states show an increased number of farms. That net increase by states in the order of increase is as follows:

Washington, 9,508; Wisconsin, 9,033; Minnesota, 6,924; Iowa, 4,233; Indiana, 4,099; Illinois, 2,814; Michigan, 1,798; Missouri, 1,400; Idaho, 1,374; North Dakota, 953; Montana, 793; and South Dakota, 300, making a grand total of 43,230 in Milwaukee served counties.

The Milwaukee counties showing the largest increase in each of the states furnish an interesting study. In some instances, the big increase is in counties in which there is a large city, which would indicate that a number of urban people went to the surrounding country in search of security and a job. But on the whole, the major increases were in counties in each state where land suitable for agricultural uses could be had at reasonable prices and on convenient payment terms.

The counties showing the greatest farm increases between 1930 and 1935 in each of our twelve states are:

Snohomish County, Washington, 1,764; Bonner County, Idaho, 441; Missoula County, Montana, 188; LaMoure County, North Dakota, 208; Brown County, South Dakota, 164; St. Louis County, Minnesota, 3,047; Linn County, Iowa, 233; Jackson County, Missouri, 642; Marquette County, Michigan, 375; Marathon County, Wisconsin, 680; Cook County, Illinois, 673; and Vigo County, Indiana, 740.

In the two states showing the largest increase in numbers of farms, Milwaukee served counties secured 70.5 percent of the total increase in Washington and of the total increase in Wisconsin, 49 percent was in counties traversed by our road.

In 1930 there were 587,375 farms in the 294 counties served by the Milwaukee Road. In 1935, there are 630,605 farms in those same counties.

Not only are many of our Americans land hungry, but they still have some pioneer blood in their veins and are demonstrating that they are willing to make farm homes for themselves if given the right kind of an opportunity.

The Agricultural and Colonization Department

More Acres to Be Irrigated—Sun River Project Will Be Completed

ABOUT 40,000 acres of irrigated lands will soon be added to the Sun River Project, Fairfield, Montana. This acreage is divided into almost equal parts, half being lands in what is known as the Greenfields-Ashuelot Division and the balance in the Sun River Slope Division.

These two additions will more than double the irrigated acres in the Sun River Project. The completion of this project is made possible by an allotment of \$715,000 for new head gates on the reservoir, canals and laterals by the U. S. Bureau of Reclamation.

Several factors have had much to do with the decision of the government to finish the project at this time. One is the quality of the land. Generally it is a deep dark loam, rich in natural plant food and rolling enough to be well drained.

Another is the splendid returns farmers have secured from those lands already irrigated. They have proven that

taxes and irrigation costs. Generally these crops do much more than pay the overhead for they yield well and their quality is high. Seed peas from the Sun River Project are in demand throughout the country where there are canning factories specializing in quality packs.

Many car loads of sugar beets have been grown, on acreages somewhat scattered throughout the project, to sufficiently prove that the crop can be profitably produced. If farmers will be permitted to grow increased acreages of beets and a nearer market or factory is established then sugar beet growing on the Sun River Project will, no doubt, be extended to its full limits.

With a naturally rich soil supplemented by an annual production of thousands of acres of legumes (alfalfa and peas) the farmers are able to grow big crops of all grains. Wheat, oats, barley and flax are grown by most of the farmers. They do well, both in yield and in market quality, and are the main source of farm income.

Having now proven the suitability of the area for irrigation, local farmers

Sun River Project, who has visualized the completed project, states that the allotment of \$715,000 will provide all the necessary funds for building canals and laterals to all the remaining irrigable lands in the project. The main storage reservoirs have been builded for some few years. They will be enlarged to insure an adequate supply of water for all the land now irrigated, for the proposed additions and to spare. In fact, during the driest year on record since the project was cropped there has been a surplus of stored water.

Because of the lay of the project large quantities of the water used to irrigate the Greenfields Division can be recovered and used to irrigate a sizeable tract of several thousand acres known as the Vaughn Division which lies almost exactly midway between the main irrigated body of land and the city of Great Falls.

While it is pleasant to recount the engineering and historical facts that all helped to make the project a reality and to list the yields of adaptable crops, there is the human side of the project that has far more appeal. It is that side of the project that Superintendent Walker, his co-workers and many others can now begin to evaluate.

They point out that the completed project will offer opportunities to a large number of new settlers, and the families who move to the completed Sun River Project will settle on lands with proven ability to produce splendid standards of living.

A large portion of the new lands to be brought under irrigation are public domain. When the project is completed they will be open to eligible homesteaders. As always, ex-service men will be given preference and may secure a goodly number of choice homesteads with a minimum amount of cash outlay.

There are several large tracts of pri-



Alfalfa is one of the leading crops grown on the Sun River Project

farmers can raise yields considerably above the average of the state. It has also been demonstrated that special cash crops can be grown which have a ready market and will help the settlers pay the costs of irrigating their farms.

Alfalfa is one of the leading crops grown by the farmers on the Sun River Project. After harvest, alfalfa hay stacks dot the landscape. The hay is used to winter feed thousands of head of sheep and cattle that graze on the adjacent range lands during the summer months. It also is the basic part of the ration fed to a growing number of dairy cows housed on the irrigated farms for monthly cream checks.

Two special cash crops have been tried out by the Sun River Project farmers, namely, seed peas and sugar beets. Both have proven to be good revenue producers. Both are used by the farmers to insure themselves that there will be cash incomes sufficient to meet fixed obligations such as annual

and the Bureau of Reclamation are anxious to get the remaining irrigable acres under water as early as possible. A. W. Walker, Superintendent of the



Harvesting seed peas, one of the leading cash crops grown on the Sun River Project. Note the contour of the land and its adaptability for irrigation

vately owned land that will be offered to the public at values which have been more or less approved by experienced local men who know the productive value of the land to be sold. Further, opportunities will be offered settlers by many of the farmers on the project who now have discovered that they do not need as many irrigated acres to make them busy farmers as when they formerly operated non-irrigated farms. It requires more labor to properly care for 80 acres of irrigated land than was formerly required on twice that number of acres before irrigation. Therefore, several farms are about to be subdivided into smaller units.

All told, there will be room for several hundred new settlers on the completed Sun River Project. They will be men and women having had farm experience who may safely invest their savings and future labor in a farm home where water for the land will be a certainty and crop production proven.

The settlers now living on the project

and hundreds to come will determine the size of many new agricultural industries that will surely follow the settlement of the project. They will need and will build seed storages for peas and potatoes. They will likely build one or more creameries, elevators and perhaps they will cause to be builded a new sugar beet factory for already sugar companies are surveying the possibilities.

They will need new schools, churches, stores, homes, barns and many other things, for between them they will be producing big crops on about 60,000 acres of irrigated lands. They will be busy building new homes, a new community, a new citizenship filled with the "human side" of American life.

The Patterns

A New Pattern Book

There have been many requests for a general catalog or fashion book to supplement the special booklets. Such a catalog—for fall and winter—was ready August 15th. This new catalog included a 16-

page section of 25c photographic patterns in addition to a complete new showing of Beauty designs. Thus the purchaser will find a selection of patterns, the majority of which will NOT appear in current releases of the regular service.

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

8623. Graceful and Charming.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 4½ yards of 35 inch fabric plus ¾ yard contrasting. Price 15c.

8630. Chic Two-Piece Dress.

Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 1½ yards of 54 inch material for jacket and 1½ yards for skirt. Price 15c.

8633. Smart Afternoon Frock.

Designed in Sizes: 11, 13, 15, 17 and 19, with corresponding bust measure, 29, 31, 33, 35 and 37. Size 13 requires 4¾ yards of 35 inch material with ½ yard for foundation sleeve. Price 15c.

8393. A Slenderizing House Frock.

Designed in Sizes: 34, 36, 38, 40, 42, 44 and 46. Size 38 requires 4¾ yards of 35 inch fabric. Price 15c.

8648. A Younger Set Favorite.

Designed in Sizes: 8, 10, 12, 14 and 16 years. Size 10 requires 2½ yards of 35 inch material plus ½ yard contrast and ¾ yard ribbon. Price 15c.

8642. A Cute Little All-Purpose Frock.

Designed in Sizes: 2, 3, 4, 5 and 6 years. Size 4 with long sleeves requires 3 yards of 27 inch material for dress and rompers. Price 15c.

8345. For Sleeping or Lounging.

Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 4¾ yards of 39 inch material. Price 15c.

Favorite Recipes

Housewives will find it difficult to make up the Thanksgiving menu this year to include all the good things for which the Thanksgiving Board is traditional, without a considerably added cost to the budget. Turkey, fortunately, will not be prohibitive, according to present indications, and with a judicious choice of vegetables, the dinner can be a gala event.

Succotash.—Two slices of salt pork diced and fried a delicate brown; one can of whole kernel corn and one pint of dried lima beans, soaked in water over night and boiled in salted water until the skins break. Combine the corn and beans. To the fried salt pork, add one half cup of cream and pour over the first mixture. Heat and serve. This is an old New England recipe, and where butter is too high in price to use plentifully, the salt pork drippings are a better seasoning than margarine. Add salt and pepper and serve quite hot. Left over succotash may be placed in a casserole, adding some canned tomato, cover with bread crumbs and grated cheese and pour over milk enough to come just to the top of the mixture. Bake until nicely browned.

Richmond Corn Cakes.—To three-fourths cup of canned corn, add one-half cup of milk, one-half tablespoon sugar, two well beaten eggs. Mix and sift scant cup of flour, one tablespoon baking powder (level) and one-half teaspoon salt. Combine with the first mixture and drop by tablespoons in buttered muffin rings and bake in a moderate oven. This is a fine garnish for the roast.

Baked Stuffed Eggplant.—Cut the eggplant in quarters lengthwise. Remove the pulp close to the skin, leaving the shells nicely in shape. Put the pulp through a meat chopper and drain. There should be about two and one-half cups. Place in a saucepan and one and one-half cups of water or stock, bring to a boil and let cook twenty minutes. Add three-fourths cup coarse dried bread crumbs, one-fourth cup butter or margarine, one teaspoon lemon juice; one-half teaspoon salt, and one egg slightly beaten. Fill the shells with this mixture, sprinkle with bread crumbs and grated cheese and bake in a hot oven twenty minutes. This is a good substitute for potatoes.





SAID TO BE HUMOROUS



It Is Easy to Be an Editor

One of the easiest jobs in the world is being an editor. All he has to do is to sit at his desk twelve hours a day, six or seven days in a week, four or five weeks in a month and twelve months in a year and straighten out such stuff and correspondence as the following, which reaches his desk by the cord at times:

"Mrs. Jones of Cactus Creek let a can-opener slip last week and cut herself in the pantry.

"A mischievous lad of Punkville threw a stone and cut a Mr. Pike in the alley last Tuesday.

"Tom Brown climbed on the roof of his house last week, looking for a leak, and fell, striking himself on the back porch.

"While Harold Green was escorting Miss Violet Wise from the church social last Saturday, a savage dog attacked them and bit Harold on the public square.

"Ike Trimmer of Rattlesnake Creek was playing with the cat last Friday when it scratched him severely on the veranda.

"While Farmer Frank was harnessing a young colt last Saturday, the colt whirled around and kicked him near his corn-crib."

Had His Fingers Crossed

"You say you served in France?" said the restaurant manager, as he sampled the new cook's first soup.

"Yes, sir. Officer's cook for two years and wounded twice."

"You're lucky, man. It's a wonder they didn't kill you."—Times of India.

Right of Discovery

MANAGER (pointing to cigarette-end on floor)—Smith, is this yours?

Smith (pleasantly)—Not at all, sir, you saw it first.

Comforting the Stricken

Mrs. Finnigan's husband had committed suicide by hanging himself in their large attic. Mrs. McManus, who lived next door, decided that she would call and express her sympathy.

"You'd better not go," Mr. McManus advised her; "you're always saying the wrong thing."

"Oh, I'll talk about nothing but the weather," Mrs. McManus said. And so she went.

"It's a fine day, isn't it, Mrs. Finnigan?" she said.

"Yes, and I'm glad, for I can hang my clothes out," said Mrs. Finnigan.

"You should be worrying about the weather," replied Mrs. McManus, "you with such a nice big attic to hang things in."

Accomplished

"Can you serve company?" asked the housewife when she was hiring the servant.

"Yes, mum; both ways."

"What do you mean?" asked the puzzled one.

"So's they'll come again, or stay away."

A Help

"Do you prefer to take your employer's speeches over the typewriter instead of

by shorthand?" one asked the Senator's stenographer.

"Yes, it takes a little longer but the noise of the machine keeps us both awake."

Good Business

A junk shop near a railroad crossing in Denver carries a sign with this hint to motorists: "Go ahead; take a chance. We'll buy the car."

A buxom young negress, in a very short dress, came before a municipal judge.

His honor, having noticed her scanty clothing, suggested she go home and put on some clothes.

"Judge, Ah specs Ah kin dress like Ah wants."

"You are fined \$5 for contempt of court."

Going to the clerk to pay the fine, he inquired what it was for.

"The judge says Ah was to pay \$5 for 'temptin' de cot.'"

"He brushed his teeth twice a day with a nationally advertised tooth brush; the doctor examined him twice a year; he wore rubbers when it rained; he slept with the windows open; he stuck to a diet with plenty of fresh vegetables; he relinquished his tonsils and traded in several wornout glands; he golfed but never more than eighteen holes; he never smoked, drank, or lost his temper; he did his daily dozen daily; he got at least eight hours' sleep each night. The funeral will be held next Wednesday. He is survived by eighteen specialists, four health institutes, six gymnasiums, and numerous manufacturers of health foods and antiseptics.

"He had forgotten about trains at grade crossings."—Traffic Tidings.

"Unemployment cure now up to industry, says relief aid."—Headline.

Swell! Now who's going to cure industry?

Suggestion for a charity benefit performance: Get General Daves and those who think he's cockeyed to argue it out at one general session.

No, Indeed

Newwed: "I insured my life for ten thousand dollars today, dear, so if anything happens to me, you'll be well provided for."

His Bride: "Oh, how nice! Now you won't have to see the doctor about your cough."

Here, Rover, Here!

"Yes," the teacher explained, "quite a number of plants and flowers have the prefix 'dog.' For instance, the dog rose and the dog violet are well known. Can you name another?"

There was silence, then a happy look illuminated the face of a boy at the end of the class.

