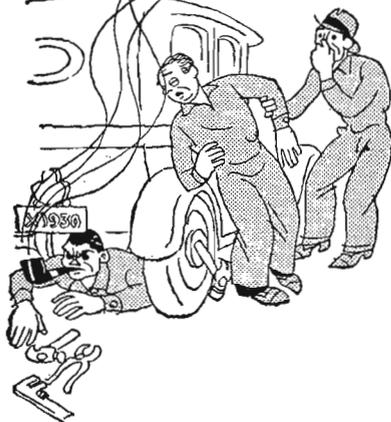


The
MILWAUKEE
MAGAZINE

NOVEMBER, 1930



Nobody ever
walked out on
Sir Walter



SIR WALTER RALEIGH has restored the good repute of many a pipe. Give that unpopular briar of yours a thorough cleaning. Fill it with Sir Walter's smoking mixture. Before you've finished the first can, you'll find yourself with a reformed pipe—a pipe that will get admiring glances from your friends. Sir Walter is a distinctive blend of fine Burley, skillfully mellowed to a mildness and fragrance that are hard to equal, no matter what price you pay.



How to Take Care of Your Pipe
(Hint No. 9) Don't clean an over-ripe pipe with chemicals, or boil it in soap and water. Hold the bowl over the mouth of a boiling kettle of water and let the steam pass through it. Dry thoroughly with pipe cleaners. Send for our free booklet, "How to Take Care of Your Pipe." Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 119. (In Canada, 3810 St. Antoine St., Montreal.)

Discovered How
Good a Pipe Can Be

IT'S 15¢ — and milder



The **ARROWBOOT**—Tough gum rubber upper that best stands the hard wear of rail-roading. Absolutely waterproof. Extra thick, tough, grey tire tread sole. Warmly lined. Made in the popular Storm King heights which are above the levels of raincoats.

HOOD RUBBER FOOTWEAR *made especially for all kinds* of RAILROAD WORK

HOOD makes every kind of rubber footwear for every kind of railroad use—footwear that stands the gaff and gives you full value for your money.

Before we made these rubbers, boots and arctics we talked to the men who use them. We checked up on the kind that wear out—on the ordinary kind that "go bad." And here's the result—Hood puts the stuff into 'em to make 'em last. *Extra thick soles* of finest quality rubber—*Bumper edges on heels and toes* for protection against sharp edges—*Heavily reinforced tough uppers* for longer life. Whenever you buy a product bearing the Hood trade mark you are absolutely sure of your money's worth of honest wear.

HOOD RUBBER COMPANY, INC.
Watertown, Massachusetts



The **PORTLAND**—An extra quality cloth-top arctic which keeps the foot both dry and warm. Black cashmerette, four-buckle upper with fleecelining. Bumper edge on soles for extra wear.



The **BRIGHTON**—A one-buckle arctic with all the serviceable features of the Portland.

HOOD MAKES CANVAS SHOES · RUBBER FOOTWEAR
TIRES · RUBBER SOLES AND HEELS · RUBBER FLOOR TILING

A NEW PAIR OF OVERALLS FREE IF THEY SHRINK!

CROWN-SHRUNK OVERALLS

Have Given Millions
Of Men Freedom From
Overalls That Shrink!

At last the pleas of millions of overall wearers have been answered! No longer need you buy overalls several sizes too large for you. No longer need you wear overalls that have shrunk and lost their original fit and comfort. For The Crown Overall Mfg. Co., largest in the world, have solved the "shrink" problem! Listen to this amazing guarantee, unequalled by any other overall maker—"If Crown-Shrunk Overalls shrink, you get A NEW PAIR FREE!"

This remarkable improvement has been made possible by the development of Crown-Shrunk Denim, produced by a secret process in Crown's own denim mills. Crown-Shrunk Denim is quadruple-dyed, extra heavy and closely woven. It not only resists shrinking but wears like iron. Hence Crown-Shrunk Overalls are the most comfortable, durable, economical and best appearing overalls you can buy. In addition, they have more pockets and more special features than any other overall.

See these remarkable Crown-Shrunk Overalls at the Crown dealer's store. Look for the Crown label and guarantee—"A NEW PAIR FREE IF THEY SHRINK."

The CROWN OVERALL MFG. CO.
CINCINNATI, OHIO

FREE!



Send for your free copy of the Crown Railroad Time Book, used and praised by railroad men everywhere. Embroidered emblems of all railroads available at slight extra cost. Write for details.



DEALERS: This remarkable Crown guarantee has caused a nation-wide preference for Crown-Shrunk Overalls. Write or wire for particulars.



Step into
these for
Safety and
Comfort!



Railroad men appreciate the sure footedness of the Firestone Titan rubbers, for the non-skid sole spells safety to them . . . it grips and prevents slipping . . . when you put your foot down, it stays put!

The Titan is made in semi-storm (illustrated) or two-buckle styles . . . of tough, wear-proof rubber compound, garnet lined, with extra heavy white soles.

FIRESTONE FOOTWEAR
COMPANY
Boston, Massachusetts

Firestone
Footwear
"Reigns when it Rains"

CONTENTS

Turkeys On Ranch of G. V. McCurdy, Murdo, S. D.	Front Cover
A Railroad Situation that Demands Frankness.	<i>Samuel O. Dunn</i> 3
Appointments	4
Des Moines, City of Certainty.	<i>Alex Fitzhugh</i> 5
Fire Prevention	7
Veteran Employes' Association Annual Report.	8
Fifty Years of Service.	9
Walter Leslie Webb	9
A Suggestion to the Veterans.	10
The Call on the Women's Clubs.	10
John A. Larsen.	10
Harold Mittag	10
His Fiftieth Anniversary	11
Accident Prevention	12
Help Wanted	15
The Agricultural and Colonization Department.	16
Current News of the Railroad.	19
The Milwaukee Railroad Women's Club.	20
Claim Prevention	23
Special Commendation	25
On the Steel Trail.	27



MILWAUKEE TYPE BLOW-OFF COCK

with its
Joint-Ring-Strainer

With first consideration for safety to those responsible for the handling of locomotives and with further consideration for efficiency in operation and economy in cost, the Milwaukee Road has standardized on the locomotive blow-off cock shown.

The attention of terminal forces is called to the absolute necessity of mounting this blow-off cock on its joint-ring-strainer (shown.)

Attention of engine men is called to the fact that in case of leakage, the valve may be ground in under boiler pressure and without any delay to the service by merely putting a wrench on the square of the valve stem extension and giving valve stem a quarter to a full turn. The valve is held solidly closed by boiler pressure and cannot be opened inadvertently.

THE BIRD-ARCHER COMPANY

NEW YORK :: CHICAGO :: ST. LOUIS
The Bird-Archer Company, Limited, Montreal

A Railroad Situation that Demands Frankness

SAMUEL O. DUNN, *Editor, Railway Age*

THE following article by Mr. Samuel O. Dunn, published in *The Railway Age* of October 11, should be broadcast to railroad employes and to the public generally, because in it Mr. Dunn has analyzed the "railroad situation" to a finality, and sets the truth before the American people forcibly.

Vice-President Gillick is making special effort to get Mr. Dunn's views before Milwaukee Road employes, and expresses his idea in the following letter:

Chicago, October 23, 1930

"One of our employes, who represents his organization in state legislative matters, recently asked his superintendent what truck legislation they ought to ask for this Winter.

"I suggest that any railroad man who has seen Mr. Dunn's article, and has not been thoroughly impressed about the need of regulating other means of transportation in the same manner that the railroads are regulated, ought to read it again."

(Signed) J. T. GILLICK

(Reprinted from *The Railway Age*)

"The present situation and prospects of the railways indicate that radical changes must be made in both government and railroad policies, if the railroad industry is to be saved from disaster. For almost a year it has been regarded as unpatriotic to tell the truth about general business conditions and tendencies. It is plain, however, that all the optimism which has been expressed regardless of facts has done business no good. Likewise it has not been popular to talk pessimistically in public about tendencies in the railroad field, but every well informed person is feeling and privately expressing great concern regarding the future of the railroads, and the time has come when what is being said privately, should be said in public.

"President Hoover, in his recent address to the American Bankers' Association, alluded to the fact that the railway situation is very unsatisfactory, when he said that 'during a period of depression the soundest and most available method of relief to unemployment is expansion of public works and construction in the utilities, railways and heavy industries;' that 'the volume of possible expansion of construction in these private industries is about four or five times that in public works;' that 'during the present depression these industries have done their full part;' and that 'especially the railways have been handicapped by some provisions of the Transportation Act.'

"They have been handicapped rather by the administration than by the provisions of the Transportation Act, but it is certainly true that, as the president said, 'with wider public vision, the railways could be strengthened into a greater balance wheel of stability.' While, however, during this year they have largely increased their capital expenditures to help maintain general business, the reduction they have been forced to make in their expenditures for maintenance, because of their extremely inadequate earnings, has largely offset the beneficial effects of their increased capital expenditures. Throughout the year their gross earnings have grown relatively worse. They have had to retrench more and more in their expenditures for operation, and their reductions of almost 21 per cent in total earnings and of almost 17½ per cent in operating expenses in August were the largest yet reported. In spite of this large reduction of operating expenses, the net return reported for August was only at the annual rate of 3.38 per cent. This was the smallest yet reported for any month of this year. It brought the

return earned in the first eight months of the year down to an annual rate of only 3.59 per cent; and final reports of car loadings in September indicate that the financial results gained in that month were equally poor.

"The poor earnings now being reported are the result, not merely of the business depression, but also of influences which were operating prior to this year to reduce both traffic and rates, and the railroad problem is becoming so serious because of the danger, that these influences will continue to operate after business begins to improve.

"A solution for the railroad problem can be found only through the adoption of definite measures by the government and by railroad managements. There is no reason for hoping that the needed measures ever will be adopted until they have been publicly proposed and discussed; and they cannot be intelligently discussed, without the full presentation of facts, which are disagreeable, but which the public must be made to understand.

"Their managers have felt great concern about the future of the railways before, and with good reason, but they never felt more concerned about it, or with more reason, than they do now. Until, within recent years, their principal fear was that the railways would not be able to get high enough rates for handling a rapidly growing traffic. Now they are so much concerned both because they fear that rates will be unfairly regulated and because they fear that the railways will not have enough traffic when general business revives. The large reduction of western grain rates recently ordered by the Interstate Commerce Commission after the western lines had been making poor earnings for years, and when they were making the poorest earnings since 1921, is sufficient justification for the apprehension of railway managers regarding future regulation of rates.

"The Future of Traffic

"Railway managers are so concerned about the future traffic of the railways, because within ten years they have seen them lose forty per cent of their passenger business; have seen the growth of their freight business greatly decline, and now see them confronted with new or comparatively new forms of competition, which are rapidly increasing in effectiveness. Not much can be said about the increasing competition of pipe lines excepting that they can transport oil and gasoline at lower costs than the railways, and in consequence the railways must give up to them a large amount of valuable traffic. The competition from highways and waterways from which the railways are suffering is due to different causes and raises entirely different questions.

"If motor coaches and trucks were taking business from the railways merely because, like pipe lines, they could render transportation service at a lower cost, the railways would have no justification for complaining about their competition; but the facts are otherwise. Motor coaches and trucks are operating upon highways that have been built and are maintained at public expense, and are paying relatively smaller taxes than are being paid by the railways which have provided and maintain their own highways. Motor coaches are taking more and more passenger business from the railways, and the competition of motor trucks is rapidly becoming more serious. The size of motor trucks is increasing and, in many cases pulling trains of trailers, they are taking not only L. C. L. freight, but, also, freight handled by the railroads in carload quantities. Meanwhile, not only are these highway carriers not being adequately charged for the use of the highways, but the differ-

ence between the regulation to which they and the railways are subjected is so great as to place the railways at a further great disadvantage in competing with them.

"Not satisfied that highway transportation should thus be fostered at the expense of both the public and the railways, the federal government is spending large amounts in the improvement of rivers and canals upon which it allows carriers to operate free of charge, and is also operating a barge line upon the Mississippi river system at a deficit which the public is paying in taxes. While it charges tolls on the Panama Canal, it so regulates the rates of the railways as to make it impossible for them to compete with steamships using the canal.

"Railways and Governmental Solicitude

"Considerable solicitude regarding the present condition and prospects of the railways is being expressed in high places in the government, but the railways need and have a right to receive something more substantial from the government than solicitude. They need and have a right to fair treatment from the government, and instead they are receiving from it outrageous injustice. The railroads are one of the country's greatest industries. They represent an investment of \$25,000,000,000 of private capital, are rendering a good and indispensable service, and are entitled to as good treatment from government as any other private industry. They are entitled to demand either that other means of transportation that compete with them shall not be subsidized by government or that the railways shall be subsidized as much in proportion as these competing means of transportation. They are entitled to demand either that competing means of transportation shall be regulated as they are, or that they shall be given the same freedom from regulation that competing means of transportation are.

"The railroads have reason for concern as to the future of their traffic mainly, because they are not treated by their government as other means of transportation are. Give the railways relatively as large subsidies as are being given to other means of transportation, or withdraw the subsidies from other means of transportation; regulate other means of transportation as the railways are regulated, or give the railways the same freedom from regulation that their competitors enjoy, and there will be opportunity to determine which means of transportation can serve the public at the lowest cost in proportion to the kind of service rendered. There is no such opportunity now because the railways are fighting competitors that in numerous ways are backed by the power of, and even actually include, the government.

"Unfortunately, the situation is seriously aggravated by excessive competition between the railways themselves. The managers of the railways could more consistently complain of the kinds of government-aided external competition to which they are being subjected, if they would join in repressing numerous kinds of competition between themselves that are helping to drag them down. Railway managers should unite, first, in stopping excessive competition between the railways themselves, and, secondly, in making a nationwide fight against the government policies which are unduly reducing their rates and helping other means of transportation to take traffic from them.

"What Are Business Men Thinking?

"It would be interesting to know what the business men of

the country generally are thinking about present conditions and tendencies in the field of transportation. There are certain large banking houses that have great influence in both the railroad and other industries. Do they realize the menace to the railways that is involved, not only in the policy of regulation of the Interstate Commerce Commission, but also in the kind of competition between themselves and from other means of transportation, from which the railways are suffering? Do they realize that conditions and influences which may increase the market for trucks may also reduce the market for railway equipment and supplies and imperil the market for railway securities? Do they realize that the use by many big shippers of the power of their traffic to keep down railway rates and influence railway purchases is dangerous not only to the railways, but to every form of private business, first, because of its tendency to undermine railway service, and, secondly, because of its tendency to convince the public that big business is selfish and ruthless in its methods?

"The large industries of the country have benefited enormously by the improvements in railway freight service that have been made within recent years, and business leaders have been generous in their praise of the railways for making these improvements. Do business leaders believe this service can be maintained when railway earnings become so inadequate that expenditures for the maintenance of railway properties must be reduced as they are being reduced now? Do they believe the railways can permanently make enough earnings to provide good service if they are to be confronted more and more on every hand by government-subsidized and unregulated competition that takes traffic from them regardless of the actual differences in the costs incurred in handling it?

"Meantime what are railway labor leaders and employes thinking? Are they fond of seeing employment on railways reduced through government aid to other means of transportation, the employes of which work longer hours and receive smaller wages than railway employes?

"Public Must Be Informed

"From numerous sources we hear solemn expressions to the effect that 'nothing should be done to impair the credit or the excellent service of our great railroad system.' From most of the same sources we hear the advocacy or defense of almost every kind of policy which tends to reduce railways rates and diminish railway traffic and thereby render it impossible for the railways to maintain their credit and service. Few men in either public or business life seem to realize the revolution that is occurring in the field of transportation, or the causes of it, or the menace it is, not only to railway credit and service, but even to private ownership of railways.