"Please, miss," he called out, proud of his knowledge, "collie-flowers!"

Inherited Trait

Communist Father: "What do you mean by staying away from school? What do you mean by playing truant?"

Son: "Class hatred, father."—Annapolis Log.

Names Mean Nothing to the Boys

(Lifted from Sports Slants) by Howard Purser, Sports Editor Wisconsin News, Aug 8, 1935

"I'm coming up to Milwaukee on that fast train some time and see you," said "Sawed Off." "What's the name of it?" "You mean the Zither?" answered Whitey referring to the Burlington's Zephyr.

"No, that other one—on the Milwaukee Road."

"Oh, you mean the Hawaiian."

"Yeah, that's it."

At a party in London, a woman of the newly-rich was sitting beside the wife of a labor leader. The former began to talk about her jewelry. "I clean my diamonds with ammonia," she said, "my rubies with Bordeaux wine, my emeralds with Danzig brandy and my sapphires with fresh milk."

"Oh, I don't clean mine," said the labor leader's wife. "When they get dirty, I just throw them away."

Frankly

A bewildered man entered a ladies' specialty shop. "I want a corset for my wife," he said.

"What bust?" asked the clerk.

"Nothin'. It just wore out."—Lehigh Burr.

Knows Her Man

He: "What's the idea of dating this letter the fourteenth, when it's only the tenth?"

She: "I'm going to ask you to post it for me, dear."

Safety First

Sergeant—"Did you shave this morning, Jones?"

Recruit—"Yes, sergeant."

Sergeant—"Well, next time stand a bit closer to the razor."—Aberdeen Journal.

Quite Common

"Bell and Bess are both after that widower. Did you ever see the like?"

"Sure. I've often seen two chickens after the same worm."

Getting Even With Kipling

A smart man.

With some precision,

Of a woman

Gave this definition:

"A rag, a bone and a hank of hair."

But a smart woman,

Not to be outdone,

Defined man

In the following pun:

"A nag, a drone and a tank of air."

Boss: "There's two dollars missing from my desk drawer and no one but you and I have a key to it."

Office Boy: "Well, let's each put a dollar back and forget it."

The professor who sent his wife to the bank and kissed his money goodbye wasn't so absent-minded at that.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Avery Chapter

Marian Ham, Historian.

AFTER a three months' vacation club meetings were resumed at Avery on September twenty-ninth at the club rooms. The attendance, however, was not very large but we hope to improve on that at our October meeting.

During the latter part of the summer the St. Maries' chapter gained and we lost a very faithful Milwaukee member. Mr. Dietrich, perishable freight inspector, and family moved to St. Maries as his headquarters were transferred to that place. They will be greatly missed at all meetings as they could always be counted upon to do their bit. Mrs. Dietrich served as librarian very faithfully for three years.

Our ways and means committee have been very much at work since the first of September as they have had a card party and two dances. These social functions were extremely well attended which, of course, pleases all concerned.

Our social committee has promised us some very interesting meetings for this winter so we are looking forward to many good times as well as accomplishing a great deal in our club work. Let's all try to make it an exceptionally good year in every way.

Ottumwa Chapter

K. M. Gohmann, Historian.

THE fall activities of the Ottumwa chapter started with a cooperative luncheon at one o'clock on September 13 in the clubhouse on Sherman street. Mrs. Rabun, general chairman of the entertainment committee, was in charge of the affair, assisted by Mrs. Wheeler Gage.

On the evening of Friday, September 27, was held the first of a series of monthly benefit bridge parties at 8 o'clock in the club house, Mr. and Mrs. Wheeler Gage, Mr. and Mrs. Harry Vaughan, and Mr. and Mrs. Frank Ebberts, committee in charge. About fifty guests were present and prizes for high score were awarded to Mable Taylor and Frank Ebberts. A grand prize will be given for cumulative scores at the close of the series.

The second cooperative luncheon of the season was held at one o'clock on October 11, with Mrs. Wheeler Gage, chairman.

It is hoped the women of Milwaukee families will realize the great good that has been accomplished by the Ottumwa chapter during the previous years and will take an active interest in the club by giving their cooperation and assistance in making the coming year a successful one.

Milwaukee Chapter

Mrs. M. L. Hynes, Historian.

AFTER a recess of two months the Milwaukee Chapter held its first meeting of the season on Monday evening, September 16th, at 8 p. m., with the president, Mrs. J. H. Valentine, presiding. The chairmen of the various committees gave their reports, of which that of the membership chairman was outstanding. To date reported 189 voting and 522 contributing, making a total of 711 members. Most of the new contributing memberships were gained through the efforts of the Freight Car Department foremen and employees at the Milwaukee Shops. The club is very pleased to welcome the new members. Plans were made to earn money in order to carry on the welfare work. A pillow case card party will be held on Oct. 24th at Schuster's Twelfth Street Store and a large attendance is expected. On Nov. 7th another card party will be sponsored by the November ways and means committee at the Barnsdahl Oil Refining Co. on

Just Being Thankful

JUST being thankful from day to day,
For joys and sorrows which come
our way,
Is the best way we know to lighten
the load,
To show gratitude for favors bestowed.

Just being thankful for loved ones
close by,
For friendships dear, and good neighbors
nigh;
For days of toil and nights of rest,
For all little things that make each
day blest.

When you have a day that seems sort
of blue,
When things go wrong 'spite of all you
can do;
Just remember that so long as you
can smile,
And be thankful for something, all
in Life is worthwhile!

Just being thankful for days well spent,
For kindly tho'ts and, bringing peace
and content,
Whate'er may come to you, accept as
proof of love,
That God does all things well, and
still reigns above.

Bernice R. M. Boland.

South 41st street. We are all looking forward to the pancake supper and card party at the club rooms, Union Station, on Saturday evening, Nov. 23rd.

We regret to report that the club lost two of its active members during the summer, Mrs. Mulligan and Mrs. J. D. Manning.

We were all very proud that our chapter was awarded a membership prize and intend to work hard for the continued increase of our membership.

Sanborn Chapter

Mrs. Ellis Miller, Historian.

SANBORN Chapter held its annual supper in the club rooms on the evening of September 2nd. About fifty members and their families were present.

After a three months' vacation, the chapter members again took up their tasks when the members met at the club rooms on September 20th for the first meeting since June. The president, Mrs. Dale Dick, presided at the meeting which was opened with the reading of the club motto. Secretary's and treasurer's reports were read and bills allowed.

After the routine business, cards were enjoyed and light refreshments were served by Mrs. Dick.

Mason City Chapter

Mae McClintock, Historian.

MASON CITY Chapter met September 24th, the president, Mrs. Ingraham, presiding. Thirty members were present. After the opening ceremonies, the Chapter paused for a moment in memory of Mr. William J. Johnston, who passed away September 9th. Mrs. Johnston is a former president of this chapter.

The following appointments were announced to fill vacancies: Mrs. Dougherty, welfare; Mrs. Meuwissen, social; Mrs. Sizer, membership.

A rummage sale was held from which the chapter netted \$15.00. An open house

party for members and Milwaukee families was announced for October 17th.

A handkerchief shower was held for Mrs. Bahr, a member who is leaving to reside in Yankton. Mrs. Green and Mrs. Wuerth have also moved from our chapter during the past summer.

Union Station Chapter

Kathleen O'Neil, Historian.

THE first Fall meeting of the Union Station Chapter was held in the club room, October 1.

Supper was served to about forty members and guests in Harvey's cafeteria, after which a motion picture film, "The Trail of the Olympian," was shown in the club room, through the courtesy of Mr. Hyatt of the Vice-President's office. The picture was very interesting and to many who had taken the trip to the Coast, it recalled many pleasant memories of that gorgeous scenery along our Coast Line.

Union Station Chapter is indeed proud of the fact that it was again awarded the twenty dollar membership prize by the Governing Board, having exceeded last year's membership, both voting and contributing. The members assisting in this drive are to be commended as they certainly know how to "bring home the bacon."

Mobridge Chapter

AFTER enjoying a vacation of three months, this chapter held its first meeting of the fall season on Monday evening September 23rd, with Mrs. A. F. Manley, president, presiding.

The meeting was opened by the reading of the club motto and the singing of several songs. Mrs. O. Haanes, recording secretary, read the minutes of our last meetings, and Mrs. Chas. Williams, treasurer, gave her report.

The following chairmen gave their reports, which covered the club's activities during the summer, and although we did not hold regular monthly meetings, our club was functioning and doing good among our needy ones.

Mrs. Bert Doud, chairman of the mutual benefit, reported an expenditure of \$40 for welfare; 32 personal calls made and 52 phone calls.

Mrs. Paul Nylan, sunshine chairman, reported 275 personal calls made, 60 phone calls, and donations of food, magazine and flowers without any expenditure from the club, amounted to \$13.90, while \$5.46 had been spent during times of sickness and death.

Mrs. L. Lyons, housing chairman, reported that a new lavatory will be installed in the club room this fall; a nice storage closet has been built and the platform has been extended.

Mrs. Frank Schnider, ways and means chairman, reports that plans are under way for our annual Thanksgiving dance; that several five dollar bills will be disposed of; she also stated our chapter received a nice check from the community profit sharing shows that are put on at the theater every Thursday night. Also a goodly sum is realized each month from the club house rentals.

Mrs. Art Crowley reports a membership of 239 at the present time. She with her committee plan to put on another drive in the next few days.

At the close of the business session a social hour was enjoyed by the ladies present. Mrs. W. P. Moran, Mrs. Leo Swanton and Mrs. Chas. Williams served coffee and cake.

Marmarth Chapter

Mrs. Harry Wood, Historian.

THE Marmarth Chapter met in the Milwaukee club house on Sept. 26th, with the president, Mrs. John Richmond, presiding. It was reported that \$4.74 had been expended for sunshine and good cheer. The treasurer reported a balance of \$160.91. Marmarth Chapter is proud to be one of the chapters which won a \$20 membership

prize and a great deal of credit is given to the membership chairman, Mrs. Frank De Lange, and her committee for their splendid work. Committees were appointed to sew for several needy families, including a motherless family of five quite small children. Mesdames Leo Rushford, R. C. Rushford and Thos. Miller were appointed to act as general committee to arrange for a party to be given Oct. 24th.

After the close of the business meeting Mrs. Richmond told us of her recent trip to Scotland and the many other beautiful and scenic places which she visited while abroad. With many pictures and her diary, we were all so sorry when the time came for her to stop as her talk was both educational and interesting.

A nice lunch was served by Mesdames Richey and Striebel.

St. Paul Chapter

Mrs. M. L. Medinger, Historian

SINCE our last notes in the magazine we have carried on board meetings during the summer months.

We held our annual picnic in Highland Park Aug. 18, with an attendance of 350. Picnic dinner was served at noon, followed with games and races for the children. Prizes were awarded to the winners—and each child was given a balloon. A very good time was reported by all present. Seventeen new members joined at the picnic that day.

The first regular meeting was held Sept. 10 in our club room. Pot luck supper was enjoyed, fifty being present.

Committee consisted of Mrs. E. Johnston, chairman, and Mrs. E. F. Conway and Mrs. M. L. Medinger assisting. Meeting was called to order by our president, Mrs. F. Washburn. Mrs. E. Johnston, sunshine chairman, reported four personal and phone calls and one message of good cheer. Mrs. S. F. Philpot, membership chairman, reported 17 new members.

Plans were made during the summer for our annual Hiawatha dance. Mrs. Pothén, ways and means chairman, distributed tickets for the dance. A committee was appointed for cards, with Mrs. Walker chairman. Our dance will be held in the Colliseum Oct. 18. Bridge and 500 will be played also. Mrs. Pothén announced a ticket will be bought by the club on the Hiawatha to Chicago and return, as grand door prize.

The second regular meeting was held Oct. 8, with 50 present. Meeting was called to order by our president, Mrs. F. Washburn. Mrs. E. Johnston, sunshine chairman, reported a message of good cheer. Mrs. S. F. Philpot, membership chairman, reported one new member. Mrs. F. Washburn reported \$2.30 grocery order for welfare. Mrs. Pothén reported 1500 tickets out among employees and members to be sold for our dance. Mrs. D. J. Curtin, treasurer, reported a balance of \$153.56.

We were all glad to see Mrs. Brew back with us, after her recent illness.

After meeting cards and bingo were played and prizes awarded. Lunch was served with Mrs. Geo. Mueller, chairman, assisted by Mrs. Allen and Mrs. Chamberlain.

Minneapolis Chapter

Mrs. G. F. Hancer, Historian

THE Board Meeting of the Minneapolis Chapter was held in the club rooms Thursday, Oct. 3rd, with eight members present.

A dance for some time in November was being discussed. Mrs. Gerkhe was put in charge of the sale of tickets on a beautiful hooked rug which will be contested for soon.

The regular pot luck supper was planned for the following Monday night. There were 83 present at our last supper. Cards were played at ten tables. Mrs. J. W. Johnson was in charge of the prizes. Assisting Mrs. Bagnell in charge of the supper were Mrs. Peterson, Mrs. Holbrook, Mrs. Hamer and Mrs. Berg.

Our last meeting was held at the home

of Mrs. Arnold on 4381 Pheilan avenue. A lovely picnic luncheon was served to 22 members and all had an enjoyable time.

Black Hills Chapter

Mrs. Ira Wintrobe, Historian

THIS chapter resumed business meetings at the R. E. Colvin home after a summer's vacation. The ways and means committee announced they were beginning their semi-monthly dances.

On August 4th the annual picnic was given at the Municipal Park. There was a large attendance and everyone had a very good time. Mrs. G. W. Warner and Miss Lurana Warner of Mason City, Iowa, were among the out of town guests.

A couple of weeks later a picnic was given in honor of Engineer Carl Zickrick, our president, Mrs. Hickson, and little Iris Core, whose birthdays were that week.

On Sept. 23rd we were honored by a visit from Mrs. Kendall and Miss Lindskog. Mrs. Hickson entertained them through the day with a 200 mile drive through our hills.

A dinner was given that evening in their honor by the chapter, after which Mrs. Kendall and Miss Lindskog talked to us.

We feel we gained a great deal from their visit and we will go into the work this fall with renewed vigor.