"If public men, business men and the general public are to be so informed and influenced that present tendencies in the railroad industry will be corrected, they must be informed and influenced by railway men, by employes as well as by officers, and by other persons directly affiliated in interest with the railways, such as the manufacturers of railway equipment and supplies. Unless present tendencies in the industry are corrected, the nation may find itself confronted with a more serious railroad problem than it has ever before had to face."

Changes and Appointments

THE following changes and appointments are effective November 1:

The Chicago & Milwaukee, R. & S. W. and Northern Divisions, are combined and will be known as the Milwaukee Division.

The Illinois and Dubuque Divisions are combined and will be known as the Dubuque and Illinois Division.

Mr. N. A. Ryan is appointed superintendent of the Milwaukee Division, with headquarters at Milwaukee.

Mr. L. F. Donald is appointed superintendent of the Dubuque and Illinois Division, with headquarters at Savanna, Ill.

Mr. H. F. Gibson is appointed superintendent of the Milwaukee Terminals, vice N. A. Ryan, transferred; headquarters at Milwaukee.

Mr. J. H. Valentine is appointed superintendent of the Terre Haute Division, vice L. F. Donald, transferred; headquarters at Terre Haute, Ind.



Billie, Little Son of Chicago
Terminals Engineer A. L.
Murawska.

Mr. E. A. Meyer is appointed superintendent of the Superior Division, vice J. H. Valentine, transferred; headquarters at Green Bay, Wis.

Mr. P. H. Nee is appointed superintendent of the Kansas City Division, vice H. F. Gibson, transferred; headquarters at Ottumwa, Ia.

Mr. H. M. Gillick is appointed superintendent of the H. & D. Division, vice P. H. Nee, transferred; headquarters at Aberdeen, S. D.

Mr. G. H. Hill is appointed superintendent of the Trans-Missouri Division, vice H. M. Gillick, transferred; headquarters at Miles City, Mont.

Mr. N. P. Thurber is appointed assistant superintendent of the Milwaukee Division, with headquarters at Beloit, Wis.

Mr. W. M. Thurber is appointed assistant superintendent of the Dubuque and Illinois Division, with headquarters at Davenport, Ia.

Des Moines, Iowa

(The City of Certainty)

ALEX FITZHUGH, *Executive Director*

Greater Des Moines Committee

DES MOINES—"the City of Certainties"—is the capital and leading city of Iowa—a state nationally known as "the bread-basket of America." Situated in the center of Iowa's thirty-four million fertile acres of ground, and with a magnificent system of railroad lines and surfaced highways reaching in every direction, Des Moines has inevitably become the commercial, industrial, political and financial center of the state. It has all the advantages of a large city, while small enough to retain the friendly atmosphere of a medium-sized community. With a population of over 160,000 in its metropolitan area, it is the only city in the whole state with over 100,000 people.

Besides being a great industrial and commercial center Des Moines ranks only sixth from the top in value of its printing products; and is one of the largest insurance centers of the west. It is also a city of beautiful homes and a city with exceptional educational and recreational facilities—in brief, an ideal place in which to enjoy life and build up a profitable business. Here is the center of the largest production in America of corn, hogs, wheat, hay, oats, cattle and poultry. The farms of Iowa produce agricultural wealth, including livestock, in excess of \$750,000,000 each year. A vast number of the 1,500,000 well-to-do producers of this great farm wealth have their wants supplied through the great retail stores, jobbing houses and factories of Des Moines.

Des Moines is in the midst of large coal fields and at the junction of two fine rivers, insuring low priced and plentiful electric and gas power. It has eighteen coal mining companies annually mining in this one county over 587,000 tons of coal. It is only 200 miles from the geographic center, and less than 400 miles from the population center of the United States. We have twelve colleges and universities; fifty-eight public schools; we own the greatest number of our own homes of any sizable city in the country; and, with one exception, have the largest percentage of school children to the population of any city in America. Nine main trunk lines of railroad radiate in every direction from Des Moines, and practically all the 1,500 railroad stations of Iowa are within less than 200 miles of her door.

Manufacturing

Although Des Moines is only three-quarters of a century old, there is made

here a large group of products that are used in every civilized country on the globe. In 1929 the value of those products were in excess of \$121,000,000. Over 400 factories made over a thousand different products, ranging from the highest grade and most delicate chiffon hosiery to threshing machines and giant tunneling machines; from lip sticks to barn paint, and from aspirin to cement. Clothing, creamery products, meat products, cosmetics, medicines, bakery products, complicated machinery, leather goods, automobile accessories and almost every other line of manufacturing is represented in Des Moines. Its factories are examples of skilled labor and high grade individual products rather than mass production with great quantities of unskilled labor.



Air View of Des Moines

Some of the factories are dependent entirely upon the market to be reached from Des Moines, but a large number have selected this city because it is a desirable place in which to live, and is a city of contented workers living more comfortably and more economically here than in eastern centers of highly congested industrial growth.

Jobbing

The network of railroads radiating out of Des Moines has made the city the jobbing center of the state. Its railroads give a direct one-road haul to over 90 per cent of the stations in the state. No spot in the state is over twelve miles from a railroad. Over one hundred jobbing houses supply almost every commodity for the home and farm to the retail stores of the state. There is no

other city that can as advantageously cover the entire state as we can. Food products, wearing apparel, automobiles and automobile accessories, building materials, drugs, hardware and numerous other lines are represented.

Trading Area

The retail trading radius of Des Moines, which embraces a 100-mile radius, includes 941,000 people, living in 441 towns and on 89,728 farms. These people are so located on railroads and good roads that they can reach Des Moines conveniently the year 'round. Approximately 3,318 miles of hard-surfaced roads in this area lead to Des Moines.

The average per capita wealth of this territory is \$4,647, as compared to \$3,368 for the remainder of the United States. The average value of farm property, including livestock, is \$26,240, as compared to \$8,949 for the United States. The average value of farm property, including land and buildings, is \$23,207 for Iowa, as compared to \$7,764 for the United States.

Retail business in Des Moines, 1929	\$183,973,919
Number of automobiles in state	726,000
Number of automobiles in territory	295,554
Number of bus lines in and out of Des Moines	14
Number of railroad lines	19
Population, 25-mile radius	232,292
Population in 50-mile radius	494,908
Population, 100-mile radius	1,500,000
Population, state of Iowa	2,419,927
Iowa wealth	\$11,242,000,000

In this territory are only fifteen towns with a population of over 5,000, and thirty-one with population between 2,000 and 5,000.

Raw Materials

Great opportunities here await the manufacturer seeking a good market for his products or seeking new raw materials. About one-fourth of Des Moines' factory output is made from raw materials produced in Iowa. Being in the center of the nation's food-producing region, it is only natural that many of these plants are producing food products. Our creameries produced nearly 8,000,000 pounds of butter from cream produced in central Iowa. Brick, tile, cement and lumber are building materials produced from natural raw materials of the immediate territory. And yet the raw materials of Iowa have scarcely been touched.



View at Wakonda Country Club, Des Moines



The Des Moines River

Des Moines Pays for Products of the Farm—

Cream	\$3,606,202
Milk	986,981
<hr/>	
Total milk and cream..	\$ 4,593,830
Poultry	1,050,000
Eggs	2,110,000
Livestock	10,012,500
Grain	4,000,500
Wool, hides, fur.....	1,350,000
<hr/>	
	\$23,116,830

Living Costs

Living costs in Des Moines are materially cheaper than in larger cities of the west, and cheaper than in most cities in the industrial centers of the east. The large amount of food products produced in Iowa means fresh vegetables, fresh meats, and other food products are cheaper and more easily obtained. The average cost of foods for a working family of four is approximately \$327.50 per year, based on items of food and quantities of food used in cost of living surveys made by U. S. Department of Labor statistics. Fifty-one per cent of Des Moines families are home owners. Good houses can be rented at a reasonable figure. A number of suburban plots have been opened and built up with small, inexpensive homes that are available for sale or for rent. Apartments are to be had in almost every part of the city at reasonable figures. In the best locations of the city, five and six-room houses rent for from \$45 to \$60; in secondary locations, \$20 to \$35. Apartments of four or five rooms can be rented for from \$35 up, depending entirely upon location and equipment.

Insurance

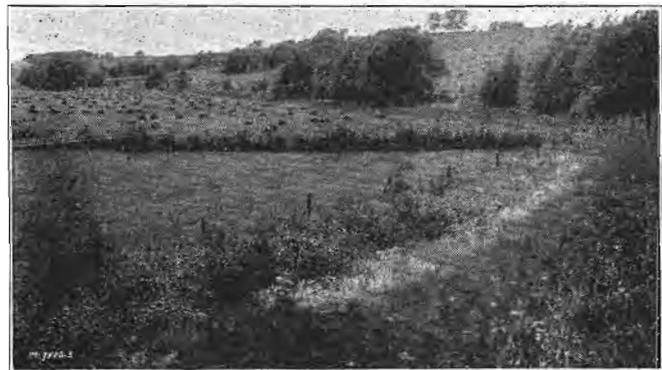
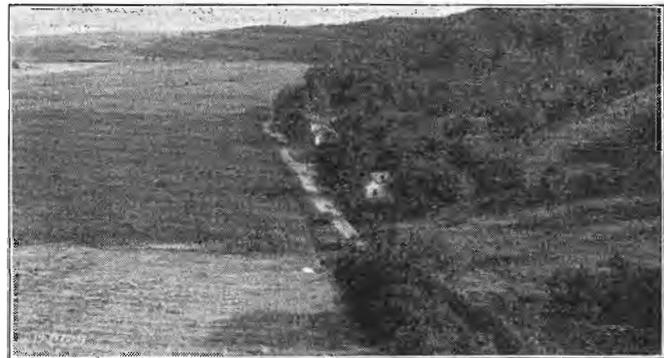
Des Moines is one of the outstanding insurance centers of the west with forty-six home companies, operating in all parts of the United States. Over \$3,500,000,000 of insurance is now in force by its companies. Their annual income is over

There are over eighty-five publications regularly published in Des Moines, with a total subscription list of over 7,000,000, and with issues totaling over 168,000,000 copies annually. This means that an average of one out of every four families in the United States is subscribing to a publication published here. There are only twenty-five regular magazines published on the American continent with a circulation of more than a million. Three of these are published in Des Moines.

In agricultural publications we lead the country. There are ten publications published here exclusively for the farm. They have a combined circulation of over three million. Along with these publications have grown up giant printing plants capable of turning out any class of printing that is done in the country. Many books are printed in Des Moines for eastern publishers, and several magazines are printed here and shipped east for distribution. Last year an average of 2,468 people were employed by printing plants in Des Moines. Des Moines' total second class outgoing mail last year reached 36,770,020 lbs. of revenue mail. While fifty-second in size, this city ranks twenty-fifth in postal receipts. A total of eighty-five publications are entered as second-class matter at the Des Moines Post Office.

Educational

Des Moines, in addition to twelve home-owned schools and universities and one of



Scenes in the Beautiful Des Moines River Valley

\$100,000,000. These companies write almost every class of insurance known to the business world. There are old line life insurance companies, fraternal life, fire, casualty, accident assessment, hail, tornado, interchange insurance and many mutuals operating in the city.

Des Moines a Great Publishing Center

This city is one of the six largest publishing centers in the United States.

the finest systems of public schools in the country, also has, in or close to the city, several nationally-known institutions of learning. These include Drake University with an enrollment of over 2,400; Iowa State Agricultural College at Ames (a forty-five minute ride by motor), one of the outstanding agricultural schools of America with an enrollment of 10,045; Simpson College at Indianola, a nationally-known Methodist school (a twenty-five minute ride by motor) with



An Iowa Countryside

an enrollment of 742. Students not only from all parts of America but from many nations of the world are enrolled in these great institutions.

Future Growth

The prospects for growth in every line—retail, jobbing and manufacturing—are of the best. It promises to be rapid and steady. While Iowa is already manufacturing \$750,000,000 of products annually, a real start has hardly been touched, as the state's almost unlimited resources offer many opportunities for development. Rapid strides are being made in the utilizing of waste products of the farm. Through the work of the Iowa State College at Ames—only forty-five minutes distance from Des Moines—a great variety of such products as wall-board, paper, artificial silk, building tile and many other valuable products have been developed for commercial use from farm waste products formerly lost—corn stalks, corn cobs, oat hulls and similar items. A number of promising factories have already begun manufacture along these lines, and the promise for future development is excellent.

Iowa has also vast clay beds suitable for producing any kind of pottery now made in the United States.

It has over 19,000 square miles underlaid with excellent and easily mined coal, and Des Moines is in the midst of this coal area. It has large beds of sand suitable for glass manufacture, rock for cement, walnut for furniture, vast beds of gypsum and innumerable other raw materials.

With the inevitable western establishment of branch factories to come closer to raw material and consumers; with exceptionally low rates for electricity and gas; and with an unlimited water and coal supply, Des Moines' future manufacturing outlook is a most attractive one.

The retail business is growing by leaps and bounds, not only through the addition of population to the city itself, but through the rapid growth of hard roads,

which constantly bring a greater number of Iowa's population within the effective retail area of the city.

During the last three years Iowa has led every other state in highway construction, and is now building more miles of concrete road annually than is any other commonwealth.

At the end of this year there will be over 3,300 miles of concrete road in addition to several thousand miles of gravel road. The result of this road building is to constantly bring more of Iowa's 2,500,000 people within easy retail trading distance of Des Moines, the state's metropolitan.



Fire Prevention

L. J. Benson

A FEW interesting items from newspapers, etc., are being reprinted for your information:

Do You Know Where Plue, Ark. Is?

Well anyway, a local paper says that the City Council there agreed to pay local volunteer firemen \$2 for each fire they attended. After the firemen had burned two-thirds of the

town the ordinance was repealed and the firemen discharged, and the town is now getting back to normal.—*Globe*
During fire prevention week the public had presented to it the appalling fact of neglect, carelessness and accident.

Consider that—

TEN THOUSAND LIVES were sacrificed to flame last year;
TENS OF THOUSANDS of persons suffered injuries;

CHILDREN WERE ORPHANED and WIVES WERE WIDOWED;
FOUR HUNDRED AND SEVENTY-THREE MILLION DOLLARS' worth of damage was caused by the red monster;

IRREPLACEABLE FOREST LANDS were mowed down by fire's scythe;

INDUSTRY WAS DELAYED and the DESTRUCTION OF PLANTS threw thousands out of work, temporarily at least.

Consider!

The conclusion is obvious:

FIRE PREVENTION PAYS DIVIDENDS in LIFE and MONEY.

—*Hearst Newspaper.*

Inspection

We have been told that the success of a business venture is dependent primarily on—"Accurate information."

This is equally true of fire prevention measures; we must know all about our properties, their construction, fire hazards and operating conditions, or else we cannot be in a position to intelligently plan for proper safeguards and for suitable fire protection. This requires inspection, thorough and regular examination of premises; first, to analyze conditions and later, to see that maintenance is observed, that dangerous practices do not creep in, that carelessness in daily operations does not result in accumulations of rubbish or other items of neglect which might contribute to a destructive fire in the property involved.

Who should make these Inspections?

Fundamentally every employe or official should know his own property, that is, he should be responsibly in charge of the particular portion of the railroad "plant" with which the duties of his daily work are performed. This means to be alert for fire hazards and to report them to those in a position to order corrections.

At large shops and terminals inspections for this purpose generally form an important function of the duties of the local fire chief. Each foreman should be "fire-prevention minded" as to his own department. The master mechanic and shop superintendent have large responsibility in this respect.

—*RFPA News Letter.*

The agile mind of a sixteen-year-old girl produced the following slogans:

The fire fiend never sleeps!

Station P. O. F. (put out fires)—tune in.

Prevent fire here and hereafter.

Loss by fire would build an empire.

Beware of fire before you retire.

Fire like war leaves destruction by score.

Fire spells loss, destruction and dross. Satan's empire is made of fire.

The fire cancer eats life and property.

When your house burns it is no longer

Home Sweet Home.

PREVENT FIRES—THEY ARE COSTLY.

Veteran Employes' Association

Secretary's Report

TO the Members of the Veteran Employes Association; Greetings:

Your secretary will endeavor through the generous courtesy of the Employes Magazine to give you a brief account of the activities of the Association in the year just closing. We have, at this writing, 5,916 active members in good standing, an increase of 119 over the last report, which was 5,787. This list does not include any who are delinquent prior to 1928, which indicates that our growth is steady and encouraging. We have enrolled 390 new members during the year and our Honorary list is still the same. We have lost by death in the same period 119 of our comrades. This report is as complete as I am able to make it from information taken from the Magazine and other sources at my command. We have endeavored to reply as promptly and fully as possible to all letters sent to us which seemed to require an answer and to extend the sympathy of the Association, in case of death, to members of the family of the deceased.

Thanking each and every member for his kind and courteous treatment of the secretary, during the past year, we hope that we will have the pleasure of meeting together again, as of old, when another year rolls round.

Respectfully submitted,
Mrs. Grant Williams,
Secretary.

Treasurer's Report

Statement of Receipts and Disbursements

September 1, 1929 to August 31, 1930

Balance in Bank and on Hand—August 31, 1929.....\$ 2,252.68

RECEIPTS from:

Initiation Fees	\$ 391.00
Dues	5,027.00
Overpayment of Dues.....	2.50
Sale of Membership Buttons.....	8.80
M. E. Pens. Ass'n—Refund of Amount advanced to Mrs. J. Chaloupka.....	134.00
Interest on Investments in Bonds.....	297.64
Interest on Certificates of Deposits.....	120.19
Total Income	5,981.13
Certificates of Deposits Redeemed.....	5,500.00
Total Receipts	11,481.13

\$13,733.81

DISBURSEMENTS—Expenses in connection with 1929 Annual Convention, held at Seattle, Washington:

Boldt's Banquet	\$ 3,434.50
Warren Anderson, Orchestra	175.00
Douglas Dancing School, Dancing Girls.....	45.00
R. H. Vivian, Song Leader.....	10.00
Geo. Godfrey, Radio Announcer.....	7.50
Brown & Haley, Candy.....	66.00
Spring Ehrman, Tobacco, Co-Cigars.....	87.29
Woodlawn Flower Shop, Floral Decorations.....	25.00
A. V. Love Dry Goods Co., Ribbons and Pins.....	11.37
A. H. Barkley, Candy and Dinner—Quartette.....	9.96
Lumbermen's Printing Co., Boat Tickets.....	37.50
Montgomery Printing Co., Windshield Stickers.....	6.71
Montgomery Printing Co., "Veteran Bladder".....	95.00
Gray Line Tours, Inc., Sight Seeing Trip—Seattle.....	1,356.30
Gray Line Tours, Inc., Sight Seeing Trip—Victoria.....	1,259.00
Metropolitan Bldg Co., Signs.....	7.50
J. C. Corey Sign Co., Signs.....	16.00
Canadian Pacific S. S. Co., Boat Tickets.....	4,789.00
Empress Hotel, Victoria, Lunches.....	916.00
N. W. Printing Co., Milwaukee Badges and Menus.....	348.75
J. M. Kelley, Salary and Expenses.....	85.00
Sundry Clerical Help.....	30.00
Sundry Refunds on Unused Boat Tickets.....	81.25
	\$12,899.63

Less: Collected on a/c	
Banquet Tickets	\$1,668.00
Boat and Sight Seeing Tickets.....	7,276.00
Proceeds from Ads in Program.....	277.00
	9,221.00

	\$ 3,678.63
Sundry Expenses of Committee.....	264.65
Mrs. J. Chaloupka, Advanced for M. E. Pen. Assn.....	134.00
Overpaid Dues Refunded.....	2.50
Overpaid on Buttons refunded.....	.25
Dues and Fees refunded a/c Ineligible.....	11.00
H. Hammersmith—Membership Buttons.....	549.65
Postage	193.24
Printing and Stationery.....	215.79
Office Supplies	14.24
Secretary's Salary	900.00
Auditing of Accounts.....	25.00
Bank Exchange, Collection Charges, etc.....	75.02
Miscellaneous Expense	3.00
Total Expenses	\$ 6,066.97
Certificates of Deposit purchased at Foreman-State National Bank.....	6,000.00
Check returned by bank unpaid.....	279.10

Total Disbursements

\$12,346.07

BALANCE on Hand and in Bank August 31, 1930.....\$ 1,387.74

The Bowling Season Opens

BY WAY of getting the Bowling News off to a snappy start, the first of the weekly bulletins of the game in Seattle is appended hereto. The Seattle reporter has "a nose for news," without question, and knows how, in the absence of the real thing, to call on his imagination. The Magazine is sorry not to be able to publish all of his reports, but as they come weekly, and the Magazine only monthly, that does not seem practicable. Here's the first one, however, and it's called

Alley Dirt

"Sicem-Soakum-Tyrannus-Un Homo Sparo

THEY'RE AT IT AGAIN!

Eight teams and a couple of dummies faced the starters' bell Friday evening, when the Milwaukee League resumed hostilities for the winter season.

As a special tribute to the Puget Sound country, Friday will be the official bowling night this year, instead of Monday, as formerly, and all players are requested to wash their hands before entering the alley, as the smell of fish is not conducive to a good game.

The Wharf Rats got off to a bad start, due to the absence of their trainer, McMahan, who finally put in an appearance after about five frames of anxiety and then proceeded to gum up the machinery by trying to catch up.

Judge Laughon was there with his new crop of stogies, which he has been cultivating with great care during the summer. "More smoke and fire per \$" will be his motto for the season.

Stablein, formerly Captain of the Transportation Team, has turned in his badge in favor of the great game of golf. He is not fooling around these gnat golf courses either, but goes right out to the real cow pastures. It is rumored that he has been looking over some ground out near Maple Valley, with a view of building a course of his own. It will be called "The Missing Links," and will include wheelbarrows at each hole for transportation to the next tee, to avoid excessive walking, and other new and improved features.

It looks like a busy season for Martin Notske, since his election to the positions of president, vice-president, general manager, secretary, treasurer, and several other offices, which space will not permit us to mention.

Readers will note a change in the name of this paper. We have decided to come right out in the open this year and call a Spade a Spade. The Latin phrase appearing under the caption was chosen from Dante's Inferno, and means: "Bring on the dirt; spare no man."

We have been able to secure the services of the eminent newshound, Eddie Doyle, who will act in the capacity of reporter for this paper. Any complaints in regard to articles appearing in these columns should be taken up with him, as the editor will be too busy to see anybody. Mr. Doyle will use his famous U. R. T. pencils in jotting down his notes, and his slogan is: "Give me a safety pin quick, or my pencil fall down."

Transportation Man

The Transportation team, under the leadership of Captain Spies, are going out for blood right from the start. De-

INCOME ACCOUNT

Total Income for Period—August 31, 1929 to August 31, 1930.....	\$ 5,981.13
Total Disbursements during Period.....	6,066.97
DEFICIT for Period.....	\$ 85.84

NET WORTH

Cash on Hand and in Bank August 31, 1929.....	\$ 2,252.68
Invested in Securities.....	9,000.00
Net Worth—August 31, 1929.....	\$11,252.68
LESS:	
Deficit for period—August 31, 1929 to August 31, 1930.....	85.84
Net Worth—August 31, 1930.....	\$11,166.84

Consisting of:

Invested in:	
U. S. Liberty Bond No. A-00812461.....	\$ 500.00
U. S. Liberty Bond No. B-00812462.....	500.00
U. S. Liberty Bond No. C-00812463.....	500.00
University Court Apartment Bonds Nos. 64 and 67.....	2,000.00
Foreman-State National Bank of Chicago,	
Certificate of Deposit Dated Jan. 13, 1930.....	4,500.00
Certificate of Deposit Dated Apr 3, 1930.....	1,500.00
Uncollected Check.....	279.10
Cash on Hand and in Bank August 31, 1930.....	1,387.74
	\$11,166.84 \$11,166.84

terminated not to let the grass grow under their feet another season, Captain Spies has secured the professionals Notske and Ward for anchor men on the team, and is reported to have paid several hundred grand for this pair. Ward, former captain of the Oil and Marine squad, will be remembered as the boy who scuttled the ship last year and sank it with all hands.

The Engineers have again taken up their place in the cellar, and judging from the manner in which they dropped the first three games they are apparently going to make sure of the berth.

A special pressure tank will be installed in the attic, as it appears now that Brownell's chin scraping exhibition is getting worse, and he may have to be treated for "the bends."

Joe Bahl was missing Friday night, and it is rumored that he has not fully recovered from injuries received last summer, when he fell out of a boat.

Elmer McAvoy, the Manure King, was also missing. Friends state that the present depression has extended to the manure business, and Elmer is down in the dumps. His captain states, however, that he does not want Elmer on the team, as they would probably be on the tail end all season.

McCarthy, with his ticket scalpers, had to take a beating in spite of the presence of Gene Webster on the team.

Bowling Notes

Keen competition is being shown each Thursday night when the members of the Freight Auditor's Bowling League roll at the Crystal Alleys. The teams are all after that Milwaukee team and promise to dethrone it from its perch of first place before our next entry into the magazine. You are all invited to watch us bowl each Thursday at 5:30 P. M. at the Crystal Alleys. Come out and root for the boys.

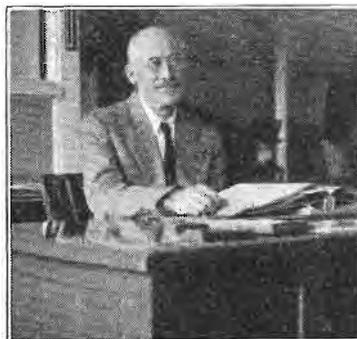
Standings of the C. M. St. P. & P. Freight Auditor's Bowling League 10-9-30.

	Won	Lost	Percent
Milwaukee	12	3	.800
Twin Cities	9	6	.600
Chicago	7	8	.467
Omaha	7	8	.467
Kansas City	5	10	.333
Seattle	5	10	.333

INDIVIDUALS

Peterson	178	Greenwald	144
Malczynski	173	Steller	143
Gentz	173	Bialas	142
Becker	171	Bushman	142
Christ	160	Ganzer	141
Pufundt	159	Crickord	141
Woelffer	158	Weyforth	139
Duffy	158	Miller	138
Schornack	157	Stevens	134
Hajdys	155	Phillip	132
Larson	155	Cavanaugh	131
Gerke	154	Dinoffria	123
Kemnitz	154	Riplinger	118
Patock	149	Neuzie	118
Bartels	147	Benda	117

High Team Series—Twin Cities.....	2421
High Team Game—Twin Cities.....	830
High Individual Series—Gentz.....	595
High Individual Game—Schornack.....	231



George W. Badger

Fifty Years of Service

ON September 9, 1930, Mr. George W. Badger, of the Shop Accountant's Staff at Milwaukee Shops, completed fifty years of continuous service with "The Milwaukee Road." Starting on September 10, 1880, at Humboldt Ave. Shops, Milwaukee, as carpenter, he was transferred in December, 1885, to the then new Milwaukee Shops as timekeeper and clerk. In 1889 he was promoted to Foreman Stores Department and Chief Timekeeper Car Department. This he held until 1919 when a merger in stores material handling was installed, and on account of his general knowledge in accounting and material disbursement, Mr. Badger was transferred to the Shop Accountant's Staff where he has been since employed.

At four o'clock on September 9, the Shop Accountant, Mr. F. S. Brand, announced there

would be a meeting in the assembly hall, and all gathered there, where he stated the object of the meeting was to honor Mr. Badger, our esteemed friend and co-worker, who on this day completed 50 years of continuous service with the Milwaukee Road. Mr. Badger was invited to the platform and Mr. Brand presented Mr. James E. Mehan, Assistant to Superintendent Car Department, as the speaker for the occasion, who needed no introduction as he was one of the family. Mr. Mehan recited the history of Mr. Badger's continuous service, stressing how it stood for the utmost in loyalty, faithfulness, honesty and ability and the fine example thus presented to others. He tendered hearty congratulations, wishes for continued good health and the enjoyment and value of his association for many years to come. In very appropriate words he presented to Mr. Badger, on behalf of co-workers in the Shop Accountant's Department, a very fine electric clock, with the sincere hope that it would record only days of sunshine and happiness.

Mr. Badger, after regaining his composure, thanked all for the kindness shown him by employers and employees. He stated that upon the morrow he would start his second 50 years of service and was happy to think he would continue to serve the good old Milwaukee Road and be among his friends whom he had seen grow up in the service.

Later at Mr. Badger's home, the shop accountant's forces presented Mrs. Badger with a beautiful electric lamp as a token of friendship, and with the sincere wish that it would glow with the warmth of their sincere regard.

WALTER LESLIE WEBB

1854-1930

THE death of Mr. Walter Leslie Webb, formerly District Engineer of the Southern district, occurred on the 13th of October, at Elgin, Ill. For 44 years he had been an unusually faithful and efficient employe in the Engineering Department of our company. Of few people could it be so truthfully said that he was loved by all who knew him. A marked characteristic was his unfailing courtesy to all, regardless of rank or social distinctions.

He was graduated from Washington and Lee University with the degree of Civil Engineer, in the class of 1875. His early work was with James B. Eads, on the South Pass Jetty works, at the mouth of the Mississippi River; on the Santa Fe railroad in Texas; and with the United States Government at Galveston. In 1886 he came with the Milwaukee Road, as assistant engineer on the location of the line from Liberty to Kansas City, Mo., and after that was engaged in the general work of maintenance and construction until 1898, when he was also given charge of the track elevation work in Chicago and vicinity. In 1910 he was made District Engineer and from 1915 to 1926 he represented the Milwaukee Road on the Damage Claims Committee in connection with the building of the Union Station at Chicago.

His engineering ability is well attested by the confidence placed in him by the officials of the company and the judgment of his friends and associates.

During his later years impaired eyesight made it difficult for him to carry on his duties, and when the Damage Claims Committee had completed its work in 1926, he retired from active service.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

Address Communications in Regard to Editorial Matters to:

CARPENTER KENDALL, Editor
Libertyville, Illinois

ALBERT G. DUPUIS, Assistant Editor
790 Union Station, Chicago, Illinois
In Charge of Advertising

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

U. S. Postage on This Magazine is
Three Cents

A Suggestion to the Veterans

IN view of the fact that the Veterans did not hold their annual Get-together affair this past summer, it has been suggested that the money which would have been used in defraying the expenses of the meeting—a sum amounting generally to above two thousand dollars—might be used toward assisting any of the Veterans who are on the "laid-off" list, and thus, perhaps, may be in need of assistance. The Magazine is glad to pass this suggestion along, because it would certainly seem that no better use could be made of the money the Veteran Employes' Association has in its treasury.

The annual report of the Association appears on another page of this issue, showing a very substantial sum, and the 1931 dues will be payable within a few months. Therefore, Veterans, what do you say. The Magazine will be glad to accept a "straw vote" from the members on this question, and submit the same to the officers and board of the Association.

The Milwaukee Railroad Women's Club are preparing for a busy winter, in the face of the unemployment situation, and are hoping to be able to meet all the needs for assistance through the cold weather, or until the situation is relieved by better times. The women will be glad to cooperate with the Vets, by referring cases of need among these employes who are members of the V. E. A. to the Association Board, with whatever recommendations for assistance may be considered desirable or necessary. The Women's Club funds will be taxed to the limit, and the Veterans, by helping to relieve their calls, will be rendering a real service. It is not easy for families who have always been able to care for themselves, to accept "charity," and we, of the Milwaukee Family, by rendering aid to each other, are able to take the cases out of the charity columns, and place them where they belong—in the family circle, where they are taken care of as one member of a family to another.