Tomah Chapter

Mrs. Fred Rohl, Historian

TOMAH chapter held its September meeting at the Legion hall, honoring the "shut-ins" and new members. One week-end in September fifteen of our junior members went to Chicago on a pleasure trip, chaperoned by some of the mothers. The girls had earned their own way by selling tongs, clothes hangers, etc.

The October meeting was also held in the Legion hall as the members having birthdays in September, October, November, and December served the lunch. There were twenty-nine birthdays to celebrate. The new bakery donated a birthday cake. Numbers were drawn, Mrs. Mary Rosa being the winner.

The Sparta members gave a braided rug and chances were sold. Ada Least won the rug.

A nominating committee was appointed for the election of officers at the November meeting.

Perry Chapter

Mrs. J. J. Kindig, Historian

OUR chapter met in regular session Friday, September 6, with Mrs. Thompson, presiding. It was the first meeting following the vacation through the summer months.

The usual business was attended to and plans were made for the winter. The chapter received a check for \$20 as a reward for having the largest increase in membership during the year.

The "friendship quilt" has been completed and the names on it will be shaken up in a box—the quilt to be given away. The ladies who have given their time to make it deserve a vote of thanks from the chapter.

A letter was read from Council Bluffs Chapter inviting us to meet with them October 2 for a 1 o'clock luncheon and social afternoon. It is always a pleasure to visit this chapter, and I am sure quite a number will plan to go.

Our next meeting will be a pot-luck luncheon with business meeting followed by a program.

Madison Chapter

Mrs. John S. Lyne, Historian

A feeling of unity and co-operative friendship between the Madison and Mazomanie women was strengthened when the latter group entertained the Madison women at the club rooms on Thursday, Oct. 10. This gesture is especially appreciated when it is realized that the Mazomanie women had to leave their homes at 7:00 o'clock a. m. and remain in Madison until 8:00 o'clock in the evening.

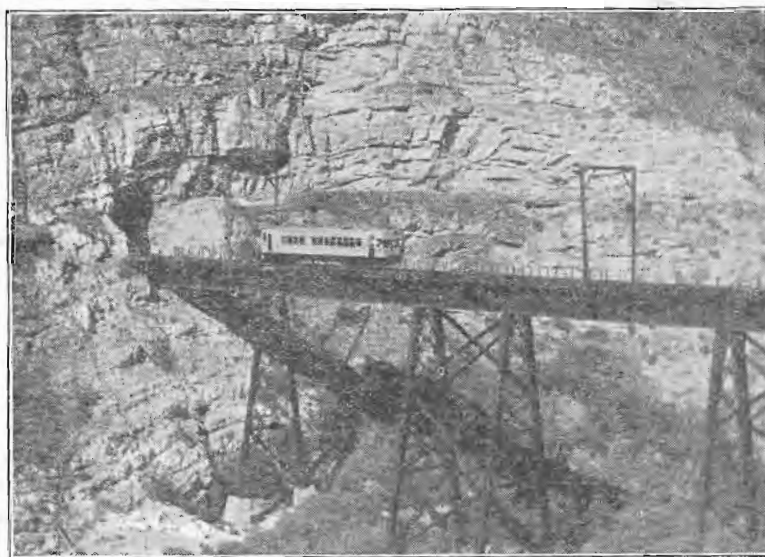
The Chapter voted to continue the usual birthday celebrations because the sending of special birthday invitations each month has brought out a number of members who had not been attending regularly.

Following the appointment of a nominating committee, the passing of a motion to have a benefit card party, the meeting was adjourned.

Effective

"How did you make your neighbor keep his hens in his own yard?"

"One night I hid a half-dozen eggs under a bush in my garden and next day I let him see me gather them. I was bothered after that."



A Strong Bridge and Flaw Free Rail Make Travel Safe on the Olympia's Trail

Steel rails, like human beings, sometimes get sick. Much in the manner that the Chinese engage medical men to keep them

well rather than to cure their ills, the Milwaukee Road employs a mechanical doctor to prevent the possibility of accidents from defective rails in track. One of a fleet of rail "physicians"—the Sperry Detector Car—is shown testing the Milwaukee Road in the Montana River Canyon near Cardinal, Montana.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

Twin City Terminals

J. T. H.

OSCAR Lodge of the Accounting Department is the proud father of a baby boy, the blessed event taking place on October 13th. The newcomer has a brother and a sister.

Bob Roberts is recovering as well as can be expected from his recent operation. He is recuperating at his home.

The injuries continue in the Accounting Department. Miss Elavi Conroy was knocked down by a car and suffered four broken vertebrae, which incidentally put her two up on Harry Hoy. Both of these injured are coming along nicely we understand and everyone hopes for a speedy recovery. Although it probably should not be mentioned in the same breath, we understand Miss Georgia Perry skinned her knee when she bit the dust the morning of October 14th.

Miss Nellie Sullivan has returned from her ranch in Montana after a sixty day leave, looking the part of a healthy rancher, or is it rancherette?

Neil Ryan, yard clerk at St. Paul Yard, is going to make his annual trek shortly to South Bend to see a Notre Dame game. Neil always takes in at least one game a year at South Bend. We understand the yard clerks at South Minneapolis are making their plans to follow the Minnesota team to Iowa and Michigan this year. These yard clerks get around.

Trainmaster G. F. Hancer was one of the lucky few who managed to see a World Series game. He took in the Sunday game and came back with the prediction that the Cubs were plenty good but did not have the pitching to stop the Tigers. However, some of us had already bet Give-Me-Odds Knoke and the straight goods on the series came too late to save our shekels.

Miss Leyhe is the new stenographer in the Legal Department in the Minneapolis depot, taking the place of Miss Sherritz.

Charlie Goudie, the Express agent, says we should mention the fact that the alley between the depot and the freight house is going to be paved, although he won't believe it until he sees it.

Iowa Middle and West Division

Ruby Eckman.

ENGINEER and Mrs. Fred Peterson of Perry, have recently moved into a very cozy new bungalow which has just been completed for them.

Switchman William Cummings of the Perry Yard force was in the hospital in Des Moines during September for a serious operation.

Agent W. C. Bliss, who has been at Persia for a good many years bid in the agency at DeWitt.

Caller E. L. Thomas was in the Washington Boulevard hospital in September for treatment for a serious stomach trouble.

Machinist Ivan Peterson of the Perry

shops force was in a hospital in Excelsior Springs, Mo., in September for an operation and treatment.

Harold Dollarhide, operator at Coon Rapids and Joe Elsner, agent at Dedham, attended the American Legion convention in St. Louis in September. R. O. Hull, a Des Moines division relief man worked at Coon Rapids and Jim Atkins had charge of the Dedham agency during the absence of the regular men.

Machinist Harry Sanford of the Perry round house force has been on the lay off list a few weeks on account of a broken leg. Harry slipped on the steps at home and fell, causing the accident.

Perry round house is being rebuilt, following a fire which destroyed the south half, October 4th. The shop men rendered valuable assistance in fighting the fire and thus saved a lot of damage to the house and equipment.

Maurice McGee, helper at Jefferson, had a major operation the fore part of October. Leo Brewer, who had been employed in the car department office and at other work on the railroad, filled in the vacancy.

Conductor Joe Reel, who had a shoulder injury, was at Washington Boulevard hospital for treatment in the latter part of September and the fore part of October.

Engineer Robert Griffin of the Des Moines division, has been on the sick list for a while. Mr. Griffin, who was on the Perry to Spirit Lake way freight run, was stricken, while he was getting ready to retire, in the caboose which the Des Moines division men use at Perry. He was not found until twenty-four hours later when the crew which came in the next night went to the caboose. He was taken to the hospital in Perry and later removed by ambulance to his home at Rockwell City. Mrs. Griffin and her son were summoned and drove to Perry immediately. Mrs. Griffin did not have a chance to express her appreciation to the employees who were so kind to the family at the time and wanted that mention of their appreciation be made in this column.

The opening party of the Milwaukee Women's club was held at the club house in Perry the fore part of October. The friendship quilt, which bears about four hundred and fifty names of members, their families and friends was given away that night. For once the name of the Iowa division correspondent happened to be a lucky one so now I have the start of the proverbial "hope chest." The quilt is a beautiful one and represents a lot of work on the part of the workers in the club.

The Milwaukee was well represented at Boone a couple of times the fore part of October. A state convention of the Brotherhood of Railway Train Men and their auxiliary was held at Boone. A good delegation from the Perry lodges attended. On October 10th the Boone Chapter of the Northwestern Railway Women's club entertained Perry chapter of the Milwaukee club. Forty ladies from Perry were in at-

tendance. The club correspondent will doubtless tell more of the details of the trip.

Joan Peterson, little daughter of Machinist Ivan Peterson, was selected to appear before judges in Des Moines as one of the semi-finalists in the Metro-Goldwyn-Meyer studio search for new screen personalities. Joan is a dancer and will take voice and dancing tests later. Another young dancer who is already making a name for herself is little Charlotte McLuen, granddaughter of engineer Carl McLuen and daughter of Fireman Howard McLuen. The little tot also passed the tests for stage appearances.

Dorothea Franks, daughter of switchman George Franks, who resumed her school work at Drake University where she is a sophomore, had some hard luck soon after school started. The young lady had an acute attack of appendicitis and had to submit to an operation. She was out of school a few weeks but is all right now and working hard to make up the lost time.

James Wagner has another grandchild in his family, a daughter having been born to Mr. and Mrs. Willis Burgess the fore part of October. Mrs. Burgess was Helen Wagner before her marriage.

Engineer Sanford Lones and his son, brakeman Lee Lones, who operate a greenhouse as a sideline, have recently made some extensive improvements in their property at Perry. Larger boilers and heating plant, together with new walks and new roofs on their old houses constituted the first of their improvements and now they are busy with the erection of a new unit of the house. Lee is doing most of the work and they will have a very complete layout when the work is all finished.

John Krohn, retired section foreman, who makes his home in Perry, was surprised on his seventy-third birthday by a group of his neighbors and his son Lawrence and family who also reside in Perry.

Lewis Walrath, son of conductor Walter Walrath, had an operation for appendicitis the latter part of September.

Section foreman W. E. Barnoske of Coon Rapids took a vacation in September and made a trip to North Dakota. Charles Theulen was on the job during his absence.

Friends at Perry regretted to hear of the death of Matt Mullen, for many years a machinist and round house foreman on the Milwaukee. Matt's last work was at Atkins. Death followed a few days' illness, from pneumonia.

A large delegation of members of the Milwaukee Women's club went to Council Bluffs the fore part of October as guests of the Council Bluffs chapter. All had a fine time.

During the work train service on the middle and west division during August and September several of the younger train and engine men who have not been called for some time, were in service.

The wedding of Margaret Sarah Tolbert, daughter of Conductor Lee Tolbert, is

scheduled to take place the latter part of October. Miss Tolbert will marry Attorney Charles O'Brien of Omaha.

William Hubbs, a former Perry resident, who is now working on the S. C. & D. division, has marked up on one of the Sioux City-Perry time freight runs. "Bill" waited until after he and his wife had taken their vacation which included a trip to Washington during the Shrine Convention and a sight seeing trip to other places of interest in the east, before he marked up on the job. He says he has to work steady now to get ready for another vacation during the convention next year as he just found out how much fun he had been missing.

Kansas City Division

K. M. G.

THE marriage of Helen Story, daughter of Engineer A. J. Story, Ottumwa, to Clarence Duveck of Victor, Colo., took place on September 11th. Miss Story was accompanied to Victor by her brother, James, his wife and daughter, Marilyn, and Imogene Bottenfield, daughter of Engineer W. F. Bottenfield. Before returning to Ottumwa, Miss Bottenfield visited in Denver and Salt Lake City.

Mrs. Gertrude Riepe of Chillicothe, Iowa, daughter of Conductor Sodie Blake, died at the home of her parents on September 9th. Funeral services were held the following Tuesday and burial in Memorial Lawn Cemetery.

John McCaffrey, boiler-maker helper at West Yard, was off duty for some time on account of injuries received in the early part of September, when he was struck by an ice truck in crossing the street, the truck hitting him on the leg and seriously injuring it.

Fred Prior, 82 years of age, retired engineer, who lived in Marion, Iowa, passed away on September 16th. He entered the service on the Kansas City Division on March 7, 1885, and retired on March 10, 1930, on account of ill health. Funeral services held at Marion on September 18th.

Wm. C. Givens, Jr., son of superintendent, returned to Purdue University, Lafayette, Ind., in September to resume his course of study.

Superintendent W. C. Givens and wife returned from a vacation on September 30 during which time they visited with relatives in Sioux City and Ft. Dodge, Iowa, and with superintendent H. F. Gibson, Savanna.

Robert Upp, son of dispatcher J. T. Upp, entered Carlton College, Northfield, Minn., in September.

Dispatcher R. O. Clapp was in Minneapolis for several days during the first week in October visiting with his granddaughter, Mrs. Geo. O'Gar, and family; was relieved by H. G. Barnard, who, by the way, is now driving a good looking new Hudson automobile.

Harold Henson of the superintendent's office was on a vacation the latter part of September but gave no details as to where and how he put in his time.

E. D. Kennedy was appointed agent at Ottumwa on September 16, vice J. W. Calvert, deceased. Mr. Kennedy has an excellent record with the company during his thirty years' service and previous to his coming to Ottumwa he was agent at Moravia, Iowa, having held that position since January, 1922. We wish him good luck and success in his new appointment.

Conductor W. W. Birkett was a patient in the Iowa City hospital for nine days during September, under the observation of Drs. Randall and Smith.

Engineer E. E. Keller departed on October 5 for Hollywood, Calif., for an extended visit.

G. C. Sheridan and wife were in St. Louis to attend the American Legion convention. During the latter part of September they were called to Minneapolis because of the serious illness of the mother of Mr. Sheridan. They returned to Ottumwa in the early part of October, accompanied by Martha Zoll, sister of Mrs. Sheridan, who will visit indefinitely in Ottumwa. The

READ
PERISHABLE
INSTRUCTIONS
THOROUGHLY
AVOID DAMAGE

DUE FROST

THE FIRST
HARD FREEZE
IS THE MOST
EXPENSIVE

WATCH THE
THERMOMETER
AND CHECK
STORM WARNINGS
CAREFULLY

DON'T LEAVE
CANNED GOODS
OR OTHER
SEMI-PERISHABLE
UNPROTECTED

condition of Mrs. Sheridan, Sr., is much improved and it is hoped she will soon recover.

Engineer V. E. Glore left Ottumwa on October 12 for Des Moines to visit Mrs. Glore, who is a patient in the Retreat Sanitarium in that city. It is expected she will remain there for about two months.

A Staff Safety First Meeting was held in Ottumwa in the Women's Club house on October 11, Superintendent Givens in charge. The following officers located outside Ottumwa attended the meeting: R. C. Dodds, H. Austin, J. T. Clark, R. G. Larson, C. F. Carlson of Kansas City; P. L. Mullen and F. E. Galvin, Savanna; C. L. Boland, Chillicothe.

The death of John L. Quinlan, conductor, occurred on October 8 at the St. Joseph hospital, Ottumwa, after an illness of about six weeks. Funeral services were held the following Friday morning and burial in Calvary cemetery, Ottumwa. Mr. Quinlan was in the service for twenty-nine years, having been promoted to conductor in 1913. He is survived by his wife and son, who have the sympathy of all Milwaukee employees.

Mrs. M. Reynolds, wife of conductor, accompanied Miss Edith Swearinger to Los Angeles on September 21, where she was called because of the serious illness of an uncle, Dr. Swearinger, formerly of Hedrick, Iowa. Mrs. Reynolds visited with her brother, Dr. S. S. McMillen, a dentist in Los Angeles, during her sojourn there.

Engineer T. H. Kemp suffered an attack of ptomaine poisoning at his home on October 2, resulting in his being confined there for about three weeks.

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

R. R. T.

THOUGH this magazine in its October number has already reported the untimely death of Mr. W. P. Warner, division freight and passenger agent at Spokane, it would not be fitting if we did not mention it in our column also, paying our tribute to his memory. Mr. Warner passed away on Saturday, Sept. 14, at the age of 69, after a month's illness, the funeral taking place on Sept. 16th, at this city. So many officials of our road attended the rites that space will not permit us to mention them all; one and all paid tribute to the memory of a man who had endeared himself to all his associates by his uniform kindness, courtesy and consideration, and who had won the esteem of all with whom his business brought him into contact. During his long railroad service he had made hosts of friends, who will long honor his memory. With them we offer our sincere sympathy to the bereaved family.

Mr. Warner's successor is G. R. Webster, heretofore General Agent at Portland, who took charge of the office on October 1st. Mr. Webster comes highly recommended and we wish him every success in his new office. His place at Portland is being taken by Mr. Swanson, heretofore at Aberdeen, Wash., while Mr. Swanson's place is taken by J. O. McIllyar, who has been commercial agent at Spokane. Frank Watkins, who has been chief clerk in Mr. Warner's office, succeeds Mr. McIllyar as commercial agent at Spokane, and his place in turn is filled by Victor Strauss, who comes here from the general freight office at Seattle. To all of them we tender our best wishes in their new capacities.

C. A. Olsen, who has been second trick operator at the Spokane Union Depot office, has been appointed third trick train dispatcher at Miles City, and left for his new position a few days ago. We shall miss his genial presence here, but wish him all success in his new position. His place at the Spokane office is temporarily being filled by J. R. Cook.

Mrs. Nick Toma, wife of Nick Toma, member of the freighthouse force at Spokane, who has been in a local hospital for over a month, is reported much improved

and ready to return home, where we hope she will soon be completely restored to health. Nick, by the way, has just bid in the post of janitor at the local freight office, displacing Tom Patchell, who goes back to the warehouse.

Charles Lillwitz, who is clerk to Mr. G. H. Hill, assistant superintendent at Spokane, and Mrs. Lillwitz have been enjoying a visit from their daughter, Mrs. Margaret O'Leary, of Nome, Alaska.

Charlie Schleusner, now engineer on the board, has returned from his assignment as fireman instructor on the new Hiawatha and confirms current reports as to the popularity and efficiency of this new train—the fastest steam-driven train in the world. The new train has established a record for punctuality, so that people are banking on its being on time. To see it in action, so much so that the crew came to consider the visitors, though welcome, yet something of a nuisance. We are pleased to report that Charlie Schlesner's head has not been swelled by his assignment.

A. J. White, agent at Ione, has been assigned the agency at Newport and took charge there on October 20th. No assignment has yet been made to the agency at Ione.

Engineer Tom McCaull, of Nos. 7 and 8, between Butte and Spokane, is on a brief vacation at this writing.

Mrs. Maxwell, wife of engineer Ed Maxwell, of the Spokane switching service, has been sick for some time past, Mr. Maxwell having been off for three weeks at this writing to take care of her. We tender best wishes for her early recovery.

Also sorry to report the serious illness of engineer James McBride, of the extra board at Spokane, who is confined to his home at Spokane by kidney troubles. We hope he may soon be restored to health again.

Henry McGinnis, of the local car inspection force, returned from the Carmen's Convention at Montreal on September 18th. He has glowing reports to make concerning Canadian hospitality and the beauties of Montreal and Quebec, but is as glad to be home again as we are glad to see him back.

Engineer John Berg is temporarily in place of engineer Ed Maxwell on the first

trick switch engine at Spokane, during Mr. Maxwell's absence.

Fireman Del Armstrong, of the Hanford Branch, came over to Spokane and bumped Harry Ferrier on the Marengo run. At this writing Ferrier had not made up his mind as to what would suit him next best.

Joe James, yard conductor on the second brick switch engine at Spokane, and wife recently took a trip to Everett, Seattle and Tacoma and incidentally visited the famous fair at Puyallup—an annual observance of Joe's, who is much interested in agriculture and horticulture. John Stolz furnished the brains during Joe's absence.

We learn, much to our regret, that William Smith, roundhouse foreman at Spokane, did not enjoy his recent vacation very much, being laid up with his old enemy, rheumatism, nearly the entire vacation. Due to judicious application of the grease-gun to the creaking joint he is quite over the trouble for the time being.

Chicago Union Station

Ann Weber

Latest Arrivals

Mr. and Mrs. P. J. Cullen (nee Sullivan), a girl.

Mr. and Mrs. A. P. Hedin, a boy. Batting average now .500.

Mr. and Mrs. R. T. McSweeney, a girl.

Mr. and Mrs. Orrin Anderson, an eight pound boy, named Neil Orrin Anderson, born October 10.

Sports

Not much doing, except Joe Burke, who is chauffeur for the Mineralites this year. Tina Langton is an all-around bowler.

This turned out to be just another All-American League year. After losing the first game to the Cubs, the Tigers donned white socks which accounts for the easy way they pushed the Cubs around.

The Blowout

The dance sponsored by the Booster Club on September 24, in Harvey's Cafeteria, was a huge success, especially for the two free lance artists, Jim Landrigan and Fred Knaack. Goo-Goo Ryan passed by the keg so often the other guests thought he was the bartender. One would never suspect that Walter Anderson ever had a broken leg from the pep he showed on the dance floor. Some of the boys brought their wives. George Watson was there, as was

his friend, but they were on their honor.

Eulalie Payer, from the Coal Traffic Department, has left the service of the Company to accept another position. Perhaps it is to be First Lady of the home. Who Knows?

Wish other departments would send in items regarding doings of departments. Surely there must be news from departments other than the Freight Traffic. Send contributions to me not later than the 15th of the month. Will appreciate your cooperation.

D. & I. Division

E. S.

MRS. NORRIS KEELER and daughter, Chloe Ella, who have been visiting Mrs. Keeler's parents, engineer and Mrs. B. F. Hass, Savanna, departed October 8th for their home in Spokane, Washington.

Captain of Police George Layton, Savanna, was the principal speaker at the noon luncheon of Savanna Rotary Club, Wednesday, Oct. 9th, and as this was Fire Prevention Week, his talk covered that subject.

Mrs. Isabelle Kendall, Acting President General of the Milwaukee Women's Club, and Miss Etta Lindskog, Secretary General, paid a brief visit to Savanna chapter of the Women's Club, Monday afternoon, Oct. 14. Following the business meeting, Mrs. Kendall and Miss Lindskog talked about the work that was being done by the various clubs, offering kindly suggestions on increasing membership and providing various means of entertainment in order to hold the interest of the club members. After the meeting luncheon was served and a pleasant half-hour was enjoyed visiting with Mrs. Kendall and Miss Lindskog.

District Storekeeper J. C. MacDonald returned from Long Beach, Calif., where he attended funeral services for his mother, whose death occurred in that city on Sept. 24th. Sympathy of the D. & I. Division officers and employees is extended to Mr. and Mrs. MacDonald.

On Sept. 26th, First District of the D. & I. Division consolidated meeting was held in the women's club house at Savanna with an attendance of 97. Traffic-Operating, Safety First, Fire Prevention and Fuel Conservation were discussed.

Engineer and Mrs. Frank Davis, Savanna, have returned from Aberdeen, Md., where they visited their son-in-law and daughter, Mr. and Mrs. Chester Parker.

Dispatcher and Mrs. H. P. Buswell, Savanna, entertained at dinner Sept. 20th, celebrating their twenty-fifth wedding anniversary. Out of town guests were Mr. and Mrs. Geo. Slater, Perry, Ia., and Mr. and Mrs. J. F. Staackman, of Miles, Ia.

Mrs. F. B. Cole, wife of dispatcher Cole, Savanna, returned Sunday, Sept. 15, from Yellowstone National Park, where she attended a three-day Supreme Convention of P. E. O. Mrs. Cole was delegate from the Rock Island, Moline and Savanna chapters.

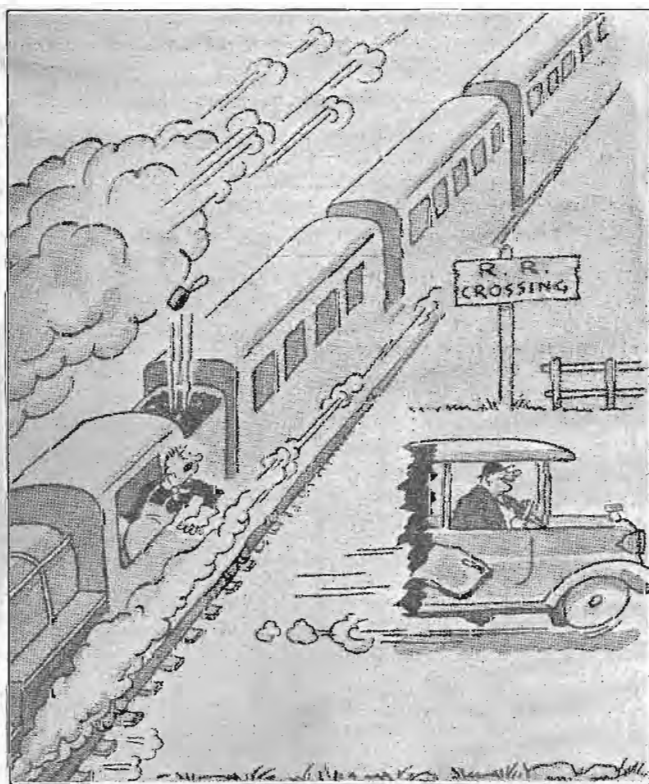
Mrs. Geo. Lanning, wife of the chief dispatcher at Savanna, is recovering nicely from a major operation at Finley hospital, Dubuque, Sept. 23.

It was with deep regret that we learned of the death of Miss Emly Quade, of the Fullerton Avenue District Accountant's force and former employe of the Mechanical Dept. at Savanna, which occurred in Dubuque, Sept. 28, and our sincere sympathy is extended to the Quade family.

Sympathy is extended to engineer and Mrs. Garfield Watson, Savanna, account the death of Mrs. Watson's sister.

Recipe for apple pie contributed by a bachelor from the superintendent's office at Savanna dedicated to spinsters in particular: To make a nice light and fluffy pie, deftly insert a sponge under the upper crust and bake until the room becomes filled with smoke and your eyes water—then the pie is well done.

Superintendent and Mrs. W. C. Givens and son, of Ottumwa, were weekend visitors recently in the home of Mr. and Mrs. Gibson at Savanna.



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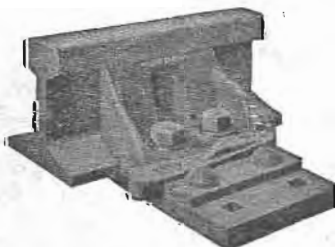
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**Morden Frog & Crossing Works
CHICAGO**

La Crosse-River Division, Second District

Ira G. Wallace

OCT 20th marks the fifty-fourth year of continuous service for Wilfred Johnson, crossing flagman at Red Wing. During this time he has acted as track foreman on all the divisions on line east, but during the past few years, has devoted all his time to the crossing and the raising of flowers about the depot. The whole division congratulates him on his splendid record.

Herman Vollmers, clerk at Lake City, was one of the winning pitchers on the State Amateur Baseball Championship team which was held last month at Lexington Park, St. Paul. Herman pitched the winning game which enabled his team to go into the finals. Lyle Stinson, son of Engineer Stinson, also played first base on the same team.

Edward Raetz is the proud father of a bouncing nine pound boy, whom he claims will be exceptional All American timber for any team.

After thirty years of service for the Milwaukee Road, Willard Thayer has now left for Austin, Minn., where he and his family will make their home on a large farm. From last reports, driving a tractor must be lots of fun.

Tom, the son of L. M. Truax, agent, Red Wing, has enrolled as a freshman at the University of Minnesota.

Operator George Snure spent a week back in Bellevue, Ia., where he was agent many years ago. George claims that the Iowa corn does not grow as tall as it did when he lived there.

Operator Aaron Walters spent a week's vacation traveling through southern Minnesota and Wisconsin.

Al Obermoe, operator, who has transferred to the First Division, returned for a few days for relief work at Red Wing.

Work on Lock 3, Red Wing Dam, has now started, although actual construction will not begin until next spring. This will be one of the largest units on the entire river when completed.

Northern District—Car Dept.

O. M. S.

SUMMER vacations are about ended. However, chief clerk Walter Johnson is now enjoying his. He and the Mrs. have gone places.

Miss Grace Hammerot, stenographer, bravely spent her vacation in the hospital. We are glad she is convalescing nicely at home and hope for her return soon.

Kathleen Von Grossman, formerly Miss Penny, stenographer in the Car Department at South Minneapolis Shops, is working in Miss Hammerot's absence.

Asst. foreman, Tal Hughes, Minneapolis Coach Yard, is driving a new Ford sedan. Real'ritzy!