This is particularly applicable to the older employes who have borne the burden and heat of the day, and now in the evening of their days are brought to the necessity of accepting help. The aid of the Veterans' Association will soften their

Milwaukee Employees Pension Association Members Entered on Pension Roll September, 1930

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of September, 1930:

Name	Occupation	Division or Department
Jos M. Betz	Train Baggage	LaCrosse Division
George Brisbois	Fireman	LaCrosse Division
Corwin C. Carpenter	Flagman and Section Laborer	C. & M. Division
Wm. H. Clappison	Bridge Foreman	C. & M. Division
Joseph Clayton	Section Foreman	Des Moines Division
Maurice P. Collins	Switchman	Milwaukee Terminal
Herman Coon	Carman	Illinois Division
John W. Imes	Machinist	Milwaukee Shops
Louis Oehler	Stower	LaCrosse Division
John Stoddart	Blacksmith	Minneapolis Shops
Charles Wilde	Moulder	Milwaukee Shops
Leonard A. Ross	Clerk	Twin City Terminal
Charles Kellerman	Carpenter	Tacoma Shops
Emil Kugler	Blacksmith Helper	Milwaukee Shops
Egbert Monroe	Machinist Helper	Minneapolis Shops

C. W. MITCHELL, Secretary-Treasurer.

reluctance and tide them over, as well as warm their hearts because their brothers and associates of many years are at hand to bring relief.

The Call on the Women's Clubs

THE thirteen thousand members of the Women's Clubs of The Milwaukee Railroad are anticipating an active winter and are expecting and preparing for many calls for relief and aid to those members of the Milwaukee family who are out of employment.

Like all other relief and benevolent organizations they are mobilizing their forces, taking count of the treasury, planning for membership drives and ways and means for raising money in this emergency.

The women realize it is not going to be so easy to raise money, but as money must be forthcoming, they are facing the situation with hopeful and courageous hearts. They have also issued a call for used clothing, and it is hoped there may be a generous response, especially for children's clothing.

The women feel that not a single case must be overlooked and they ask the cooperation of all employes in getting them the information necessary toward caring for all cases; and they also ask all the men in service to give the club their contributing memberships, as every such membership does its bit toward increasing the club's usefulness at this time, when its services are going to be so greatly needed.

Under the initiative of Mr. Walter Duret of the Freight Auditor's Office, the employes of the Accounting Departments at Fullerton Avenue have pledged twenty-five cents each pay day for six months, to be given to the Fullerton Avenue Chapter toward their relief expenses. Similar plans are under way at Union Station.

Many of the officials of the company have offered much larger monthly sums. It would be a direct benefit if all offices where there are regular pay checks would make similar pledges. Employes should understand that in this welfare work of the Women's Clubs every penny of the money pledged or donated goes into relief work and there is no deduction for "overhead" and the like.

The company has made the club a generous donation, with their stipulation that the money shall all be spent this winter.

Therefore the governing board is in better position to respond to calls for help from chapters who have insufficient funds to take care of the needs in their localities, and the board is happy to be in position to help thus materially.

Now, let everyone "fall in" and go the limit on this relief work. Give your money, your clothing, and your services, if called upon. *Let not one member of the Milwaukee family suffer!*

JOHN A. LARSEN

ON September 13 occurred the death of John A. Larsen, at his home in Minneapolis, in the eighty-second year of his age, after more than fifty years of loyal service with this company.

Mr. Larsen was a native of Sweden, coming to this country when a young man, and it is recorded of him that he landed in Minneapolis on April 27, 1880, and at seven o'clock on the morning of April 28, 1880, he became an employe of the B. & B. Department of this railroad, and he has remained during his entire service in that branch of the work.

HAROLD MITTAG

ON September 30th at 3:20 P. M., Harold Mittag, age 26, passed away at Milwaukee Hospital, the doctors reporting that death was caused by an abscess on the brain.

Mr. Mittag, who was employed as secretary to superintendent, Car Department, met with an auto accident on August 17th, at which time he received injuries to his head and shoulder. He returned to work a week after the accident and apparently suffered no ill effects until a week prior to his death when he complained of headaches.

On September 29th he became seriously ill and was taken to Milwaukee Hospital where an operation was performed. He, however, failed to rally, and died on September 30th.

Mr. Mittag entered the service of the Milwaukee Road on May 4, 1922, and was for a number of years secretary to general superintendent motive power at Chicago. When that office was discontinued, he became secretary to the superintendent Car Department at Milwaukee, which position he held at the time of his death.

ACCIDENT SAFETY FIRST PREVENTION

Asks for Her Co-operation

BELOW is a letter written by Agent Winn at Castalia, Iowa, to one of the residents at that point, regarding a close call which recently occurred when a resident attempted to cross our tracks ahead of one of our trains.

Castalia, Iowa, Sept. 29, 1930.

Mrs.

Castalia, Ia.

Dear Madam:

This is written in the interests of SAFETY FIRST and the case of you crossing the C. M. St. P. & P. tracks at the depot here, just ahead of a moving train and inspires us to beg of you to PLEASE cooperate with us to the extent of being SURE there is no train near when you are to cross the tracks.

Every day this railroad issues bulletins, written and wired, for every employe to do his utmost to avoid accidents and our officials quote us cases that are purely carelessness, and your case this morning would be classed among those as carelessness.

While there was no accident, it was a close call and we all know you would not deliberately drive across tracks where there was a moving train that might make the crossing at the same time as you, and we feel sure it was thoughtlessness more than carelessness on your part.

You certainly would not want to be the one to blame if your car was struck, possibly crippling yourself, one or more of the children, or any other passenger with you, therefore I beg of you to please look out for cars on the tracks. It takes only a few seconds to stop and look, while it might take years to mend a broken body.

Will you cooperate with us in trying to prevent accidents? It will pay you and us also.

Yours very truly,

(Signed) C. R. Winn,
Agent.

The Six Blind Men of Indostan

SIX blind men of Indostan came upon an elephant. The first, feeling of the side of the beast, declared:

It is very like a wall.

The second, feeling of the trunk, remarked,

It is very like a snake.

The third, feeling of the tail, said,

It is very like a rope.

The fourth, feeling of the ears, said,

It is very like a fan.

The fifth, feeling of the knee, said,

It is very like a tree.

The sixth, feeling of the tusks, said,

It is very like a spear.

And so these men of Indostan,

Disputed loud and long;

Each in his own opinion,

Exceeding stiff and strong,

Though each was partly in the right,

And all were in the wrong.

How like a man blind to the virtues of Safety First and the big things in

life sees only a few points of the program of this great movement, refusing to investigate the matter in its entirety, arguing in his blind and selfish way that he fails to see these virtues, willing to tear it to pieces because he cannot SEE the benefits that are to be derived by application of its principles.

In short, he fails to understand just what it is all about, and instead of trying to find out, is willing to be one of those who ARGUE.

The Chance-Takers Always Lose



E. B. Crooker

THE accompanying picture is that of District Safety Inspector E. B. Crooker, who makes his headquarters at Minneapolis and has charge of Safety First matters in the Twin City Terminals, as well as on the H. & D. and River Divisions.

Mr. E. B. Crooker entered the service of the Milwaukee Road in the year 1904 in the capacity of brakeman, being promoted to conductor in 1907. Twelve years ago he was singled out because of his safety activities and appointed to the Safety Department, which he has served faithfully ever since. He has had an opportunity to observe not only the changing conditions on the railroad, but the change for the better in the attitude of everyone toward accident prevention matters. When he first assumed responsibility of becoming a disciple of Safety First, many obstacles were encountered in trying to convince both the supervisors and the men, of the value of safety and the humane purpose behind the program. He is frank in admitting that it was difficult in the earlier days to impress upon the majority of the employes the advantages in doing their work safely in spite of the fact that he pointed out that they were the ones who benefit thereby. There were many supervisors and employes who seemed to think that the railroad could not operate without taking a chance, but this attitude has since disappeared, for they have learned that the chance-taker always loses.

Mr. Crooker wants every employe in his territory to feel free to come to him with their suggestions for furthering the accident prevention work, and in case there is any doubt in their minds as to the value of the Safety First Rules, he will be only too glad to listen to their story and then point out to them just how the rules have benefited other employes in the past.

He wants to convey through this means the following message to the employes in his territory:

"Ever since the Safety Department was reorganized, effective January 1, 1929, you have heard considerable on the subject of preventing personal injuries, but as a famous stage celebrity has often remarked, 'You ain't heard nothin' yet!' It is my intention to make an effort to talk to every employe in my territory individually during the coming months for the purpose of finding out how familiar you are with the safety rules and special instructions. I am giving you advance notice so that you will have plenty of opportunity to study the rules and become thoroughly familiar with them. The principal purpose I have in mind, in making these personal contacts, is to point out the value of safety to the employe and prove to him that a thorough knowledge of the rules may at some time be instrumental in saving his life.

"I have known a great many of you for a long time and I know your families as well. I know from past experience that, when an employe is injured, it is his mother, his wife and his children that are the most concerned. They are continually inquiring as to when he will be released from the hospital, and when he will return home so that they can be near him and possibly alleviate some of the suffering. Such a case is sad enough, but it is not to be compared with the pain and distress, the agony and suffering to which the family of an employe fatally injured is subjected to. The real sufferers are those who remain after the life of the careless employe has been snuffed out at a time when he was not thinking of his safety. I wish all the employes in my territory would carefully consider what I have endeavored to impress upon them and decide now to study the rules so that neither they nor their families will be made to suffer due to not being familiar with the rules."

Address by Patrick J. Forestal, Carpenter, B. & B. Dept.

At Chicago Terminal Safety Meeting,
September 29, 1930

MR. CHAIRMAN and Fellow-Workers: Much has been said and written concerning accident prevention, and much has been accomplished by this means. More could have been accomplished had all concerned studied the rules, regulations, bulletins and circulars emanating through the various channels, and intelligently adhered to them.

Accident prevention will not come to you—you have to go after it. You cannot hand it to a man as you would a match or cigarette; it requires mental as well as physical effort on the part of the individual, and the efforts he makes or fails to make will determine our rating and his chance of being injured or killed.

Now, to die is in the course of natural events, but whether we die a natural

SAFETY RECORDS

death, are killed, injured or incapacitated, will, in a great many cases, depend on our sense perception, our ability to serve and pay attention. Nature has endowed us with a mind and five senses: sight, hearing, smell, taste and touch. All our knowledge is based upon the information imparted to us by our senses. Through our senses we receive mental images and impressions, and the use we make of our senses will determine how deeply those mental images and impressions will be engraved on our mental tablet, and our ability to recall or reflect them. Perception precedes mental growth, and it is very important that we keep our sense organs at their highest state of efficiency, because they furnish the images and the raw material for thinking.

By observing the falling apple Newton discovered the fundamental principles of gravitation. The string of a kite connected Franklin with the science of electricity. The steam pushing the lid off the kettle gave Watt the idea to develop the steam engine. A British Army officer, on leave of absence in the United States, observing the tractor at work on the farm, got the idea of the tank which played an important part in the world war.

It has been said truly, Eyes and No Eyes journeyed together; No Eyes saw only what thrust itself upon him. Eyes was on the watch for everything. One of the chief differences among men is vision imagination. Some men see sunshine; some see shadows; some see everything within range of their eyes in its proper perspective and true colors; others cannot penetrate the surface.

Many people have cultivated the senses to a very high degree. To illustrate: The sense of touch—silk, wool, cotton and linen buyers. The sense of smell—perfume, spices, tea, etc. The sense of taste—wine, liquor and tea tasters. Blind Tom listened to a piece of music played on the piano, and immediately played the piece, including errors. The Peruvian Indian can in the darkest night determine while yet far distant, whether the stranger is an Indian, European or Negro. The Arabs of the Sahara can detect by smell the presence of fire forty miles away.

Now, we are not engaged in the buying of wool, silk, cotton or linen, nor are we engaged in the tasting of wines and liquors; and I think the most important sense to cultivate in our line of work is intelligent, accurate, well directed observation. How many people would be living today had they looked in both directions before crossing the tracks or the street; alighting from a train or street car, riding on a motor car? Had they seen that the thing being jacked up was properly blocked? And how many mothers, wives and children would have been happier had they done so? How many wives' future have been ruined because of someone's carelessness, and how many children have been deprived of an education, nourishing food, hygienic surroundings—a sound mind in a sound body? Why this mutilating of the human flesh when mental activity will prevent it? Men, the undertaker and the tombstone maker are unwelcome guests.

Safety First is not new, it is another term for self-preservation, and self-preservation is the first law of nature. To preserve yourself and those dependent

THE Car Department force at Madison, Wisconsin, consisting of about 17 men under Car Foreman John Potts, has not had an injury since June, 1926. This is a very nice record and Mr. Potts intends to continue it indefinitely.

Section Foreman Ernest Whitmore, while in charge of an extra gang averaging 30 men per day, on the Wisconsin Valley Division, went through the entire summer season without a lost time or reportable injury. Mr. Whitmore is now back on his section at Brokaw, Wisconsin, where he will continue his safety activities.

On the Rocky Mountain Division they have what is known as a stubbing crew, performing work on the electrified territory, under Foreman Ed Kabrick. There are 36 men in the crew and they have worked since April 1, 1930, without a reportable injury. Considering the dangers involved in carrying out their work in close proximity to the high voltage lines, this crew certainly deserves considerable praise for being alert and guarding against personal injuries.

The following section foremen in Division Engineer Rhynsburger's territory on the Rocky Mountain Division have some fine safety records as indicated in the following tabulation, which shows the date of the last injury on their sections:

Name	Location	Section	Date of Last Injury
Joe Peck.....	Harlowton	82	Sept. 15, 1920
Charles Lower.....	Sappington	103	Sept. 1, 1919
Herman Hansen.....	Newcomb	113	Nov. 7, 1908
John Lombardi.....	St. Regis	145	May 23, 1923
Lon B. Clary.....	Bearmouth	129	May 27, 1923
J. J. Kelly.....	Deer Lodge		Oct. 6, 1924
Geo. Hewitt.....	Tarkio	141	Aug. 1, 1920
G. S. Murata.....	Donald	111	July 14, 1919
Rasmus Roys.....	Bozeman	GV1	Sept. 19, 1919

The following B. & B. foremen in the Twin City Terminals, under Chief Carpenter A. A. Kurzejka, have not had a reportable or lost-time injury this year:

John K. Tornes	R. J. Tischleder	John Bardahl
D. F. Kennedy	H. E. Johnson	H. C. Coenen

The contest records for the eight-month period ended August 31, 1930, and show the following officers on the top of the list in their various groups:

Name	Title	Division
J. H. Valentine.....	Superintendent	Superior
John Turney.....	Master Mechanic	T. C. T.
F. D. Campbell.....	Asst. Supt. Car Dept. (Classed with D.M.C.B.)	Lines West
M. M. Harrington.....	Trainmaster	Wisconsin Valley
W. H. Dempsey.....	Asst. Master Mechanic (Classed with Trav. Engrs.)	Milwaukee Terminals
H. C. Blake.....	Division Engineers	H. & D.
J. A. Cherwinkler.....	Roadmaster	Iowa
J. T. Loftus.....	General Foremen in charge of large extra gang	Kansas City and Iowa
L. J. Denz.....	Chief Carpenter	Chicago Terminals
J. J. Flanigan.....	General Yardmaster	Illinois
J. P. Fahey.....	Agent, T. C. T. Transfer House, Minneapolis	Twin City Terminals
J. C. MacDonald.....	District Storekeeper	Illinois, Dubuque, Iowa, K. C., S. C. & D., Des Moines & T. H.
A. O. Swift.....	Signal Supervisor	Illinois, Dubuque, Iowa, K. C., S. C. & D., and Des Moines
J. G. Wetherell.....	Asst. Engr. (Grade Separation)	Milwaukee Terminals
G. Lamberg.....	Loco. Shop Supt.	Twin City Terminals
L. B. Jenson.....	Car Shop Supt.	Milwaukee Terminals
J. J. Roe.....	Store Shop Supt.	Illinois

The personal injury figures for the month of August and the eight-month period, 1930, are as follows:

	August 1930			August 1929			Decrease		
	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time
Lines East....	—	12	14	6	93	59	6	81	45
Lines West....	—	7	3	2	17	16	2	10	13
System	—	19	17	8	110	75	8	91	58

A decrease of 84 per cent in reportable cases.