Einar Hauger, clerk, Minneapolis Shops,

possesses a season ticket to the Minnesota university football games this coming season. Is he ever lucky?

Carman's Union, St. Paul, held annual picnic at Battle Creek Park—Joseph Sereda, the One-Man-Welcoming Committee, did a very good job.

Mrs. Frank Tschohl and daughter enjoyed trip through Minnesota's North Shore drive and Iron Range country.

Mrs. Henry Mehofer returned from trip to California, having had an enjoyable time. Mr. now enjoys his evenings at home.

Mr. and Mrs. Ole Hanson, visited in Duluth. Mr. Isaac McClain's daughters traveled via the Great Lakes from Duluth to Chicago. Mrs. Albert Weichsel visited friends in St. Louis. Mrs. Hageman and family called on relatives in Melrose, Minn. Mrs. Mike Metrick and daughters were in Chicago visiting relatives.

Assistant Foreman, J. C. Weatherell and family visited relatives in Washington, D. C., and other points of interest, while on vacation.

Asst. foreman, Tal Hughes, and family enjoyed a motor trip through Northern Minnesota and Canada and reported lovely weather and wonderful scenery.

John Johnson, chairman, BRCA, from Mason City, was seen about the shops, Oct. 1st.

Frank Busch and wife, Richmond, Va., car accountant with C&ORR at that point, visited his sister, Mrs. William Raetz at Minneapolis in August.

Lead air brakeman, P. A. Garvey, and wife are proud parents of a daughter. Born Sept. 17th.

General inspector, F. H. Campbell, wauke, called at Minneapolis the latter part of September.

Carman Ole Stenseth and wife motored to Cloquet, Minn., Sept. 7th. William Raetz and wife visited relatives at Lake City, Sept. 14th.

Carman, Christ Nielsen, who was employed in heavy car shop, S. Maples, suffered a heart attack while at work and passed away suddenly.

Miss Grace Hammerot of car dept., Maples shops, returned to work Sept. 23rd, after two months' illness and says it is great to be back to work.

Luther Cadow, clerk, St. Paul freight yard, just returned from his vacation—here, there, etc.—fishing not so good—baseball great—and two season tickets to football games at Northrop Stadium.

Kansas City Terminals

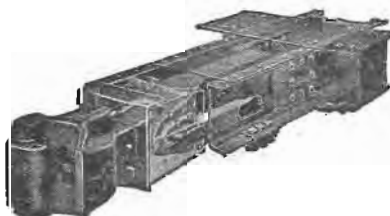
S. M. C.

MR. SCANDRETT, Mr. Gillick and Mr. Harstad visited Kansas City Oct. 2nd on an inspection trip.

The sympathy of the Milwaukee family is extended to Don Norman and family. Mr. Norman's oldest daughter died Sept. 22nd.

Switch foreman Janes had to get his conductor's cap out Oct. 3rd when he handled

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CHICAGO, ILLINOIS

the steam derrick on an emergency trip to Birmingham.

Ringling's circus showed in Kansas City in September and the employees at Coburg had difficulty in getting to and from work, account of the circus loading and unloading on Terminal tracks adjacent to Coburg yard. Because of mud it was necessary for them to use elephants in addition to horses in loading, something that a good many of us had never before seen.

Mr. Donoho, night roundhouse foreman, has a new Plymouth car. It is reported it has a wonderful pickup.

Ruby Eckman of Perry, Iowa, visited friends in Kansas City recently. She attended a picnic at Swope park while here and because she did not bring any picnic shoes had to borrow a pair. They were such a poor fit that it was necessary to borrow an extra pair of those, but the last we heard she had gotten by without any blisters on her heels.

Mr. Lord and family spent their vacation at the Lake of the Ozarks.

Mrs. Dodds has entirely recovered from burns suffered when the gas exploded while she was attempting to light the furnace.

Mr. Burns, warehouse foreman, says he believes his wife will be returning from California shortly. He said he wrote her to stay a few weeks longer—he was having a fine time here.

The yard office bunch at Coburg are off Guy Rhodus for life, because he won three pools' bet on the World Series.

Shelby Coyle, of Kansas City Car Department, passed away on October 9th, following an emergency operation for appendicitis. Mr. Coyle was spending his vacation in the west and his death occurred there. Sincere sympathy is offered the bereaved family.

Now that the "World Serious" games are over we can settle down to work again with nothing to worry over except the football games.

Bus Beem and Jim Talbott of the local office went to Lawrence, Kans., for the K. U.-St. Benedict's football game Oct. 5th. They report a very rough game, one of those you like to see but wouldn't want to be in.



Judith—10 mos. Little Daughter of Switchman E. F. Crum, K. C. Terminals

By the way, IF Nebraska should beat Minnesota and Kansas should take Nebraska—we would have to get the smelling salts for a Nebraska rooter at the local office.

Willie Webber, expense clerk at the local office, says he is English. Some of the boys did doubt Bill but no more. Bill went horseback riding last month and fell off. Now if you ask for the Prince of Wales, you get Bill Webber.

The golf championship of the local office is still undecided; Mr. Larson and Mr. Schutte have a hunch they are almost in Mickey Cochrane's class, but Talbott, Derr and Beem will have to be shown.

If Mr. Halsey, the auditor from Cedar Rapids, happens to read this—Beem, Talbott and Larson would like some real dope on Iowa. There is nothing like getting the real dope and Halsey has it.

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MIL.

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

Nora B. Decco

WHAT with CCC specials and sheep and cow trains, if there is any one who isn't working well Matt Voss can't find them and they are not around Harlowton or Deer Lodge, nor north or west, or any other direction of these said places, either; because if any one wants to lay off nowadays they have to ask a long time ahead of time. Remember that depression? It was a bear, wasn't it?

Nola and Mary Shaddock have gone to their grandmother's in Clinton for a visit. Mary will remain and attend school there this winter.

Mrs. Harry Spears, wife of roadmaster from over west end way, came from her home in Missoula and spent a few days with Mrs. Tom McCauley, wife of section foreman here. She returned home Oct. 10th.

Mrs. Bates, wife of condor. Roy Bates, has been on the sick list the past couple of weeks, but is much improved at this writing.

Mrs. Henry Wade, wife of brakeman Wade (who is also the city water supt. here, and I have to call off the dog when he comes to see how much water I have used on the grass, or he will turn the water off), has been on the same sick list the past few days, but is up and around again.

Condor. Kettle, who has been on the trolley crew car so long that when we think of the car we think of it as Mr. Kettle's car, has gone with his wife to visit in Canada. Don't know if the car number was changed before or after he left, but it would be a swell surprise to him if he found it changed to three numbers when he got back.

Louis Whitebred and her good-looking new husband and her sister Helen drove in from Kansas City and Denver a few days ago to visit home folks. Are they glad to see the girls? Oh, my, no; just a big celebration every day now in the McKenna home.

Engr. Frank Echard and Mrs. Frank



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KROMER CAP COMPANY
430 N. Water St. Milwaukee, Wis.
"Where the Good Caps Come From"

have returned from a few weeks' visit to Kansas, Missouri and Arkansas. Did they have a good time? Ask them.

Operator Roy Harrington, first Three Forks, is on a thirty day lay-off to visit home folks in Iowa and will also go to Detroit. He is relieved by operator James Campbell, who has just returned from Chicago, where he almost fell off the grandstand at the world's series.

Engr. and Mrs. Shaw were in California a few weeks last of September visiting their son in San Francisco. They had a swell trip, says engr. Shaw, and guess they must like it down there, they always go back again.

Opr. Plumb worked the Three Forks job a few days before returning to Lewistown where he has been working second trick steady the past few weeks, and Neil Grogan is working dispatcher at Miles City for a while.

Fireman Brasch will soon move his family here, where they expect to live. They will occupy the C. R. Johnson home.

Mrs. Homer Jenkins, who has been very ill in the Bozeman hospital after a major operation, is so much improved she will soon be home again. Arden says he is chief cook and everything else, and the only thing that worries him is where all the rice comes from that boils out of the kettle when he only puts in three or four cupsful to start with. He will learn. I remember when I . . . Well, why bring that up now? Anyway, we are as glad to see Mrs. Jenkins back as Arden is, almost.

Miss Lindskog, from Chicago, drove over from Butte with Mrs. L. K. Sorenson and Mrs. Johnson, and made the Three Forks Chapter of the Milwaukee woman's club a nice visit and we gave her something nice to eat, and enjoyed her visit. We were glad to have the Butte ladies with us and although we all know Mrs. Sorenson very well, Mrs. Johnson was new and we did our best to make them all at home. LKS held his watch on them, but that never bothers a woman's meeting and it ended right on schedule about an hour after they were all through. (This last I overheard.)

Mrs. W. T. O'Regan, wife of fireman O'Regan, has as her guests the past couple of weeks her sisters and families, Mrs. Hutchinson and daughter Lorraine of Seattle, and Mrs. Shadwell and daughter, Mary Lee, of Ioca, B. C.

Among the sad events of the past month was the sudden illness and death of the beloved little son, Charles Spencer Heim, of Mr. and Mrs. Spencer Heim of this place. We offer our most sincere sympathy to these young people as it was their only child and will be greatly missed. The little boy was only four months old and had been ill only a few days.

One of the most popular and best known

of the Rocky Mountain conductors passed away September 30th at Bozeman after an illness of only a few days. Charles R. Johnson was working on the Gallatin Valley local and was taken ill while on duty. He was a friend of every one and we offer his wife our deepest sympathy in this loss.

Fireman H. N. Wegner, among the early Rocky Mountain firemen, passed away while on duty on train 116 coming into Lewistown the night of September 29. He leaves a wife and daughter, a brother who was formerly a fireman on this division; also his mother, Mrs. Wegner, in Butte, and Mrs. C. G. Bleichner, a sister, in Butte, wife of chief train dispatcher Bleichner, and Mrs. LaRock of Deer Lodge. Mr. Wegner was known by everyone, was very popular among his fellow employees and will be greatly missed from the ranks. We extend to this family our sincere sympathy in this loss.

Train dispatcher Chalk is working extra at Butte and is relieved by operator Hopkins at Deer Lodge. Mr. Hopkins has been on vacation for several months.

Who should we hear on the wire the other night but "SR." Do our ears deceive us after so long a time? Opr. Snyder is back again. Glad to hear him, as we always did get along.

Agent Logan and wife of Deer Lodge are on vacation in Chicago. They expect to visit other relatives in Iowa and Illinois. Their daughter is completing a post-graduate course in Chicago at Northwestern University and holds a responsible position with the social service department in Cook County.

Operator Cullen, East Portal third tri is on vacation on the coast relieved operator Mrs. Mabel Waite.

Operator Coleman relieved operator Waite at Haugan and operator Harrigan at Avery relieved by Operator Buntin who has the same "sign" as myself, and no one ever thinks it is any but operator Buntin when I sign "BN" if I am working on anything but the local wires.

Operator Coon at Deer Lodge relieved by operator Robinson and operator Spencer Avery just returned to work after several months of absence. He was relieved also by operator Robinson.

E. P. Brink Albertson, second, has returned from Rochester where he underwent a major operation, but is feeling fine again.

Mr. and Mrs. Gephart of East Portal returned from their auto trip east and report a fine time. Wonder if they pick Wyoming and South Dakota to get 6 of the July heat in Montana. So did I . . . Mrs. Harrington and Mrs. Coleman worked the two jobs in East Portal while they were gone.

Kemp Robinson is back again on the Blackfoot branch and Clarence Clark, who was injured in the same accident, is improving rapidly and will soon be back to work again.

Agent McElhiney at Albertson is leaving for the coast for the winter. Bob Robinson is working in his place until the job is assigned.

A big new ore loading platform is being built at Deer Lodge where ore from the new mines will be loaded there. We are not so slow over our way, either, as one is being built at Piedmont for the same purpose. Think from the way the beets are rolling in there also they will have E. A. McCloud drawing plans for platforms on every scrap of paper he can find pretty soon.

Speaking of Ralph Coon laying off reminds me of something I heard somewhere. Understand he and Greeten from the Deer Lodge office force took a hunting trip and overlooked one or two little things, of no moment whatever considering they had their drivers' license, their hunting license and permission from the home folks to go on said trip and everyone invited to help eat the proceeds. What would a little thing like forgetting the shells amount to? Not to these boys . . . Well, the big game was all ready as they had arranged for this several months before and had "it" in a corral or at least

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STEEL TOE BOX! \$3.00

Here's the greatest bargain in quality work shoes you ever saw. The SAFETY SHOE will outwear two pairs of ordinary \$3.00 work shoes, and give you comfort every day. Popular everywhere.

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Union Made

BALL • BAND heavy duty double white sole railroad rubbers \$1.65 plus postage.

Send shoe size. A great buy.

tied up with a long rope or something equally as effective . . . peeping up over the top of the ridge, and the rim rocks and down into the deer pasture . . . IT was gone . . . and they took a poor old cottontail away from one of their high priced hunting dogs . . . and came back home with the bacon all right. The only trouble was they had invited too many guests and what they did about that I have not been able to find out, but will look into it. However, they should not be so crestfallen, as I remember one time when one or both of them passed through our city with the car so heavy with big game it went down into the canyon on the Livingston-Bozeman highway.

Wisconsin Valley Division

Lillian

ON September 21st Mary McEwen, daughter of Mr. and Mrs. Wm. McEwen, became the bride of Wm. Kropelin, covers were laid for 121 guests at a 6 o'clock supper at the home of the parents. Later in the evening 150 couples were entertained at a dancing party at Sunrise hall. Mr. and Mrs. Kropelin will be at home to friends at 739½ Jackson street.

Mr. and Mrs. John Biringier have returned from a sixteen day automobile trip through the New England states and parts of Canada.

Mr. and Mrs. Felix Slomske and Mr. and Mrs. Warren Essels have returned from a ten day visit in New Orleans. They attended the national convention of the Veterans of Foreign Wars while there. Among the things of interest visited in New Orleans were the old French quarters, the Spanish court and prison and several old cathedrals.

Mr. Frank Bame, machinist for the Milwaukee road for many years, passed away at his home in Tomahawk on Tuesday, Oct. 8th. Burial took place at Tomahawk Thursday, Oct. 10th. Sympathy is extended the bereaved family by the Milwaukee employees.

Don Tracy, engineer, who has been laid up at his home in Merrill for some time, went out on the Gleason line run the other day. We are glad to know that he is back on duty after his prolonged forced vacation.

Mrs. J. E. Dexter left Sunday, Oct. 13th, for Chicago, Ill., where she will meet her daughter, Miss Dorothy Dexter, who has returned from a month's visit with relatives at Los Angeles, California. They will spend a few days in Chicago before returning home to Wausau.

General Offices—Seattle

M. W. N.

MR. A. J. HILLMAN, Mr. C. S. Finlayson and Mr. Ray Webb have all returned victorious from Providence Hospital this week, each looking very fit, and apparently none the worse from their various set-backs.

Mr. G. S. Cooper, who bears the exalted title of Western Representative, Mail, Baggage, Express and Milk Traffic, was winner of one of the Milwaukee sweepstakes on the world series. Mr. H. E. Moody, of the Accounting Department, and Mr. Roy Jackson, Assistant General Agent, were also winners. Mr. W. A. Morley, the whistling postman, collected ten dollars on the first game.

Vic Straus, popular clerk in the General Freight Department, has been transferred to Spokane as chief clerk to Mr. G. R. Webster. He was presented with a handsome pen set before he left, and is no doubt practicing signatures with it now. He was succeeded here by Mr. W. M. Woodard, formerly of the Ocean Dock staff, Seattle. This man Woodard is a good-natured looking lad, but as we understand he is an amateur boxer of distinction, we've all made up our minds to get along with him.

"The melancholy days have come, the saddest of the year, and N. A. Meyer has gone away; that makes it sadder here!"

Of course it's only a short vacation, but

it's sad to think he wanted to spend it in California, with 100 per cent weather here. But as Zeb Parker says, "Them as is here wants to go sommers else, and them that's sommers else wants to come here." So that perhaps evens it all up and makes life pleasant for the travel bureaus.

A welcome visitor in General Offices last week was Mrs. W. L. Major, nee Freda Stedman, former secretary to Mr. F. D. Burroughs, who was in Seattle for a few days, renewing old acquaintanceships. Mrs. Major is living at Vancouver, Wash., and up to date has not lined up with either faction in the Columbia River name-changing war.

The Milwaukee Bowling League season is again in full swing, the boys doing their stuff every Monday night at the Elks' Club. The Law Department now heads the League, holding a lead of two games. To those with a bent for figures, here's the lowdown:

	Won	Lost	Pins	Avg.
Law Department.....	7	2	7215	.802
Local Freight	5	4	6656	.740
Yard Office	4	5	7158	.795
Engineers	2	7	6934	.770

	Avg.		Avg.
Ellis	185	Williams	157
O'Meara	182	Chapman	154
McAvoy	178	White	153
Swanson	174	Janes	152
Villata	173	Prankard	151
Ward	170	Garvey	148
Wittenberg	169	Medley	145
MacLennan	167	Strassman	144
Foreman	162	McMahan	136
Smith	160	Roy Anderson	130
Irwin	158	Riggs	95
Sievers	158		

You've heard about Amos and Andy, but do you know about Amos and Elmer? E. H. (alias Elmer) McAvoy of the Milwaukee Railroad, and A. V. Amos, of the Union Oil Company, Seattle, are opening their annual 1935-1936 Freight Traffic Course classes shortly. This course, according to the catalog, provides a complete

EARNING POWER

... YOUR MOST IMPORTANT POSSESSION



On it depend food, clothes, shelter—everything that makes life worth living. To protect this Earning Power against the financial losses which might result from accident or sickness is your first duty to yourself and those dependent upon you. The only sure way to protection open to you—as to all men who are dependent upon their labor—is through Accident and Health insurance. For a small monthly premium—deducted from your pay—you may provide an insurance program like this.

PROVIDENT
LIFE AND ACCIDENT INSURANCE COMPANY
Chattanooga, Tennessee
Established 1887
ONE OF THE OLDEST AND LARGEST ACCIDENT AND HEALTH COMPANIES IN THE UNITED STATES
Field Representatives at all important points

Serving the Milwaukee Road's urgent needs for

STEEL

has been our privilege for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite Cote Welding Wire.

CHICAGO

BINKLEY COAL COMPANY

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

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

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

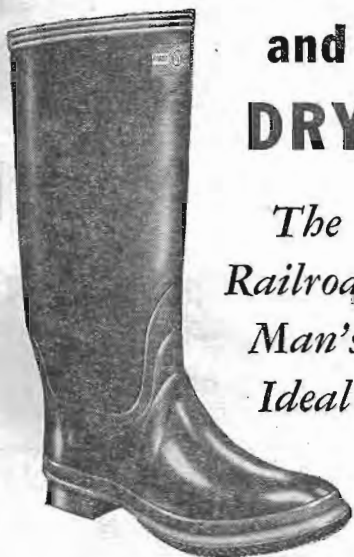
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SURE-FOOTED



and
DRY

The
Railroad
Man's
Ideal

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



"U.S." PATROL

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



"U.S." PORTLAND

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

United States Rubber Products, Inc.

United States Rubber Company

grounding in the fundamentals of freight traffic work, and is guaranteed to enable budding young traffic managers to unscramble the most involved tariffs with a simple turn of the wrist.

La Crosse and River Division Items

By Scoop

THE leading question at all ticket windows, "What time does the Hiawatha go?"

Mike McQueeney looks like a young man since his return from Rochester. Claims he gained 5 pounds. More power to you, Mike!

J. F. Voltz, "JFV," visited Portage recently. He claims he is not going to get old, and sure looks good to us.

Fred B. Craft, delivery clerk, LaCrosse, recently returned from a 500 mile hike on a bicycle, to Glencoe, Minn., and return. He says he made all the hills on high except one.

You should hear Foster Phillips and Jimmie McDonald converse in fourteen languages, learned during their sojourns with the steel gangs. Jim can say "Mister Johnson" in fourteen tongues and Foster, well, his vocabulary is unlimited and somewhat picturesque, especially when he finds a brake sticking.

Louie Ditt dipped into the vastness of the meat trade recently with somewhat doubtful results. It appears that an exhibition ham, one of those paper mache or wooden ones that the packers doll up with fancy paper and ribbons to hang in a window display, was sold to Louie by an enterprising gentleman for the sum of one dollar, whereupon Louie (not knowing the ham was made of wood) exclaimed with gusto, "My goodness! I could feed my dog ham at that price!" There is no more to this tale. Suffice to say that neither Louie nor the dog enjoyed the ham a bit.

E. Erickson was one of the interested spectators at a Norwegian All-Talkie moving picture at a local theater recently. Erick promises a concert of all Norwegian songs for members of the office force and a few invited guests in the near future. Erick hadn't been to the movie for some time and in commenting to the Management on the interior decorations newly done, was informed that due to the patronage of two members of the LaCrosse office force they were able to redecorate the Cinema temple in first class style.

The Interstate Company reports sales way off since the popular young waitress got herself married. The new waitress seems to have more difficulty with the dishwashing than the other waitress did, however. The store department reports things are doing better now though.

Time revisor Miller is back on the job after several weeks' absence. We are happy to see his smiling face among us again. We missed you, Clarence. Earl Hazelwood and Ed Roeker have returned from their vacations. Earl says he feels fit for the struggle another year now. Ed reports a good time in Milwaukee, especially while

watching the antics of the inhabitants of Monkey Island at the Zoo.

What we want to know is what is wrong with Dewey Brown's trousers. We are thinking of staging a contest to determine the difficulty and method of correction. If this plan goes through we will make it possible for everyone to enter and will furnish photographs for those who are unable to witness the Big man personally.

Chief clerk Erickson wants some prospects to wager on the football games. He seems to have extracted all the "milk and honey" from the local boys in past years and is now looking for new fields to conquer.

The LaCrosse division lost another old-time resident at Portage in the death of Mrs. T. C. Murphy, wife of engineer T. C. Murphy, due to a sudden heart attack. She will be greatly missed by her family and a large circle of friends.

LaCrosse yard lost another old timer in the death of Edward (Bubby) Weber, who was run over by an engine while at work near Liberty street. His passing will be keenly felt by all who knew him, and LaCrosse yard will not seem the same without "Bubby." He was a brother of N. J. Weber General Yardmaster, LaCrosse, and George Weber, switch foreman, LaCrosse.

Very few things on the railroad get by without a nickname, and we hear the Hiawatha called several, among which are "Hiwater" and "Pocahontas."

Nick Weber is displaying the picture of a fish (enlarged photo); he claims he caught it up north. I haven't heard a good fish story since Ray Long's anecdotes, but if Nick caught this one he must have stood behind a tree, judging by the size of it, to bait his hook.

Now that summer is over and winter is upon us, as ATK used to say, the dispatchers have all been vacationed, and Farnham and Jungwirth did the relief work.

Sam Hunter had a forced vacation due to an infection in his arm. Sam's voice is still as good as ever, however.

J. C. Brown took a jaunt to sunny California this year. He must have heard John Pate tell about the Mexican Chili and Spanish dances they have out there.

If you want to see a jackpot untangled just watch Duck McMahon and Ralph Jorns smooth out a couple of 120 car drags between 263 and 264 some day.

"S.C.D." Office on the Air

A. T. B.

MARTIN has been receiving congratulations, best wishes, etc., from his friends on his recent marriage and we all hope that Mr. and Mrs. Biller will have the best of luck and happiness throughout their entire life.

Well, the World Series is over and the lucky holders of the winning tickets have collected their winnings and everyone is happy.

Football is now on deck, and talking about football, Bernice has been following

Creosoted and Zinc Treated Materials

Wood-Block Floors	Paving Blocks
Bridge Timbers	Piling
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We are equipped to handle all Standard Methods of Treatment, also Adzing and Boring of Ties

Built and operated first treating plant north of the Ohio River, year 1876

Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.

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

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

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

T-Z Railway Equipment Co.

310 So. Michigan Avenue
Chicago, Illinois

the Green Bay Packers quite regularly. What's the attraction? It can't be the game only, as she can't remember the score a few days after the game. It may be that she drives to Green Bay just to try out the new heater, radio, etc., with which her new car is equipped. How about it, Bernice?

Steve has now moved to a new home which is much closer to the office and no doubt he will be able to get several more hours' sleep each week and will also be able to go home for lunch each day. Some people seem to have all the luck.

The cold weather seems to have put some of the folks on the early winter sick list, the following having been laid up recently: Mr. Gilman, Jerry, and Velma, but no doubt will all be back on the job by the time this is published.

Willard and Herman have been taking their vacations, or at least part of the time in half and day lots at a time. Helping with the housecleaning or putting up the storm windows? Come on, confess, boys.

Dick reports a nice trip through the Northern and Middle districts with Mr. Nystrom.

Thanksgiving with all its good things to eat will soon be here and I am sure we all have many things for which we will give thanks.

West Coast Notes

A. M. R.

THE son of trainmaster, E. L. Cleveland, has been quite ill at home, with fever, but is coming along nicely at this writing. Mrs. Mel Weinhardt, wife of lumber inspector here, passed away on Sept. 9th. Funeral services were held at Auburn. She leaves besides her husband, six children, five of whom are at home.

E. P. Allen, signal supervisor, was called east by the death of his father at Loveland, Colo., Sept. 16th. Mr. Allen, Sr., was 83 years of age and in good health until a heart attack caused his death.

J. R. Clarke, district accountant, is having quite a time with his teeth, being confined at his home at the present writing.

Sunday, Sept. 29th, Tacoma enjoyed the distinction of being the warmest city in the U. S. This city isn't as large as some, but we manage to get on the front page about every so often.

Dubuque-Illinois Division

E. L. S.

SINCERE sympathy is extended to Miss Lucille Millar, clerk in store dept. at Dubuque Shops, and to her sisters and brother, account of the passing of their beloved sister, Miss Bessie M. Millar at Finley Hospital, Dubuque, Sunday morning, Oct. 6th. Although ill for some time, she was persistently hopeful of her ultimate recovery, and was a patient sufferer. She passed away quietly in the early morning hours of Sunday, and will be greatly missed by all who loved her. Her friends were many and during her long illness they remembered her well with their floral tributes. Funeral services held on Tuesday, Oct. 8th, and were largely attended. Interment at Linwood Cemetery, Dubuque.

We likewise extend sympathy to condr., Frank W. Luke and Ed. C. Chaloupka, and their families account the passing of their beloved wives and mother. Mrs. Luke passed away on Sunday, Oct. 6th, at Dubuque, after a serious illness, over an extended period, being very ill the past six weeks. Funeral services were conducted and interment made in Dubuque.

Mrs. Chaloupka had been ill for several years, but her passing was unexpected, and she is mourned by her husband and son Edward. Funeral services held at the home Friday, Oct. 11th, and interment at Linwood.

Agent C. W. Petters returned to work at Guttenberg Oct. 7th after taking a vacation for a period of from 6 to 8 weeks. We understand he did not take a trip of any great length, but just wanted a good old-fashioned rest, care-free from any kind of

JOE AND ALVIN



WHEW! I'VE BEEN CHASING YOU FOR HOURS! WHAT'S THE NAME OF THAT SOAP THAT GETS ALL DIRT AND GRIME OFF HANDS FAST?

THAT'S LAVA SOAP, JOE. IT NOT ONLY GETS DIRT FAST BUT HELPS PREVENT INFECTION IN SMALL CUTS AND SCRATCHES.



ALVIN SAYS:

"WHEN LAVA GETS THE DIRT IT DOESN'T TAKE THE SKIN"



LAVA'S THICK, HEAVY LATHER GETS THE SURFACE DIRT.

ITS FINE, POWDERY PUMICE GETS THE GROUND-IN DIRT.

ITS GLYCERINE AND SOOTHING OILS PROTECT THE SKIN.

LAVA SOAP

GETS THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

You want a soap to put on speed, but you don't want it to lead to trouble ahead. Lava's the soap for you! It gets the blue ribbon for quick action—and it's so easy on your hands, too! Chock full of powdered pumice so fine it can't hurt your skin.

Watch Lava go after that deep grimed-in dirt! Watch that heavy, creamy, hard-working lather go do its job even in hard, cold water! And then take a good look at your hands! They'll be real honest-to-goodness clean—and you didn't have to rub the skin off to get them that way. It's glycerine, the same ingredient used in high-priced hand lotions, that gives Lava that soothing, healing effect—keeps hands from chapping.