	Eight Months 1930			Eight Months 1929			Decrease		
	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time
Lines East....	13	212	142	20	845	430	7	633	288
Lines West....	5	60	38	6	167	75	1	107	37
System	18	272	180	26	1,012	505	8	740	325

A decrease of 72 per cent in reportable cases.

During the month of September there were 15 Divisions that had clear reportable injury records, and those with the star prefix also went through without a lost time injury, as follows:

*Dubuque
S. C. & D.
*Terre Haute
*Des Moines
C. & M.

*R. & S. W.
*NORTHERN
*Madison
*Wisconsin Valley
*Superior

*River
I. & M.
I. & D.
*T. C. T.
Rocky Mountain

For the month of September to date we have a total of 26 reportable injuries, including three fatalities, a reduction of approximately 77 per cent, when compared with September, 1929. It is hard to feel satisfied with this reduction when we stop to consider the fact that there were seven more reportable injuries in September than in August, representing an increase of 37 per cent. This clearly indicates that there was quite a number of divisions that failed to do as well in the latter month. We cannot afford to backslide nor feel satisfied with the accomplishments attained in one particular month. We must forge ahead and work hard for new and better records. There must be no backsliding from one month to another, as that is an indication of weakness and lack of sufficient thought on the subject of safety. You should believe in self-preservation and guard against injury to yourself and, in addition, think about the safety of your fellow-employees by doing your part in preserving their lives as well. The records in the past have conclusively demonstrated a lack of knowledge of the safety rules on the part of employees who have been injured and for that reason I want to again admonish you to study the rules at every opportunity. They are a guide designed for the purpose of assisting you in carrying out your duties safely. The more you know about them the easier it will be for you to know what action should be taken to protect your life or to protect your body from serious personal injury when working where hazards are involved. Prove that you do not wish to suffer because of personal injury, by performing your duties in a safe manner. Remember, the family of the injured employe always suffers more than the man himself.

upon you for support is the natural instinct of man. Man has been preserving himself from time immemorial. When man arrived he was ushered into a hostile world, a naked savage with nothing but his two hands and five senses. There were no railroads, automobiles, airships, radios, electric lights, not even a candle to dispel the darkness. But there were animals when man appeared. They were large and hungry and ferocious. They were strong and aggressive. Some had better eyes than man, some had better ears, a keener sense of smell, better locomotion. Man's greatest problem was the one of preserving his life, and he was driven by necessity to take advantage of such opportunities as nature afforded, and the trees gave him this protection; so you can see that tree sitting is not new. Only those using their faculties and adapting themselves to their environment survived and propagated their kind. The others perished.

Today we are living in a man-made environment instead of a natural environment. We are living in a highly developed mechanical age, an age of speed. Nothing seems to be going fast enough. Where this speed will take us, time will tell.

Speed, if under control, is necessary to man. Like electricity and fire, it has been a boon to mankind; but not under control, like the lightning from the sky and a conflagration, is destructive.

One thing is certain, that if we are to carry on, we will have to adjust ourselves to our environment. Many men are out of harmony with their environment. Our environment is continually changing. Nothing remains permanent, everything is in a constant state of change, inter-relationship. Today is not yesterday, and tomorrow will be different.

To illustrate: A man is born into the world as an infant, and no two seconds of time is he exactly the same. The body he was born with no longer exists. It disappeared by the time he was seven years old, and a new body has

taken its place. In another seven years that second body was replaced by a third. What is true of your body is also true of your mind. What is true of an individual is true of man collectively. Every day new beings are ushered in and others pass away. The population is continually changing.

What is true of living things is also true of inanimate things. Every day old ties and rails are replaced by new ones. Every day old machinery, cars, buildings are replaced by new ones. New methods are introduced and old methods discarded. What is safe today may be a hazard tomorrow. The chance you took today may prove fatal tomorrow. With this knowledge of Nature's law we are in a better position to protect ourselves. Some men will tell you that accidents cannot be prevented, that we always had them and always will. For the benefit of those, and in conclusion, I will recite a short poem by Edgar A. Guest, that fits in here nicely:

There are thousands to tell you it cannot be done,

There are thousands to prophesy failure,

There are thousands to point out to you, one by one,

The dangers that wait to assail you.
But just buckle in with a bit of a grin,
Just take off your coat and go to it,
Just start to sing as you tackle the thing,
That "Cannot be done," and you'll do it.

Second Year Without a Reportable Accident

ON Saturday evening, September 13, 1930, employes of the roundhouse at Atkins yard held a banquet in Memorial Hall, at Marion, celebrating the completion of their second year without a single reportable or lost time injury. The affair was successfully planned and carried out by the following committee: LeRoy Stanke, Chairman, Harold Mullaley, Kenneth Hillerage, Fred Weiter, Ernest Wooley.

At 6:30 P. M. a chicken dinner, prepared by Mrs. Kenneth Hillerage, was served to about

seventy men, seated at three long tables. General Foreman W. E. Cooper was Master of Ceremonies and seated with him at the speakers' table were: M. J. Flanigan, manager of the Safety Bureau; W. W. Schabacker, safety inspector of the Milwaukee District; C. E. Drummond, mayor of Marion; A. J. Elder, superintendent; W. N. Foster, master mechanic; M. J. Skord, trainmaster; L. A. Turner, former trainmaster; H. B. Christensen, division engineer; Ed McGuire, chief carpenter; George Hennessey, assistant roundhouse foreman; Matt Mullen, assistant round house foreman; G. W. Dipple, assistant round house foreman; L. W. King, chief clerk to superintendent; W. H. Applegate, chief clerk to master mechanic; Joe Boyle, storekeeper; Joe Dunlap, labor foreman; Wm. Cheek, car foreman; R. E. Broussard, roundhouse foreman—Cedar Rapids; Chas. DeWald, stationary engineer; F. C. Rasmussen, machinist; LeRoy Stanke, chairman of shopmen's committee; Wm. Mueller, general foreman Illinois Central at Cedar Rapids.

Following the dinner Mr. Cooper said that he felt it to be a great honor to be master of ceremonies at a meeting of this kind, modestly giving all the credit to the men themselves. He said that Atkins was known all over the railroad as a pretty safe place to work, the switchmen having gone three years without a reportable or lost time injury, the Store Department three and one-half years, the Track Department two years and the Car Shops up until May this year, two and one-half years.

Letters were read from the following officials, expressing regret at being unable to be present and congratulating the men on their remarkable record: Mr. Scandrett, president; Mr. J. T. Gillick, vice-president; O. N. Harstad, general manager; R. W. Anderson, superintendent of motive power; J. E. Bjokholm, assistant superintendent of motive power; Wm. Snell, district master car builder; J. T. Kelly, general storekeeper; J. C. McDonald, district storekeeper, and Mrs. Lydia Byram, president general of the Milwaukee Women's Club.

Mr. Cooper then had the shopmen from Atkins stand up and presented them as the guests of honor.

Mr. Drummond, mayor of Marion, Superintendent Elder and Mr. Schabacker spoke briefly.

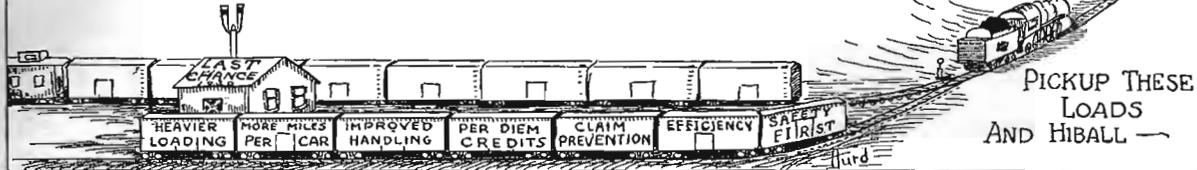
Mr. Mueller, general foreman of the Illinois Central Railway at Cedar Rapids, said he had picked up several very good ideas during the evening to carry back to his railroad. He said his officials had not yet got into the Safety game to the extent that the Milwaukee officials had, but he could see, from his visits to Atkins shops, that it would be to their advantage to do so.

Mr. Cooper then presented the principal speaker of the evening, Mr. Flanigan, who gave a fifty-minute talk on the subject nearest his heart, that was in every way up to his usual high standard. He said that if everybody on the system would emulate the men at Atkins shops we would soon achieve the 100% Safety goal for which we are striving. He said that accident prevention work is educational; that we have got to educate ourselves and our employes, and the burden of this work is on the supervisors.

The balance of the evening was spent in visiting and smoking and the men left with a firm determination to make these celebrations an annual affair indefinitely.

HELP WANTED!

1931



Maximum Car Loading

(Maximum—the greatest quantity, amount or degree)

ONE of the greatest economic wastes existing on the railroads today is the failure to load equipment to its maximum carrying capacity. It is nothing unusual to find cars being loaded with only from 50 to 75 per cent of the maximum carrying capacity. This results in an economic waste and can be compared with the individual as follows:

It would not be economical for a local grocer to use five delivery trucks for delivering groceries, where two would answer the purpose. It is also very unusual, and I do not believe we will ever find it to be a fact, that an individual with a family of five would buy a bus seating fifty-two passengers to take care of his family.

The above, of course, is used only to compare the loss that an individual would sustain if he were to go to the extent of actually carrying out what is outlined above and is drawn as a comparison of what the railroads are losing in the way of revenue when their equipment is not utilized to its full carrying capacity.

Realizing the magnitude of this subject, and the opportunities for bringing about an improvement in the loading of all commodities, the American Railway Association instituted a campaign some time ago, with the view of educating the shipping public as well as railroad employes to the extent that this waste would be reduced to a minimum and, of course, it is up to each individual carrier to do its part so that this end may be reached at the earliest possible moment. The job is a big one; in fact, it is one of the greatest that has been put up to the carriers for some time. However, in view of the fact that there has never been a failure to carry out a progressive idea on the part of this Company, we are quite sure that each and every one having to do with the handling of carload freight will do his part to bring about the desired results. The following examples will give you an idea of just what can be accomplished toward this end:

Traveling Inspector Stainer called on four gravel loading concerns at Beloit, Wisconsin, with the following results:

	Capacity	Billed Weight	Average	Increase
August	5 cars	100 M	581,900	116,380
September	5 cars	100 M	623,300	124,600
August	10 cars	100 M	1,098,100	109,810
September	10 cars	100 M	1,145,600	114,560
August	10 cars	100 M	1,161,000	116,100
September	10 cars	100 M	1,221,200	122,120
August	10 cars	100 M	1,153,900	115,390
September	10 cars	100 M	1,189,800	118,980
Average Increase per car.....				6,550

The loading was increased from 3,600 pounds to 8,200 pounds above the cars loaded in August, or an average increase per unit of 6,550 pounds. The Milwaukee Road stood in nineteenth place on average tons of gravel loaded during the year of 1929, with 55.8 tons per unit. The Northwestern was in fifth place, with an average of 58.1 tons per car, and I am sure that checks of this nature at gravel and sand loading pits will result in increasing our load this year.

The Railway Terminal Warehouse Company, of Chicago, has been interested in maximum loading, and through their solicitation received ten carloads of sugar recently in 80 M capacity cars, each loaded with 800 sacks of sugar, the billed weight being 80,800 pounds.

The average load on sugar for the year of 1929 on the Milwaukee Road was 59,400 pounds. The cars received by the Railway Terminal Company show an increase of 21,400 pounds per unit over the average figure on our Railroad last year, and I am sure that the solicitation by all concerned to concerns receiving sugar to load 800 sacks instead of 600 sacks, which is being loaded in the majority of cars, will enable us to increase the average load on sugar materially this year.

SUGAR—1929

Railway Terminal Company—10 Cars Capacity—80,000 Billed—Weight.....	80,800 lbs.
CMStP&P Average Load.....	59,400 lbs.
Increase	21,400 lbs.

Mr. H. G. Schroeder, the agent at Oconomowoc loaded two cars of canned goods recently in 80 M capacity cars. The billed weight of the two cars, 145M pounds, or an average of 77,500 pounds, is an increase of 33,500 pounds per car over the average load on the Milwaukee Road last year, which stood at 44,000 pounds per car and, incidentally, the Milwaukee Road was in seventeenth place on the American Railway Association tabulation last year on maximum loading of canned goods, with an average figure of 22 tons per car, while the Northern Pacific stood on top with an average of 30 tons per car; the Western Pacific with 29.3 tons per unit was in second place; the Great Northern in third place with the same tonnage and the Union Pacific in fourth place with 29.1 tons. If we can get our canned goods loaded to the

same tonnage as outlined at Oconomowoc, we will be able to increase our overage load above those shown. It can be done.

Mr. J. F. Leasch, the agent at Marke-san, Wisconsin, loaded one car of canned goods with 2,000 cases into an 80 M capacity car with the billed weight of 77,000 pounds, or an increase of 33,000 pounds over the average load that we had during the year of 1929.

There has been considerable activity in the grain territory on maximum loading of grain shipments on the part of superintendents, trainmasters, traveling inspectors and agents who have been successful in increasing the load on grain all the way from 4,000 to 12,000 pounds per car. However, we still find where 80 M capacity cars are being loaded with from 65,000 to 93,000 pounds of grain and 100 M capacity cars with from 80,000 to 122,000 pounds. It does seem reasonable that if many elevators and stations can load 93,000 pounds of grain in an 80 M capacity car and 122,000 pounds in a 100 M capacity car, there is no good reason why we should not obtain maximum loading at all times, and your cooperation to that extent is earnestly solicited.

The shippers and employes who have given cooperation to the suggestions offered by our representatives during the past month or two, are to be complimented on their progressiveness, and we are quite sure that after the subject is thoroughly explained to all shippers and receivers of freight on our Railroad, that the Milwaukee Road will not have to give way to any other carrier in the country as a leader in this progressive movement.

In addition to the commodities mentioned above, our investigations disclose that there are some wonderful opportunities for increasing the loading of other commodities originating at various stations on our railroad and which commodities load in considerable volume, including coal, lumber, sugar, flour, and other mill products, hay, straw and alfalfa, eggs, butter, cheese and other dairy products, hides, iron ore, iron or steel pipe, brick, cement, lime and plaster, beverages, fertilizers and paper.

W. P. Ennis,
Mgr. Refrigeration Service,
and Claim Prevention.

The Agricultural and Colonization Department

Activities of Department Staff

R. W. REYNOLDS, Commissioner, spent the week of October 13 on the Superior Division. The trip over the division was made from Green Bay by automobile, in company with Mr. H. B. Held, traveling freight and passenger agent. This is Mr. Reynolds' first trip on the division, and was made to learn of the possibilities for agricultural development. Calls were made on bankers, business men, county agents and farmers.

Following the week on the Superior Division, Mr. Reynolds, in company with Paul Lewis, agricultural development agent at Aberdeen, visited the agricultural colleges at Fargo, North Dakota, and Brookings, South Dakota. Conferences were held with different departments at these institutions regarding the cooperative work with our department. The Agricultural Development Department of the Milwaukee Road is anxious to keep in touch with the work being done by the agricultural colleges and the plans for future work in territories tributary to our lines.