Yes, sir! Lava's *some soap* for heavy-duty performance. Try it and see. Keep a cake of Lava in the shop, and one at home. Get 2 or 3 cakes of Lava today.



FASTER and faster traffic moves over the rails as high speed trains crowd more miles into minutes.

Greater and greater is the need for timepieces of unquestioned accuracy . . . watches as modern as the new era of transportation. Such a watch is **ILLINOIS**. The 60 hour Bunn Special Elinvar* meets the Railroad requirements of today and tomorrow. It has *everything* a fine watch should have. It is accurate in spite of magnetism, moisture and extreme temperature changes. Ask your jeweler or watch inspector. Write direct to the Illinois Watch, Lancaster, Penna., for your copy of the free booklet, "Elinvar".

MODEL 118. The famous Bunn Special Elinvar in new case of modern design. 21 or 23 jewels.

*P.S. -
To wives & sweethearts
It's time to start
thinking about Christmas...
an Illinois will please him most.*

*Exclusive licensee under U. S. "Elinvar" Patents No. 1,313,291 dated August 19, 1919, and No. 1,454,473 dated May 8, 1923.

ILLINOIS
60 hour Bunn Special
ELINVAR WATCHES

Twenty-six

labor. He was relieved by relief agent, H. C. Care of Cascade.

Agent W. C. Towle of Littleport also returned to work on Sept. 21st after an illness of several months, and we are pleased that he recovered sufficiently to return to his duties. He was relieved by relief agent G. W. Lowe of Guttenberg, Iowa.

Agent E. C. Hurley of LaCrescent laid off Oct. 3rd for a period of several weeks, to take care of some personal business.

Conductors H. L. Schwartz and J. F. Hanley attended the World Series games at Chicago Oct. 4th and 5th, and engr. Jos. Chaloupka, M. J. Mulgrew and F. Morgan, went in for the Sunday game on Oct. 6th. We hope these gentlemen were not disappointed in the results of the games, but we can almost guess that Sunday's game was the most pleasing.

MISS EMILY QUADE, who was employed in the Car and Accounting Departments at Dubuque Shops for a number of years, and for the past few years in the office of J. J. Buelting, Chicago, passed away at Finley Hospital, Dubuque, on Sept. 29th. Emily's death came as a great shock as she was only at the hospital a week. Our sympathy is extended to her family.

Chicago Terminals

Guy E. Sampson

The frost is on the pumpkins,
The ears of corn we throw
Into the crib for winter
When the nor' wind's sure to blow.

YES, autumn is upon us again and soon heavy clothing will retard our agility and ear lops will hinder our hearing clearly; and so it behooves every one of us to take that extra precaution so that accidents may not overtake us in our daily toil. Take nothing for granted, but be continually on the lookout to avoid accidents. That clear record for your division will be worth many times the extra energy used in seeing that such a record is made.

Supt. Whiting, who was the victim of an operation last month, is back on the job and the same cheerful official that he has always been. Every employee is pleased to see our supt. able to take up his regular duties again.

Mrs. Tompkins, wife of switchman Albert Tompkins, has been laid up for some time with rheumatic trouble and as we send our items she is contemplating taking a trip to Excelsior Springs for treatment. We all wish for her a speedy recovery.

Mrs. Hampton, wife of Operator George Hampton, has been in very poor health for some time, and, on Oct. 13th, entered a Chicago hospital for treatment. All wish for her a speedy recovery.

Mr. Godfrey Baumgartner, a farmer living near Bensenville, was making plans for a visit to the San Diego Exposition, when a couple of employees mentioned his going over the Milwaukee railroad to Seattle and then to the coast. He did, and now he can't thank those employees enough for the suggestion. Says he never was very far from the farm before, but in all his 6,000 miles' travel on this trip, the Milwaukee railroad stood out foremost in every point one could mention. One's first long journey will never be forgotten, and, when that trip is over several different roads, the traveler has a good chance to judge which he would choose for another trip. Mr. Baumgartner stated that if there was anything good I wished to say about the Milwaukee, to just go ahead and say it, and quote it as his statement. Now, isn't that just like making out a check and putting in everything but the amount and letting the other fellow fill it in? Well, we are glad he enjoyed that part of his journey over the Milwaukee, and he says that, while this was his first trip, it is not his last, and he is looking forward to another trip to the west coast over our line.

Switchman Foster kept buying Yardmaster John Malvin's luncheons during the Cub-Cardinal games, but got back some of them during the World's Series. Guess

they quit about even, only Foster takes credit for being the best chooser, as the Detroit Tigers rather got the edge on the Cubs in the series.

Switchman Dave Rands and family took a short vacation the first of the month and took a little trip to Sioux City, Iowa, David's old home town.

Mrs. Clark Gruner and son, Eddie, enjoyed a week-end visit at New Holstein, Wis., their old home town.

Mr. Ed. Connor, who is employed in the treasury department of the Milwaukee road, has just returned to work after week's greatly enjoyed vacation. Great to stay home a few days and lose sight of that long string of figures one has to sit before day in and day out. Again we say, "It's Great."

Wish these old items didn't have to be sent till after the 16th, for, on that date, the Bensenville Chapter of the Milwaukee Women's Club is going to celebrate the date of their institution, some ten years ago. And how we would love to give our readers a good account of that big time! But, guess we will just have to let the Chapter Historian write it up for you next month. But, believe you me, it's going to be a real celebration, and one that will bring back many fond memories of those who helped make it a great organization in this community, and some of those same workers have passed to their reward, to take their place beside that wonderful personality, the departed president-general, Mrs. Byram. The work she started has been a blessing to many a weary soul these past ten years and that work is still being carried on by other loyal women who had interest of their friends and neighbors' heart. Every employee should become a member of one of these great units.

Chief Car Clerk Wm. Bishop, who has been a sufferer from stomach trouble for a long time, was taken to the Lombard Sanitarium on Aug. 15th and given light food for a few days and then started on a fast and was kept from food till Oct. 7th, when he had reduced from 165 pounds to 115 pounds. They then began giving him nourishment, and at this date, Oct. 15th, it is said that he will be permitted to return home in another week, but that it will be Dec. 1st before he will have gained enough to return to work. But the doctors claim his old trouble is now a thing of the past, for which many friends are thankful. Car Clerk Wind has been taking Bill's place at the office.

H. & D. Notes

"Wait"

WE are sorry to report the death of Thomas Cranker, Sr., father of engineer Thomas Cranker. Mr. Cranker was the last Civil War veteran in Aberdeen and was buried on Sept. 19th with military rites; members of the Sidney L. Smith Post of the American Legion officiating.

It is with deep regret we chronicle the death of R. H. Gunderson, former station employe at Montevideo. Mr. Gunderson died suddenly at his home on Sept. 18th. Death was caused by heart failure.

Engineer Oscar Sorby, daughter and son, attended a recent summer meeting and visitor's day at the Minnesota Fruit Breeding Farm at Excelsior and report they spent a very enjoyable afternoon making a tour through the orchards. We might add that Mr. Sorby raised some exceptionally fine plums on his place this summer. The plums were of the "Superior" variety and if reports emanating from Montevideo are correct, they were also of superior quality.

Mr. and Mrs. Martin Silvernail are the proud parents of a baby girl born on September 9th. Mr. Silvernail is a special officer in Captain of Police Burke's office at Aberdeen.

Word reaches us that a daughter was born to Mrs. Leosch, daughter of passenger brakeman Cadwell, on September 7th, which accounts for the broad smile Mr. Cadwell has been wearing the past couple of weeks. It is our suggestion that Harry enter the Grandfather Derby that is being

conducted on Lines West.

Mrs. Hills, wife of asst. superintendent Hills at Montevideo returned home on Sept. 11th after spending several weeks on the west coast.

R. W. Humphrey, passenger conductor on the East H&D, was a lucky winner in the Legion Merchandise Day program. "Little Dick" took home a cash prize of \$25.00. Other Milwaukee employees who participated in the distribution of awards were Bill Kane and Geo. Crampton.

Wm. J. Kane, division chief clerk, was named Post Commander of the American Legion at a meeting of the Legion on September 16th, succeeding W. J. Armour. Mr. Kane took office on October 7th.

The Sidney L. Smith Post's drum and bugle corps and other local members of the American Legion, including several Milwaukee Road employees, accompanied the Legion special train to St. Louis to attend the convention. All report having an enjoyable trip.

The Aberdeen Chapter of the Milwaukee Railroad Women's Club held its first meeting of the season on Monday, Sept. 16th. Mrs. Gillick presiding. Activities for the coming year were discussed and reports were read covering the events that occurred during the summer recess. The card party sponsored by the club on Sept. 20th was reported as being very successful.

Mr. A. Daniels was a recent visitor on the H&D Division having covered the entire main line by motor car on an inspection trip.

Messrs. F. J. Swanson and H. J. Thomas were recent visitors at Aberdeen, S. D.

Miss Avis Nordquist, daughter of engineer and Mrs. Ben Nordquist, has enrolled in the freshman class at St. Olaf College, Northfield, Minn.

Jack Mace, son of fireman and Mrs. Jack Mace returned to the University of Minnesota the first part of September to resume his studies in aeronautical engineering. Jack is in his sophomore year.

In the next issue of the magazine we hope to record the results of the first half of the pheasant shooting season. Many of our expert shots have been seen polishing up their trusty shotguns in anticipation of an active campaign against our feathered friends. We hope to have proof that Aberdeen is rightly called "The Pheasant Hunting Center of America."

There's not much news about the scores made in the recent golf matches between Dr. Keith and Bill Kramer of the medical department during their stay in Aberdeen. However, we understand the competition was keen and the scores—well, "Silence is Golden."

ABOUT TOWN: Mr. and Mrs. Percy Bradley of Montevideo spending a week-end in Aberdeen; Mark Rasdall of Aberdeen visiting friends at Montevideo; Conductor Paul Emerson recuperating from injuries received when he was struck by a bicycle while returning home from work; W. F. Kramer, secretary on car, Metz, cruising around Aberdeen in his speedlined Plymouth; W. R. Helwig, paint inspector, visiting old friends at Aberdeen while waiting for train connections; W. F. "Bill" Miller, our hot-shot electrician, with his educated dog, Pal, an Irish water spaniel who can understand Bill's commands in both English and Dutch, ask Bill for further details; Donald Rue and his days of '81 beard; C. E. Crippen of Mr. Powrie's office spending a day around Montevideo; Dick Anderson on the division making the annual building inspection; Ticket Clerk Geer returning from a trip down to the world series.

Iowa East Division

J. T. Raymond.

ENGINEER L. K. Owen of Marion went to the Washington Boulevard hospital, Chicago, for an operation October 14th.

On account of the Magazine notes having to be in Chicago Sept. 15th, we omitted saying that the funeral services of Mrs. L. K. Owen were held at Marion Sunday afternoon, Sept. 15. The remains were taken to Savanna Monday morning on No. 4 ac-

companied by her daughter, Mrs. O. G. Emrick and her husband and children.

Miss June Marie Standish of Marion and Mr. Roman A. Urush of Chicago were married Sept. 22nd. The young couple will live in Davenport. We extend our heartiest congratulations and best wishes.

Mr. and Mrs. Willis Jordan of Marion went to Silvis, Ill., Sept. 24th, where Mrs. Jordan presided as Matron at an Eastern Star meeting.

Mr. and Mrs. E. E. Edwards returned to Marion, Oct. 1st after spending the summer where Mr. Edwards was engaged in relieving the Train Dispatchers.

R. C. Blakeslee of Milwaukee spent a day or two at Marion early in October installing some new apparatus in the Marion telegraph office.

Mr. and Mrs. J. T. Gallivan of Marion the latter part of September went to Sheboygan, Wis., to visit their daughter and husband who shortly before had moved from Green Bay, Wis.

Mr. and Mrs. H. D. McNabb of Cedar Rapids, were away on a trip to Pinola, Calif., for several weeks, latter part of September and October.

Mrs. Mame Barryhill of Clinton freight office has been transferred to the vacancy at Cedar Rapids freight office.

Many friends on the division wish to express their deep sympathy to the surviving members of the Wescott family at the death of their mother, Mrs. Elizabeth C. Wescott, 84, Tuesday, Sept. 25th. She was the wife of the deceased, well-known passenger Conductor C. H. Wescott, who died June, 1919, and was the mother of 5 children including Chas. Wescott, a Milwaukee baggageman. The funeral services were held Thursday, Sept. 27.

Mr. and Mrs. Walter Applegate of Perry made a brief visit Sept. 30th in the home of Dr. Leidigh. The latter celebrated their wedding anniversary.

Agent W. C. Bliss of Persia has been transferred to De Witt, Ia.

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Matt Mullen, 73, of Marion, died at his home Sept. 25th and the remains were laid away in Marion.

Mr. Mullen was a member of Marion Lodge No. 6, A. F. & A. M., the Royal Arch Masons and the Milwaukee Veteran association. He retired from service when Atkins Round House was closed and has lived at Marion. He was well known in railway circles and was highly regarded by his fellow employes on the Milwaukee Road where he had served for many years. The Magazine extends its deep sympathy to the bereaved family in their great loss.

Many friends on the division wish to express their deep sympathy to Mr. and Mrs. L. D. Smith, Mrs. Matt Mullen, Bert Klumph and L. A. Klumph of Marion and Mrs. Blanch Varner of Elmonte, Calif., at the death of their mother, Mrs. Martha Cottrell, 91, Sept. 25th. The funeral services were held Saturday, Sept. 28th, and burial at Marion.

G. W. Wean of Sioux City, and L. Anderson of Rockwell City, were among those attending the staff meeting at Marion.

Miss Idell Fullerton of Cedar Rapids and Ed Ainley of Marion were married at Galena, Ill., Sept. 21st, and are at home at Marion after Oct. 10th. Miss Fullerton has been employed by the Milwaukee Road in the freight agent's office at Cedar Rapids and Mr. Ainley has been on a baggage run between Marion and Omaha for some time. We extend our best wishes.

Mr. and Mrs. Earl Grant of Savanna and their son who is in the United States Navy, spent Saturday, Sept. 21st, at Marion, visiting Mrs. Grant's relatives.

Miss DeVeda Troy, 22, only daughter of Mr. and Mrs. John J. Troy, of Marion, died Friday, Sept. 27th. She was a graduate of Marion High School and from Mt. Mercy Junior College. She had been active in Campfire work and was guardian of the Konyanozy group. The funeral services were held Sept. 30th. Interment was made at Mt. Calvary Cemetery. The deep sympathy of many friends on the division are extended to the bereaved family.

Fred W. Prior, 82, of Marion, died Sunday, Sept. 16th. Mr. Prior was a locomotive engineer on the Milwaukee Road for more than 50 years, retiring about 12 years ago; the most of his work was done on the Kansas City Division. He was a member of the B. of L. E., and of Trojan Lodge No. 548, A. F. & A. M.

Conductor Jack Higgins of Monticello has resumed work after a month's absence.

Miss Martha Rompoth and Harold Warner of Cedar Rapids were married Oct. 5th at the home of the bride's parents. Mrs. Warner is a graduate of Washington High School and for the last four years has been employed as cashier at the Cedar Rapids Gas Co. office. Mr. Warner is employed at the Milwaukee Road freight office. The Employees' Magazine extends best wishes.

Chris Skow has been acting as section foreman for some time at Marion.

We notice that engineer "Buddy" Cain has been making trips on 99 and 98 and that engineer Hugh Kiley is doing the same thing between Maquoketa and De Witt.

Employees of the Milwaukee railroad freight office at Cedar Rapids entertained at the home of Mr. and Mrs. Richard Jasa Thursday evening, Oct. 3rd, honoring Miss Martha Rompoth and Harold Warner who were married the following Saturday, and Mr. and Mrs. Ed Ainley, who were married Sept. 21st. Francis Curran gave a reading and Otto Lambertson sang a solo accompanied by Harold Warner.

A Division staff meeting was held at Marion Tuesday, Oct. 1st, and was presided over by Supt. Elder. Papers were read covering Safety First and every phase of operation. A general discussion was had and many valuable suggestions were offered. It was one of the best, most interesting and profitable of any meeting of this kind ever held.

Mr. and Mrs. George R. Barnoske of Marion visited in Chicago a few days early in October.

Mrs. F. B. Cornelius of Marion spent the fore part of October visiting in southern Illinois.

Oct. 12th we received the new 1936 Veteran Employees' association membership card for Edward McGuire. We are pleased to note the motto adopted by the Veteran association on the new card. It is fine sentiment and well worthy of being incorporated into the memory of everyone.

I. & D. Items

E. C. A.

SUPT. W. F. INGRAHAM, Mason City, was in Chicago on business Sept. 16th. Claude H. Butler has been appointed traveling engineer, effective October 1st, with office at Mason City, Iowa, vice W. J. Johnston, deceased.

E. D. Jefferson has been appointed ass't. trainmaster and traveling engineer, effective Oct. 1st, with office at Sioux City, Iowa.

Division staff meeting was conducted at Sioux Falls, S. Dak., Sept. 24th by Supt. Ingraham, and in company with division engineer, C. H. Tusler, and chief carpenter, V. M. Hansen, Mr. Ingraham made a trip to Rapid City and return.

The I&D Division extends sympathy to the family and relatives of Mr. F. H. Hinton, agent, at Spencer, Iowa, who passed away Sept. 29th. Funeral services were conducted at Spencer, Oct. 2nd.

R. W. Anderson, supt. locomotive power and J. E. Bjorkholm, asst. supt. locomotive power, Milwaukee, Wis., were callers at Mason City, Sept. 27th.

F. J. Swanson, district master car builder, Minneapolis, was in Mason City on business Sept. 30th.

Max Brager has taken up duties of trainmaster's clerk at Mason City for R. E. Sizer.

Another World Series is over and thank goodness for that—some of the boys were a little tired of seeing CEM get all of the pools.

L. J. DeSomery, instrumentman, division engineer's office, Mason City, returned home Sept. 30th after supervising work at Sioux City freight house.

Mr. and Mrs. Carl Dunavan were given a party Oct. 11th by friends and neighbors in honor of their 20th anniversary.

C. H. Tusler, division engineer, Mason City, left Oct. 14th to transact business on the West I&D.

Iowa and Southern Minnesota Division

V. J. W.

SYMPATHY is extended to Conductor Perry J. Meek, who lost a son-in-law, when Edgar Ship passed away recently.

It was with the deepest regret that we learned of the passing of Thos. McGee, veteran west end roadmaster, at his home in Madison on Sept. 22nd. "Tom," as he was known to all of his many friends, was 71 years of age and had been in the employ of the Milwaukee Road for 55 years. Tom began his railroad career as a section hand at Chandler, Minn., at the age of 16. He will be greatly missed by his fellow employes, and leaves to mourn his death: his widow, one son, one daughter, two brothers and one sister.

J. C. Hanson "motored" over to Austin on the 11th, and received quite a "calling down" because he let the car run away

with him. Better stick to your horse (shoes) next time, Casper.

Chas. (Smoke) Hogan said goodbye to all the boys and was all set to journey down to Madison, Wis., to take in the football game, but the train was late, the journey was long, and there stood the boys with tears in their eyes, so "Smoke" repented and got off again and decided he would wait until some other time.

Kenneth Frasier proudly announces the arrival of a son Oct. 11th. Congratulate Ken; 'spose it won't be long before makes his student fireman run.

Congratulations are also in order for Wm. Tonsager, section foreman, Elko, Minn., who was married during September.

Due to an oversight, this column neglected to announce the transfer from the I&SM Divn. to the Kansas City Divn. of one Steve Kloeckner, pump repairer, effective Sept. 3, 1935, who is now located at Ottumwa, Iowa. Steve has been greatly missed by all the boys, but we are glad to learn that he is going to "shuffle" back for a few days next week to do some pheasant hunting. Walter Utesch, formerly Steve's helper, is acting as pump repairer on the I&SM Divn.

Sympathy is extended to the bereaved relatives of Louis C. Johnson, I&M engineer, who passed away at Northwestern Hospital, Minneapolis, October 9th.

Engineer Bob Hessler has returned to work after making a trip through the west.

Capt. Peter Pauley, I&SM district No. 1 engineer, attended the Reserve Officers' Training Camp at Fort Snelling from Aug. 4th to 17th. "Pete" attended in the capacity of student and instructor. He was honored with the important position of camp supply officer, in charge of all camp supplies during the encampment.

Harry Keck, once an old-time river rat, attended the show "Steamboat Round the Bend" to bring back old memories a queen in every port—or something—

J. A. Larkoski, formerly section foreman at Owatonna, Minn., has been appointed roadmaster at Madison, S. D., on the territory formerly supervised by Tom McGee.

"Eppy" can visit more often now that the steel chair has arrived. Happy landing, Eppy.

We noticed Bob McCoy sitting down very gingerly in his chair the other day, and upon making inquiry (elsewhere) discovered that Bob "went to the mat" with a sliver and won the match on a foul.

Herman was away on vacation from 2nd to 9th, visiting his parents in Dubuque and friends and relatives in Savanna and LaCrosse. He said the weather was poor, but things seemed bright to him due to the fact that he had the winning number on a baseball pool the day he left—but they would have been twice as bright had he known that the boys drew a number for him again the next day and he won that one also. Needless to say, he didn't have numbers on the remaining games—twice in a row is once too many.

Violet Beatty was away for a few days during the latter part of September, and went through the Rochester Clinic. She reports that her physical condition is very good. She also reports that there are a number of good-looking doctors over there.

The New Hub of the I. & D.

Wm. Lagan

THE Milwaukee Road had a special train to Sioux City from Sioux Falls, S. Dak. Oct. 9th, carrying members of El F. Shrine Temple of Sioux Falls, S. Dak. train and engine crews were composed of members of the Shriners at Sioux Falls.

An announcement party was held in Sioux Falls October 6th for Miss Olive McCarthy, who will become the bride of Edward Addams, former trainmaster's clerk at Sioux Falls. The young couple will be married November 2nd and their many friends on the railroad want to wish them a long and happy married life.



Arthur Brooks and Phillip Foster, Minneapolis Roundhouse Demonstrators. They Are True Izaak Walton.

Conductor Wm. McCalmon has returned from a vacation spent in Chicago, Ill.

Conductor John Reagan attended the World Series in Chicago and visited relatives there.

The Sioux carried a special car October 4th for the Sioux Falls College Football team to Rapid City. Ticket Agent L. F. West went with the team.

Special Commendation

A. Helme and D. W. Kendrick, K. C. Division, were successful in stopping train No. 70, September 17th, at Ottumwa Junction when a dragging brake beam was discovered.

M. T. Smith, brakeman, Coast Division, as train No. 791 was passing him at Graham station, saw what he thought to be a dragging bottom rod. He succeeded in signalling the crew and when train was stopped limb of a large fir tree was found caught in the truck. This might have caused a derailment.

J. T. Masterson, engineer, Coast Division, discovered a broken rail as train No. 284, October 2nd, was passing Taunton.

Joe Torte, section foreman, Ralston, Wash., noticed a car of wheat in a passing train, was leaking. He immediately notified the dispatcher and measures were taken to prevent further leakage.

W. H. Brown, conductor, Iowa Division, on October 1st, train No. 62, discovered broken arch bar on car and had same set out, averting further damage.

J. C. Gray, K. C. Division, discovered broken arch bar in train No. 70, December 15th, while inspecting train at Linby.

R. Myers, operator Rock Island Lines, Culver, Iowa, deserved special commendation from this company for reporting discovery of a broken arch bar in train No. 64, September 23rd, and getting train stopped before an accident occurred.

Our Business Getters

J. W. Moss, telegrapher, CGO, again reports influencing routing of five carloads, Milwaukee to Kankakee, and seven carloads, Kankakee to Milwaukee. Mr. Moss is a very successful business getter.

Fred Weller, brakeman, Spokane, Wash., furnished traffic tip, securing round trip ticket, Spokane to Chicago and return.

C. H. Ordas, supervisor of motor cars, Chicago, was instrumental in securing rating on two shipments—car of lumber from Mesota Transfer to Racine; and one from Council Bluffs to Elgin, Ill.

C. E. Doran, cashier, Dubuque freight office, was instrumental in securing movement on 155 cars of lumber, moving from various mills in the west and southwest to Dubuque.

K. W. Weingarten, Tacoma roundhouse,

furnished traffic tip resulting in sale of two round trip tickets, Everett, Wash., to La Crosse, Wis., and return, our line in both directions.

Fred Bauerfield, switchman, St. Paul Yard, secured two passengers for our line, St. Paul to Chicago.

E. B. Butcher, clerk, Oconomowoc, Wis., was instrumental in securing the following business: Party of seven adults and six children, two carloads of household goods and three carloads of machinery from Oconomowoc to Vernon, Wash. These people planned to go via a competing line, but Mr. Butcher was able to induce them to use our line to Seattle. In addition to the movement of the passengers they bought two extra tickets to cover transportation of their automobiles. This was a fine bit of business.

H. M. Keller, switchman, Sumner, Wash., furnished traffic tip securing sale of round trip ticket, Sumner to Chicago and return, our line in both directions. Passenger had previously intended traveling via a competing line.

J. J. Sheridan, special police, Davenport, was instrumental in securing a passenger from Chicago to San Francisco and return, using our line to Kansas City and from Seattle to Chicago.

Frank Clark, B. & B. carpenter, Seattle, furnished traffic tip securing sale of round trip ticket to New York, our line to Chicago and return.

C. H. Ordas, supervisor of motor cars, was influential in securing the following: Car of lumber, Seattle to Laceyville, Pa., our line to Minnesota Transfer.

N. B. Footet, clerk, store department, Tacoma, furnished traffic tip securing sale of round trip ticket, Tacoma to Spokane and return.

The following are listed as our business getters at Miles City, Montana:

W. J. Doherty, Wire Chief, one round trip to Montreal.

H. J. McMahon, Chief Clerk, four cars cattle to Chicago.

J. B. Anderson, store keeper, two tickets to Minneapolis and one to Missoula.

R. G. Webb, Traveling Engr., one ticket to Minneapolis.

Sam Leo, Store Dept., three tickets to San Diego, Calif.

Leon Richey, Perishable Inspector, three cars cattle to Chicago.

S. E. Moss, Clerk, one ticket to San Bernardino, Calif.

Felix Wagner, Clerk, three tickets to Missoula.

Pearl Huff, Stenographer Supt's Office, one ticket to Chicago.

Mrs. J. A. Rawlings, wife of Conductor, and Mrs. Harry Cook, wife of Engineer, two and one-half tickets Miles City to New York.

TOBACCOS ARE LIKE WOMEN



says R. C. Campbell
of New
South Wales



SOME ARE TOO HARSH



SOME ARE TOO CLOYING



SOME
GOOD BUT
CHANGEABLE



SOME JUST
INSIPID

AFTER MANY
PHILANDERINGS
I'M HAPPILY
WEDDED TO
EDGEWORTH



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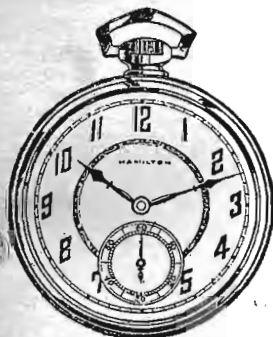
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Twenty-nine

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

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

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

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Deer Lodge Chapter

Mrs. C. A. Millard, Historian

DEEER Lodge Chapter has had a fairly good year. Gave some help and many good cheer greetings. The president has been able to attend every meeting.

Several social affairs were given and enjoyed by members and visitors. The chapter entertained 40 members of Butte chapter at luncheon and cards. The chapter sponsored a show, Shirley Temple in "The Little Colonel" which netted us \$29.00; the proceeds being sent to our president, Mrs. McCabe, to Spokane, to the district meeting and we enjoyed a very interesting report of the meeting on her return. Bell Pears' resignation was accepted as she was leaving to make her home in California. A party was given for her. She was our treasurer. In June of this year we lost one of our charter members, who passed away in California after a year's illness. We extend our sympathy to her husband who is engineer at the shops.

On September 10 we took up our fall work. A dancing party was planned for the young folks of the Milwaukee employes in the near future. Four decks of cards were presented to the chapter at this meeting. The membership committee reported. 41 voting members; cash on hand, \$61.41; refreshments were served after the meeting. All meetings were opened with the reading of the chapters' club motto:

"A little more we, a little less I
A little more laugh, a little less cry,
A few more flowers on pathway of life
And fewer on graves, at the end of strife."

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Thirty

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