Mr. Reynolds is anxious to have our department properly serve the state colleges, as these institutions are the leaders in agricultural work. Plans were made for cooperation on county soil surveys in South Dakota and continued cooperation on the livestock feeding program in both Dakotas. Matters in connection with 4-H Club work and programs carried on by county agricultural agents in our territory were discussed.

A conference at Fargo was held with J. W. Milloy, secretary, and B. E. Groom, agricultural director, Greater North Dakota Association, regarding plans for cooperation with this organization in agricultural, industrial and colonization work in Milwaukee territory.

Evan W. Hall, assistant commissioner, spent the period from October 1 to 9, inclusive, in South Dakota territory with our new agricultural development agent, Paul Lewis. Calls were made on the Dakota Farmer staff, at Aberdeen, and the first meeting of the Brown County Farm Managers' Club was attended, at the Ward Hotel, on October 1. Mr. Hall discussed, with this club, a plan for carrying out a livestock program in Brown county along the same lines as the crop improvement program, started at the Crops Conference in Aberdeen last November.

At Redfield Mr. Lewis and Mr. Hall called on the county agricultural agent, F. B. Willrett, and Hugh Nash, president of the South Dakota Crop Improvement Association, and chairman of the Spink County Agricultural Committee of Twelve. This committee has full charge of the agricultural development work in that county, and directs the work of subsidiary committees on livestock marketing, grain marketing and crop improvement. This committee has been very effective in uniting the efforts of farm organizations on improving the condition of agriculture in the county.

Calls were made at Brookings on President C. W. Pugsley, C. Larsen, dean

of the Agricultural Department, and members of the Extension Service staff. Mr. Lewis was warmly welcomed into the state by all the college people, and we are assured of hearty cooperation for our department. The Rapid City territory was visited, and Mr. Hall and Mr. Lewis conferred with the Chamber of Commerce, County Agricultural Agent Oscar Hermstad, and others interested in the future of Rapid Valley, an irrigated district tributary to our line east of Rapid City. Beet fields were visited to study the adaptability of this valley to that industry. The main problem in the valley is selling the large ranches which, at the present time, are producing hay.

A livestock feeders' conference was held at Presho, South Dakota, on October 7, in the Farmers and Merchants Bank. Thirty-five farmers attended the conference to decide on the advisability of increasing the feeding of cattle tributary to Presho. Harold Thomson invited the farmers to hold their conference at the bank, and assisted the committee in arranging for the meeting. Discussions were carried on entirely by the farmers, based on the experiences of a number of good feeders who attended the conference.

At Pierre, South Dakota, call was made on Frank D. Kriebs, secretary of agriculture, and W. P. Beard, state supervisor, agricultural vocational work. Plans were discussed for advertising South Dakota and cooperation of the State Department of Agriculture in development work.

Mr. Lewis plans to accompany a party of twenty-three vocational agriculture students and teachers from South Dakota to the International Livestock Show at Chicago on November 30 from Sioux Falls, where this party will entrain.

Wade R. Hauser, agricultural Development agent, cooperated with W. J. Rogan, county agent, Marathon county, Wisconsin, in holding five sheep meetings at which the increase of farm flocks was discussed, as well as problems in connection with the production of sheep. Mr. Hauser is an experienced sheep man, and his help was very much appreciated by Mr. Rogan and his farmers. James Lacey, livestock specialist for the Wisconsin Extension Service, attended three of the meetings. The farmers were much interested in increasing their farm flocks because of the low price at which good breeding ewes can be obtained.

Mr. Hauser visited the Hereford farm of William Weeks, in Lincoln county, with Andrew Overson, of Racine, and helped Mr. Overson select two cars of Hereford cattle which were shipped to Racine over the Milwaukee Road.

Mr. Hauser reports that W. J. Rogan, of Wausau, is termed the dean of Wisconsin county agricultural agents. His staff consists of an assistant county agent, a home demonstration agent, a cow-testing record man, one tester, and three office girls. Mail order testing is carried on for 690 dairy herds. Mr. Rogan is responsible for the local electric light plant, employing a rural electrification

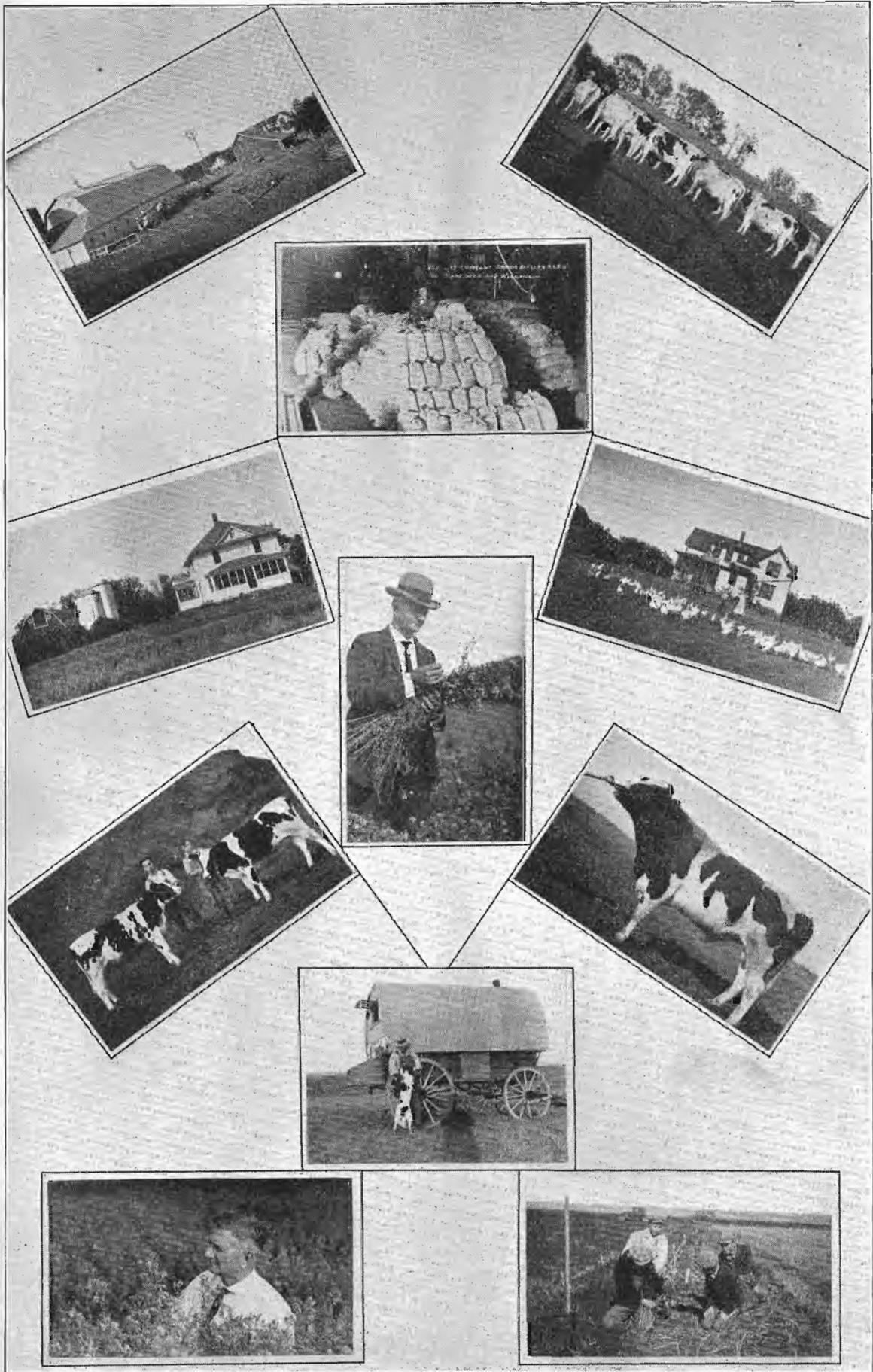
man who has been instrumental in placing electric lights in 2,300 farm homes in the county.

During October Mr. Hauser called on county agricultural agents in Iowa, explaining the work of our department and how we can cooperate with agricultural agents in counties served by the Milwaukee Road, in assisting them with agricultural programs. Our services offered to the county agents, by Mr. Hauser, were locating dairy cattle in Wisconsin, sheep and feeding cattle in our western territory, and our cooperation with 4-H Club work, which makes it possible for the extension service to offer trips to the 4-H Club Congress in Chicago. These county agents expressed to Mr. Hauser their appreciation of having the Agricultural Department of the Milwaukee Road as their cooperator.

Prices on Montana yearling ewes have been supplied to Delmar H. LaVoi, extension specialist in animal husbandry at the Michigan State College. Mr. LaVoi writes Mr. Hauser that he has notified men in Michigan who are interested, and trusts that "we might get some action, as I believe now is the time to build up our flocks with ewes of good quality and at cheaper prices." Our principal interest in cooperating with the Michigan State College is in the Upper Peninsula, which we serve by our Superior Division.

Paul M. Lewis, agricultural development agent at Aberdeen, cooperated with the county agricultural agents, R. L. Olson, Bowman, North Dakota, and Walter Sales, Mott, North Dakota, by calling on business men and farmers in these counties in the interest of county agent work, as extension work will be voted upon at the November election. During the past year the work has been carried on by private subscription through memberships in the Bowman county and Hettinger county agricultural associations. Our department is anxious for county agent work to be continued in these two counties.

In our Montana territory Dan B. Noble, agricultural development agent, has been studying the following irrigation projects, which are served by our Northern Montana Division: Winnett irrigation district and the Carey Act Flatwillow irrigation project, in Petroleum county; the Judith basin project, tributary to Brooks and Danvers, ten miles north of Lewistown; the Buffalo Rapids project; Kinsey, Montana; and the Grass Valley district, west of Missoula. All of these districts have difficulties with financing an organization, and Mr. Noble is working under the direction of the officers and committees of these projects, giving them every assistance possible to put these districts on a profitable working basis because their future is of great importance to the Milwaukee Road. It will take a long time to accomplish the desired results, but is well worth the effort and time given by our department. Mr. Noble is studying proposed north and south highways through Central Montana, in cooperation with N. H. Fuller, superintendent, and M. E. Randall, division freight and passenger agent, Northern Montana Division. A Good Roads meeting at Jordan was attended, which should lead toward developing better highways for Garfield and eastern Petroleum counties.



LEFT TO RIGHT:
 Scene on the Christ Hansen Farm near Stockholm, S. D. Shipment from Western South Dakota Alfalfa Seed Growers at Rapid City. J. W. Gist's Holstein herd on the Fairchild Farm, Grant County, S. D. Home of Christ Hansen, near Stockholm, S. D. Nick Casper, manager, Western South Dakota Alfalfa Seed Growers, Rapid City. Home of J. W. Gist, Grant County, S. D. Roland and Alvin Schwandt, of Milbank, S. D., with prize 4-H Club calves. Archer B. Giffillan, prominent author-sheep herder, Harding County, S. D. Rudolph Pinkert's herd sire from the Famous Farms at Breckenridge, Minn. In Western South Dakota alfalfa field. Members of Bucyrus, N. D., Boys' 4-H Potato Club studying potato diseases under supervision of Ray Harding, County Agricultural Agent, Hettinger, N. D.

J. K. Ford, livestock development agent, has had a very busy month in assisting with the placing of feeder lambs and cattle in eastern Dakota and Corn Belt territory. Orders for livestock have been placed with reliable dealers in Montana and western Dakota territory, so that the feed lots in our territory might be supplied with good stock. Mr. Ford has assisted in receiving, counting and loading feeder lambs, representing the Corn Belt livestock feeder or dealer.

One trip to the White Sulphur Springs country was made with Ed Light, manager of the L. O. Cattle Company, which operates in the Powder River country, southeast of Miles City, for the purpose of locating breeding cows.

This department does not deal in livestock of any kind, and Mr. Ford simply serves the men who want to buy stock or have stock for sale, by getting them together. This service is appreciated by the men who have stock for sale in the west, and by the farmers and feeders in our territory east of the Missouri river.

Harold H. Doner, our colonization agent at Minneapolis, has been spending the past month cooperating with Mr. Ford in the Feeder Livestock Program, making many calls on prospective feeders in eastern South Dakota, southern Minnesota and Iowa. Both Mr. Ford and Mr. Doner tell these men about location of stock, prices, and our service on transporting the same. Information is also given on classes of livestock which can be profitably secured at the central markets.

This department realizes that good feeder cattle, at reasonable prices, are daily offered for sale at the large central markets served by our railroad, as well as by the dealers and producers on our western ranges.

Martin Himler, and A. F. Fisher, of the Colonization Department, left for South Dakota on the 14th with several Hungarians, looking for a location. Some of these men were from Cleveland, Ohio, some from Detroit, and others from Hammond, Indiana. One of the party, Mr. J. Deegan, of Hammond, Indiana, is trying to find a location for twenty-five or thirty Hungarian families in one colony.

Our Colonization Department is working very actively in industrial centers, and expects to conduct several more Hungarians, and men of other nationalities, to the northwest before the winter.

Several Hungarian families were located between Watauga and McIntosh this past summer.

Montana Lambs to Iowa Feed Lots

Iowa Feeders Pleased With Montana Lambs

W. R. HAUSER, agricultural development agent, reports that Mr. Val Racek, Huxley, Iowa, is feeding three hundred forty-six lambs which were purchased in Montana, on information secured for him by Mr. Hauser. Our livestock development agent, J. K. Ford, received the lambs in Montana from one of the good livestock dealers operating in that territory. The weight averaged sixty pounds and Mr. Racek was particularly pleased with his train service, as the lambs came through from Montana in

four days. Mr. Racek is a new feeder and appreciates the advice which Mr. Hauser is giving him in getting his lambs on feed.

The Intermountain Livestock Marketing Association have placed eight cars, or two thousand three hundred ninety-nine lambs, averaging seventy pounds, at Grimes, Iowa, purchased by George Findley, a lamb feeder for twenty years. H. H. Doner, W. R. Hauser and H. W. Warren, division freight and passenger agent at Des Moines, assisted Mr. Findley in locating these lambs. The lambs are an even bunch and came through in fine shape from Butte, Montana, in four days.

H. W. Warren has cooperated with the Agricultural Development Department in placing feeder lambs and cattle with farmers in his territory. Our department has kept Mr. Warren posted on prices, locations and numbers of stock for sale and he, in turn, has passed this information to feeders. Mr. Warren and Mr. Hauser are now receiving requests for yearling black-face ewes for farm flocks in our Iowa territory. Prices on Montana stock are obtained through our traffic representatives in Montana, who are in close contact with the reliable livestock dealers who buy on the range, or represent the producers.

During the week of October 27, Mr. Lewis assisted the county agricultural agents in Union and Clay Counties, South Dakota, by calling on business men and farmers in the interests of county agent work as extension work will be voted on in these two counties at the general election in November. Good work has been done by the county agents and our department is anxious to have this work continued.

Mr. Brewer is preparing a new list of farms for sale, in western Dakota, to be mailed in answer to inquiries regarding prices and location.

Mr. Wegner spent the week of October 11 in southeastern South Dakota, calling on men who are interested in finding locations in western South Dakota territory.

Archer B. Gillfillan, the author-sheep herder, whose picture appears in this issue, wrote the book entitled "Sheep," which has had a wide circulation in the United States. Mr. Gillfillan is a university graduate who has spent ten years in herding sheep in Harding County, South Dakota, for A. L. Dean, secretary of the Harding County Wool Growers' Association. Articles by Mr. Gillfillan have appeared in the Saturday Evening Post, Atlantic Monthly, and many of the farm papers. He is a very interesting and humorous speaker, and in demand at public gatherings in Dakota and Montana. The sheep wagon is his home, winter and summer, and contains a large library of books and magazines, besides the bed, grub box and cook stove.

C. C. McCormick, agricultural development agent, for our Idaho and Coast Divisions, has been working principally in the Moses Lake and Priest Rapids country. Information has been obtained to use in advertising these territories and cooperation has been given in marketing fruit to the grower and to the cold storage and packing companies.

The following interesting items have been taken from Mr. McCormick's reports:

"In company with Mr. Leland, drove over the territory surrounding Neppel and was shown lands for sale owned by the Neppel Land Company and others, at prices from \$25.00 to \$75.00 per acre. Called on Harvey Smith, orchardist, looked over his excellent crop of Delicious and Winesap apples and found him getting ready to harvest in the neighborhood of 35,000 boxes of apples. Called on Mr. Dick, orchardist, and looked over his packing plant, which was in operation and through which Mr. Dick was preparing to run approximately 20,000 boxes of fruit."

"Called on our Agent Woods, and Baker, at the local packing plant, and Mr. Paschen, of the cold storage plant, at White Bluffs, Washington. Mr. Paschen reports a very excellent crop of high grade apples with the per cent of culls running this year very low. Called on Codding and Heideman, orchardists, and learned from them that on their fertility tests, their apple crop on one section of the orchard had been, in two years, boosted from 5,000 to practically 9,000 boxes, with a very small percentage of culls and also very low percentage of C grade apples. Mr. Codding reported 1,000 boxes of Jonathan apples per acre on fertilized areas and these were disposed of this year, most of them at \$1.65."

"Mr. Webber, at his local packing plant in Hanford, Washington, is running a very high quality grade of Delicious and Jonathan, with a yield of approximately 1,000 boxes per acre. Found, also, in talking with William Webber, Jr., that he had purchased the ranch adjoining his father's place, with the intention of putting the entire 20 acres in early apples and Anjou pears. Inasmuch as this territory is especially adapted to the production of such early fruits and is one of the things we can well afford to boost, we are cooperating with the fruit growers in developing this business."

"S. V. Fanning, White Bluffs, Washington, harvested a 15-ton per acre crop of Amber Sorghum, planted July 10 on ground he had used in growing crop of Irish Cobbler potatoes, which were harvested the latter part of June, making 7 tons per acre and marketed at \$50.00 per ton. Found an excellent crop of apples throughout this district and opportunities for greatly increased acreage of early fruits in this territory."

Members of the Milwaukee Family will be interested to know of the progress made in developing the fruit production in these areas and the results obtained during the past year. We are all anxious to see the time when more refrigerator fruit cars will be rolling out of White Bluffs, Hanford and Neppel.

In the future, C. C. McCormick will handle our territory in Montana, west of Butte. This will include work in the Missoula and Deer Lodge territories. One of his principal duties will be locating additional range for Washington sheep in the national forests of western Washington and northern Idaho. Our department is working in close cooperation with the U. S. Forest Service to bring about full utilization of sheep ranges. Mr. McCormick has visited some of these ranges, with Mr. Sanderson, assistant

supervisor, Coeur d'Alene National Forest. This department is appreciative of the splendid work being done by the U. S. Forest Service in growing more timber along our lines, as well as increasing sheep and cattle ranges by proper grazing.

E. E. Brewer, colonization agent, is handling the large number of inquiries received daily regarding land in our Moses Lake and western Dakota territory. A great deal of interest has been shown in the Moses Lake territory by farmers in Idaho, Washington and Oregon. Inquiries have been received from our advertising of this territory, which copy was placed in western farm papers.

Continued interest is manifest in our western Dakota territory and Mr. Brewer is sending out information on these two territories, daily, in answer to questionnaires returned from our first letters.

Mr. Hall and Mr. Brewer are gathering pictures and copy for the new folder, "The Dakotas Along the Milwaukee Road." Many fine pictures have been obtained for this publication and the Governors of both Dakotas have furnished splendid introductory statements. W. C. Allen, editor of "The Dakota Farmer," has supplied the principal material for the information which will be included in this booklet.

Band of the A. E. F. This musical organization is composed of young women attached to the A. E. F. Auxiliary, and is a snappy, all-military band. They have played upon several occasions for Milwaukee Road events in the Cream City.

German Technical Students and Instructors in This Country

They Visit Milwaukee on a Research Tour.

A PARTY of eighteen German technical students and instructors from the Technical University of Berlin, arrived in Chicago, September 30, from the East, and went to Milwaukee via our line. They are on a research tour and visited Milwaukee for inspection purposes.

The National Association of City Passenger Agents

On Tour for Information and Pleasure.

MEMBERS of the National Association of City Passenger Agents—railroad officials of the passenger department, whose duty it is to plan vacation and other trips for the traveling public, arrived in Chicago September 19, on a vacation trip of their own, taken for the purpose of getting acquainted personally with the localities about which they are expected to give advice and information to prospective travelers; and to have first hand knowledge of the service which they are to recommend.

This vacation trip was undertaken after their annual convention in Denver, from where they went to Yellowstone Park, making their return via Gallatin Gateway and The Milwaukee. They traveled over The Milwaukee in special sleepers, attached to The Olympian train. A special dining car was set into the train for the accommodation of the party, and George Rector, director of cuisine, did the honors of his department.

Raw Silk from Japan

Special Train of Twelve Cars Brings Shipment—High Speed Service from Seattle

A SHIPMENT of Japanese raw silk, valued at more than a million dollars, reached Chicago, October 14, over The Milwaukee, in a special train of twelve cars from Seattle. High speed service is necessary for this class of traffic, because of insurance rates and the enormous investment in the shipment. It was hurried from Yokohama to the textile districts of the East for manufacturing. It is interesting to know that such shipments are handled in bales weighing approximately 140 pounds, with about 300 bales loaded into each steel baggage car for the fast run across the continent. Special fast passenger train service is accorded these silk trains.

Beg Your Pardon

AN item in this section of The October Magazine carried the information to readers that the triennial conclave of the General Grand Council Royal and Select Master Masons; and the Grand Chapter, Royal Arch Masons was held this year in Seattle. The conclave was held in Tacoma.

Current News of the Railroad

New Engine Terminal, Sioux Falls, S. D.

THE city of Sioux Falls is a thriving South Dakota town of some 34,000 inhabitants. In 1920 the census showed about two-thirds of this figure. Located on the Milwaukee Railroad, on the S. C. & D. Division, with direct routes to north, east, west and south, the Milwaukee Road is in no little way responsible for the healthy condition at Sioux Falls. For the past years business in this city has been continuously increasing with a result that to handle the additional traffic, additional facilities were necessary.

Three years ago the yard was increased in capacity, and rail relaid between Canton and Sioux Falls, a distance of twenty-one miles. In 1929 rail was relaid through Sioux Falls including all main line turnouts. During the current year rail has been relaid and track ballasted over the fifty miles between Elk Point and Canton, and a heavy bridge program pursued. The Big Sioux river bridges, of which there are eight between Sioux City and Sioux Falls, are being replaced by concrete and new truss and girder spans with but two or three exceptions. With this work completed present business will be handled with but little double-heading. Passing track extensions are under way and grade and line changes are being seriously considered. With this complete rehabilitation of roadway another item remained, namely, increased engine terminal facilities at Sioux Falls.

For a long time Sioux Falls has been getting along with a four-stall engine house on a short spur, a 56-ft. turntable, and an obsolete coal shed with buckets and hoist. Engines taking coal on the spur track fouled the main track and it was impossible to revise this condition due to the Big Sioux river bank being too close to permit relocating at this point. With conditions rapidly becoming worse and heavy repairs to existing facilities inevitable, it was decided to relocate the terminal at a point about two blocks north on a larger tract of land near the Big Sioux river which the railroad company already owned. With this an assured fact, an 80-ft. deck turntable was installed in 1929 to eliminate the necessity of turning numerous engines and sleeping and dining car equipment on a foreign railroad company's wye several miles north of Sioux Falls. In July, 1930, work was begun on the terminal which when completed will include a six-stall engine house with con-

crete pits, eighty foot turntable, electrically operated, 100,000 gallon water tank, two water columns, 65 ft. cinder pit, blow-off boxes, sand tower and storage with drier, 65 ton coaling station, with water and sewer lines complete as a unit. Provision is made for a treating plant in the near future, as well as an extension to the engine house. Considerable grading was necessary as the area was quite low and consists entirely of outcropping solid granite, an excellent foundation condition. The present yard lead which consists of sharp curves and three-way switches will be revamped with all No. 10 frogs and six degree curves. Several industry tracks will be built or revised in conjunction with the work. All rail will be sawed 90 lb., fully plated, with treated ties and gravel ballast secured at the Division's own Fairview pit, which is company operated but loaded by contract.

At the time of this writing, namely October 5th, the terminal is about 65 per cent completed, practically all grading having been done, the engine house erected, turntable and circle wall in place and work progressing on most of the other items which are in varying stages of construction. With the exception of the tank, the work is being handled by the Sioux Falls Construction Company, a local concern, under the supervision of the Railroad Company's Engineering Department. Track work is being done with a gang of one hundred men employed by the Railroad. Assistant Engineer W. S. Morton is in local charge of the work handling in the regular manner through Division and District Engineer's offices. The estimated cost of the entire terminal project, including that completed in 1929, is \$175,000.00. It is expected that the facilities will be in use during the latter part of this year.

The American Legion Meet at Boston

Special Trains Carry Large Delegations from the West, Northwest and Southwest to Boston.

MORE than one thousand members of the American Legion arrived in Chicago in special trains over The Milwaukee, en route to the annual convention at Boston. Extra cars on regular trains also brought great numbers to Chicago from Mason City, Tacoma, Seattle; and for The Milwaukee, Wisconsin, Ladies'

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE Fall Season was opened by a meeting of the board members in the depot club rooms on September 9. Plans, ways and means were discussed for raising funds to carry on our ever increasing calls for relief. During the summer there were only a few that asked for aid and not many ill were reported to the Sunshine chairman.

Plans were also completed for a social tea, which was given on the afternoon of September 22, at the home of Mrs. Bannon, our president. Mrs. Carpenter Kendall and Miss Etta Lindskog of the general governing board were present, each giving us helpful suggestions on the work for the ensuing year. We also had Mrs. J. V. Anderson of Miles City as our guest. She gave us a summary of the work being done in the Miles City Chapter.

On the evening of October 2, the R. K. O. Theater presented as a special feature "Milwaukee Road Nite."

Mrs. Byram was present and explained the purpose of the Milwaukee Womens Club. She was presented with a beautiful bouquet from the club members, expressing their appreciation of her presence.

A movie was also flashed on the screen of Mmes. Byram, Kendall, Lindskog and Mr. Gillick's arrival on the "Olympian" and of the club members that met the train.

The regular monthly meeting was held in the depot club rooms Monday evening, October 6. Reports were read and accepted.

The Ways and Means chairman reported \$145.00 realized from the sale of the R. K. O. tickets.

The Ways and Means Committee plans a paper sale some time in October.

The Welfare chairman Mrs. Hack, sends out an S. O. S. call for clothing of all sizes for men, women, and children, from underwear out. Please call the president or leave same in depot club rooms.

Mrs. Donehower has kindly offered her home for an afternoon card party to be given October 21. All members and friends are cordially invited.

The entertainment of the evening was cards after which lunch was served.

Miles City Chapter

Charlotte J. Walters, Historian

AFTER an absence of three months it was a pleasure for our members to meet on September 26 and exchange greetings. There were fifty in attendance and we were pleased to receive three new members and have several guests.

After the opening of the meeting by the President, Mrs. H. M. Gillick, we were delightfully entertained by a three-piece orchestra composed of Milwaukee men, Mr. Earl Farr, Mr. Richard Smiehrath and Mr. Laverne Wall.

The minutes of the Board meeting of September 10 were read and accepted. Reports of the several chairmen were then given. As usual our Welfare and Sunshine committees gave the most interesting reports. As the chairman of the Welfare work was ill, her report was given by the president. For the first eight months of 1930 the club has expended \$725 on welfare work. During the

summer the club proved a friend to an invalid woman, a widow, and a family. Five girls were sent to the Sunshine Camp east of the city for two months. This camp is under Rotary and state supervision and the benefit to undernourished girls there is of inestimable value. There were 30 enrolled this year. The club received a letter of thanks from the father of one of our girls who went and it surely repaid us for our efforts. When our aid is appreciated we always feel that our work has been well done.

Mrs. Nimbar with her faithful assistant Mrs. Mayo spread good cheer and happiness all through the summer. Those of the Milwaukee family who were ill either in the hospital or at their homes were not forgotten. Mrs. Nimbar told the club members of the joy and gladness that had been brought to one elderly lady who is past 80 years of age. She was confined to the hospital for many months because of a broken hip. She is now with her relatives and the club has given her clothing and other things and she is so thankful and praises the work of our club to everyone.

The Lydia T. Byram Scholarship Fund, now has a balance of \$179.12. The chairman brought before the members the matter of using this fund to help school children and high school students of employes' families where a little aid would be appreciated. It was decided to pay the activity fee of \$3.50 for one of our high school girls and to inquire if there were others who need a little assistance in purchasing school supplies.

Plans were made for the October meeting when we expect as guests, members of the Women's Club of Harlowton, Marmarth, Lewistown and Mobridge. We are all looking forward with great pleasure to this meeting, for we feel the exchange of ideas will be of great benefit to us as a club and also as individual members.

This week the production "Danger Lights" by the R. K. O. Company, appears at one of our local theatres. If every member of every Milwaukee family isn't there at one of the nine performances it will be a miracle as many of the scenes were filmed at Miles City. Milwaukee people will surely be proud of The Milwaukee Railroad. Let's all be "boosters" for that helps a lot especially when so many are crying over "hard times" and doing nothing to help.

Des Moines Chapter

J. McG., Historian

IN an effort to create interest and fellowship among the members of the club a Pot Luck Supper was planned in connection with the monthly meeting held Friday evening, October 13th, at the club rooms. A delicious meal was served at 6:30 P. M. to fifty people, among whom were several new members. We hope they enjoyed the evening to such an extent that they will be anxious to be with us often. Supper was followed by the regular business meeting. Reports from the various committees show September to have been a busy month. Our Welfare and Sunshine Committee reports the expenditure of over three hundred dollars, together with numerous calls made and sympathy cards sent. Judging from our treasurer's report we are sadly in need of funds. We are quite sure there are many who

could offer useful suggestions and the Ways and Means Committee would be glad to hear from you.

The Card Party held September 18th was indeed a success, a beautiful satin pillow, made and donated to the club by two of the members, was raffled. Chances sold at five cents each, the lucky number being held by Mr. Lee Bates, Baggage man, of Des Moines. Those who held chances on the pillow will, I am sure, be pleased to know that \$12.30 was realized. The club hopes to have another card party soon. Do come, and bring your friends. Everyone is welcome and we know you will enjoy the evening.

Our president, Mrs. L. L. McGovern, and Past-President Mrs. W. L. Finnicum, attended the annual meeting of the General Governing Board, held in Chicago, October 13th, and reports an interesting and enjoyable trip.

This is to remind you that the next monthly meeting of The Milwaukee Club will be held in the club rooms November 7th. Everyone come.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

COUNCIL BLUFFS Chapter met for its first regular fall meeting on Wednesday, October 8, at noon, when all members present enjoyed a pot-luck dinner.

Reports from the committees were followed by plans for a public card party which was held on the afternoon of October 8.

It was voted that we place a "Gift Box" in our club room and all members who wish, may drop in any small change, and this money is to be used to buy gifts for members who move away.

New arrivals at the homes of Mr. and Mrs. Howard Loper, and Mr. and Mrs. Harry Selsar, were presented with jackets as gifts from the club.

Two new members were taken into the club at this meeting, Mrs. J. W. De Vol and Mrs. Raymond Thompson.

The next meeting will be held November 5.

Marion Chapter

Mrs. J. B. Fosdick, Historian

OUR chapter met in regular session Thursday afternoon, October 9, with Mrs. Cessford presiding.

We were happy to have with us at this meeting Miss Etta Lindskog, secretary-general, of Chicago. She gave an interesting and instructive talk on our work.

Mrs. Cooper, mutual benefit chairman, reported financial aid given to several families. Plans for a clothing drive were made with Mrs. Cooper as chairman, as many families are in need of extra clothing at this time.

Ten telephone calls and six personal calls were reported by the sunshine chairman and the mutual benefit chairman.

After the meeting a picnic dinner was served to over fifty members and their families under the supervision of Mrs. J. A. Pringle.

Savannah Chapter

Mrs. R. G. Heck, Historian

THE Milwaukee Women's Club held the regular September meeting on the 29th. This was a business meeting at which time Mrs. Harry Carmicheal took over the duties of the president for the remainder of the year owing to the illness of Mrs. W. M. Thurber.

The Sunshine and Mutual Benefit committees had their usual good report of work done during the summer. Plans were formulated for the season's activities. The next meeting will be held Monday evening, October 13. After this meeting cards will be played and refreshments served.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE Milwaukee girls employed in the Union Station held a card party on the evening of September 29, the proceeds of which helped to pay for the new Hammond electric clock in our club room, Mrs. Dynes very graciously paying the balance.

The meeting of the Union Station chapter, usually held on the first Tuesday of each month, was deferred until the second Tuesday, or October 14, in order that Mrs. H. E. Byram could be our guest of honor at our October meeting. After a short business meeting, at which it was reported that Mrs. W. R. Dolan would be our new Welfare and Sunshine chairman, a delightful musical program was rendered by Misses Antoinette and Clara Welling and Mr. R. Reynolds.

Mrs. Byram then talked to us about her six month tour around the world. After a picturesque sailing from Seattle Mrs. Byram, who acted as our most interesting and able guide, took us to Japan—a country of happy, sophisticated, peaceful, and prosperous people. From various points of interest in Japan we journeyed along to China, the very antithesis of Japan. We then visited India—an impoverished country, yet extremely fascinating. The outstanding point of interest in India was the famous temple of Taj Mahal, or the Temple of Love, built by the emperor in memory of his wife. Mrs. Byram took us through jungles, across deserts, through ancient and forgotten cities, and then to Naples. She touched upon France and countries with which we were more familiar, and then brought us safely back to America. Altogether it was a most fascinating fifteen minute tour around the world and was most vividly described by Mrs. Byram.

In order to end our tour and bring us back to Chicago and our club room, Mrs. Dynes gave a reading, "Three Weeks of My Life," an amusing story of a woman who had gathered poison ivy in making up her contribution for the flower show.

We look forward to another meeting such as our October meeting, not only for the benefit of those who were present, but also for those who were regrettably absent.

Aberdeen Chapter

Mrs. C. O. Lundquist

AT the September meeting of the Aberdeen Chapter, Mrs. Bert Smith presided in the absence of our president, Mrs. Harold Odegard, who was at St. Lukes Hospital with a new daughter.

All ladies present signed an appropriate card of congratulation which was sent to our president.

The ladies voted to raise money by sponsoring a good movie in the near future, as several families are being helped.

The reports of the various committees were read and approved.

A social hour was enjoyed.

Madison Chapter

MADISON CHAPTER held the first regular business meeting of the season September 25. It was decided to change the

meeting day from the fourth Thursday to the first Wednesday of the month.

The club met again October 1. A card party was planned for the afternoon of October 16, Mrs. Allemang chairman.

A pot luck supper will be given in the club room November 8. All are welcome.

The membership list at present shows 115 voting and 77 contributing.

We are sorry some of our members have been transferred. Our best wishes follow them.

Harlowton Chapter

*Mrs. C. E. Steinhauser, Historian
pro tem*

The regular meeting was held Monday, Oct. 6th, with a good attendance. After the meeting, a social hour of cards and eats was enjoyed.

The Relief Committee spent for relief, \$19.25, and made three sick calls during September. The Relief Committee reported total spent for sick calls and relief during the month was \$24.00.

On Oct. 8th a public card party was held in the club house. Seventeen tables were served and about \$28.00 realized in funds.

Mobridge Chapter

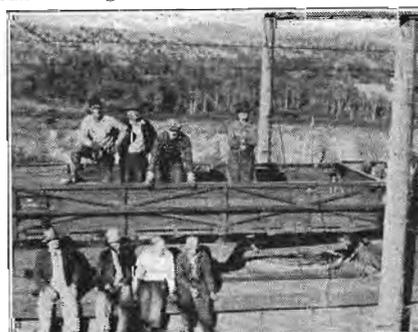
Dora Anderson, Historian

After enjoying a vacation of three months, our Milwaukee Women's Club held its first meeting of the fall season on Monday evening, September 22, with President Mrs. W. P. Moran presiding.

The meeting was opened by the reading of the club motto and the singing of the club songs. Mrs. James Hopper then read her report, and although we did not meet during the summer months, our club was still functioning and doing good work among our needy ones.

Mrs. Schneider, chairman of the Mutual Benefit committee, reported making eighteen personal calls, with seven cases taken care of, and a donation of twenty-seven articles of food and clothing being made to these families.

Mrs. Beaver, our faithful Sunshine chairman, has been on the job all summer, calling on the sick and the shut-ins, bringing them flowers, fruit and magazines.



Above is a picture of the trouble shooter crew working on the west end of the Rocky Mountain Division, consisting of Foreman George Jurgensen, Linemen W. H. Buchanen, Elmer Vehmman, and Barry Kirk, Conductor Frank Walters, Engineer Al Gouyd, Brakeman C. A. Mellard and Cook Clarence Wier.

Although their work is of a very hazardous nature, where a slip or miscalculation may mean a fatal injury, this crew has not had an accident for the past 19 months. A nice record and one which they intend to continue.

Mrs. Winship, chairman of the Ways and Means, displayed a beautiful doll at this meeting. This doll, with a complete outfit of clothes, also a cedar chest to keep the clothes in, will be given away to some child some time before Xmas. The doll is adorable and any child, or even any grownup would be pleased to win this lovely prize. The doll and outfit will be on display in the downtown windows. Her committee are also making plans for the annual Thanksgiving dance.

Corresponding Secretary Mrs. Scheifelbein read several letters of importance, among them an invitation from the Miles City Chapter, to attend their Get-Together meeting, to be held there on October 24. Several of our members plan to go and they anticipate a good time.

At the close of the business meeting Mrs. Robison presented a fine program, consisting of a reading by Helen Manley, two tap dances by Miss Ruth Allen, accompanied at the piano by Mrs. Jensen, two fine solos by Mr. J. C. Thompson, with Miss Yennie as his accompanist.

Refreshments were served by the following committee: Mrs. Harry Conger, Mrs. Elshire, Mrs. George Freeman and Mrs. A. A. Fisher.

Perry Chapter

Mrs. John Heinzelman, Historian

Perry Chapter is ready to resume its fall and winter campaign, after a period of inactivity during the hot summer months.

The first meeting was called to order by our president, Mrs. Victor Hansen, in the Perry Club House, on September 4. The business session was reading minutes of the previous meeting, reports from chairmen of regular or special committees, who evidently were not inactive during the months of July and August from the cards of appreciation and thanks that were read from those who had received help. One thing reported was assistance given last spring to one of our graduates in the way of clothing and accessories, which made graduation possible with the class of 1930.

We voted to elect officers in March, and the new officers will take their chairs in April each year.

The October meeting was held on the first Thursday of the month. The president opened the meeting the usual way by our repeating the club pledge in unison and singing one of the opening songs. The usual business was taken up. Our first autumn social event was announced, which will be a Birthday Luncheon, October 16, at the club house. There will be tables named and decorated to represent the months of the year. The guests will take their places at the table named for the month in which their birthday occurs. This proved a happy event last year, so anticipations are high for this year.

After each business meeting the social committee serves light refreshments, which are greatly enjoyed, as well as a social hour. We have had two interesting board meetings this fall, one at the lovely new home of our president and the second at the club house.

One of our September money-making schemes was a rummage sale, which paid very well. In October we will gather old magazines from our members, which we will sell for scrap paper. An afternoon tea and an evening card party is also on the schedule.

Our advertising napkins promise to be a success. All advertising spaces have been sold, and when we get them from the printer we will place them in restaurants and hotels in Perry and the nearby towns.

Terre Haute Chapter

Alice M. Church, Historian

Our regular business meeting was held in the club rooms, September 18, with Mrs. V. E. Engman, vice-president, in charge. Our president, Mrs. R. M. Blackwell, was unable to be present account of illness of her mother. The various committee chairmen made their reports. As usual, the Mutual Benefit Committee has been very busy and much help has been given to needy cases. We spent approximately \$40.00 during September for relief work, and as our treasury is almost depleted, plans were made to make money to carry on our relief work. The Sunshine Committee reported several calls made and a number of flowers and cards sent.

A dance and card party was held in the K. of C. Hall on October 10 and approximately \$170 was cleared, which will be used for relief work. This dance was a great success, both financially and socially, and we wish to thank all division officers and any who helped to make it a success. With so many calls for help, the Ways and Means Committee will be kept busy, and we would like to be able to take care of all cases.

We are sorry to report the death of a former member and employe, Miss Edna Dugan, who died September 29.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH Chapter met on Thursday afternoon, September 25th. From the report of officers the chapter, during vacation period, had extended relief and happiness of one cash loan of \$50.00; donation, without cost, to chapter of 1 pair of shoes, and food, value about \$7.00; fruit, about \$6.60; many bouquets of flowers; 25 personal calls and 15 communications.

Plans were made for a card party to be given in the near future. A drive for used clothing is to be made. Considerable funds and clothing will, no doubt, be required to care for the needy during the coming winter months, so "Let's all help the Chapter help others."

We are very happy to be one of the Chapters to win \$15.00, awarded by the General Governing Board, in the membership contest.

Sympathy is extended to the families of Ed Strieble, A Grothe and S. Brittener in their recent loss of loved ones.

The ladies were delighted with their club rooms which have recently been remodeled and rejuvenated and made very cozy and attractive with some new furnishings. Our Club House is greatly in demand for social and lodge meetings and the Chapter is realizing quite a nice revenue from this source.

Everyone knows what wonderful hostesses the Miles City Chapter ladies are and I'll say we all hope to enjoy their Guest Day, Oct. 24th.

There was a good attendance and after a social time of games a nice lunch was served by the Mesdames Chas. Williams, Schemerer and Richmond. Several piano numbers by Miss Rosemary Frisch were greatly enjoyed by all.

Tomah Chapter

Mrs. Herman Lanke, Historian

TOMAH Chapter held its regular meeting in the community room of the public library October 1, 1930, Mrs. Wm. Brown, our president, presiding.

The meeting was opened by saying the club

motto and singing "America." The Mutual Benefit's chairman reported ten calls made during the month and the Sunshine chairman had three donations, ten calls, and two cards sent.

The suggestion was made by the chairman of the ways and means committee, that our annual dance, which in previous years has been held in February, should take place Thanksgiving night; this was voted on, and the decision unanimously in favor of the earlier date. So Thanksgiving, a dance will be given, not burdening anyone, because tickets will not be sold until the night of the dance at the ticket office.

All letters received during the month were read by the president. The contents of one letter was given special attention as one of the clubs is in need of clothing and asked for help. Mrs. Brown urged every member to go over their wardrobes and see if they had anything to pass on to a worthy family and one in need.

Mrs. Lamberton, our Safety First chairman, gave a very interesting talk on that subject, advising us to start teaching our little children in the home and cautioning our older members to do likewise and be careful. After this splendid advice the Sunshine collection was taken and the meeting turned over to Mrs. McNutt, chairman of the program committee, who with her helpers rendered a very delightful entertainment.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE activities of the Milwaukee Chapter were again resumed with the meeting of September 15, which was well attended. While the Chapter had not held any meetings during the summer months, the welfare work of the Chapter had gone on in its usual splendid fashion, as was evidenced by the reports submitted by the Welfare and Sunshine chairmen.

In one case where the father of a family had been in an accident, resulting in the amputation of his leg, the mother's health required medical attention, and due to adverse conditions at home, she was sent to a hospital by the Chapter, the bill amounting to \$45. Arrangements were made to obtain assistance for the family in the way of food from the Milwaukee County Welfare Association, and in addition the three months' gas and electric bills were paid so that the family would not be deprived of these necessities.

A switchman, whose family was in almost destitute circumstances, was granted a loan of \$50.

One family who had been granted \$10 a month now reported that they could again help themselves, and extended their most sincere thanks to the chapter for the help they had received during the time when it was most needed.

The chapter voted to hold another luncheon and bazaar in the Club Room on Wednesday, December 3. The luncheon held last year added greatly to the funds which made it possible for the chapter to do so much welfare work, and all are urged to give the luncheon this year their full support. Donations in the form of food, prizes, and personal services will be gratefully received by Mrs. Montgomery, the chairman of the luncheon, and Mrs. Smith, the chairman of the Cherry Tree.

Miss Marie Kohler, president of the Welfare Association of Wisconsin, gave a short talk to the chapter on the work of that organization, and particularly stressed the importance of the passing of the Children's Code, which is considered one of the outstanding legislative

measures of this nature passed anywhere in the United States in the past year. Miss Kohler was extended a rising vote of thanks.

After the meeting the refreshment chairman served coffee and cake.

Sanborn Chapter

Mrs. J. C. Peterson

SANBORN CHAPTER held its regular meeting in the club rooms on Friday, September 19, after a vacation during the summer months.

Mrs. E. Miller, welfare chairman, gave her report. During the month of June we arranged for one of the Milwaukee employes to secure medical treatment at Marion Junction, S. D., the club paying all his expenses. Purchased pajamas and bath-robe for a sick child, also sent flowers to a bereaved family. In July a wheel chair was purchased, this chair being loaned out at once to a railroad family. Ten personal calls and several telephone calls were made. Hot dishes sent to a family where the mother was ill. In August underwear was purchased for a needy family, and a donation of children's clothes given to another family.

Our recent membership drive was a success and won for us the \$15.00 in cash offered by the general governing board.

The Labor Day celebration, sponsored by the club, was a success in spite of the rain, also the Gallatin Gateway dance, given in the evening.

The chairman of the Lydia Byram fund reports another scholarship loan.

The club also purchased the Boy Scout Troop Flag and presented it to the Sanborn Boy Scout Troop No. 71, of which the Milwaukee Women's Club of Sanborn are sponsors.

Fifty-Nine Years of Faithful Service



Thomas Leary

Thomas Leary, Firebuilder at Madison Roundhouse, has completed 59 years of good faithful service without a mishap or personal injury.

Mr. Leary started to work for this company in the fall of 1871, sawing wood for the wood-burning locomotives, the

only ones used in this part of the state at the time. The gang he worked with was located back of the Madison roundhouse and this section of the yard is still known as the wood yard.

From 1876 to 1881 he worked on the section between Madison and Spring Green, helping to lay the first rails west of Madison. In 1881, Mr. Leary hired out braking, and worked in the train service until 1887.

In the year of 1887, he went to work in the Madison Roundhouse and has worked there until the present time.

Mr. Leary is now 74 years of age and is in the best of health, only losing one day's work in the past year. He can run a foot race with the youngest and match wits with the oldest and still be an even bet.

The past service of this fine old man should be an example for all, and a goal for the best.

CLAIM PREVENTION

Live Stock

WHILE our handling of live stock during the past few months has been considerably better than it has for some time past, we continue to check out at various markets dead and crippled animals, on which no exceptions whatsoever have been taken at the loading point, indicating quite clearly that we are not in all instances getting a proper check of our live stock shipments.

Cholera, mange, flu and other diseases are quite prevalent among herds of hogs in the midwest stations at the present moment, and agents and other employes whose duties require that they check live stock at the time of loading, will want to pay particular attention to hog shipments with the view, if possible, of securing a record of each animal which shows any indications whatsoever of illness at time of loading, of course placing notation on live stock contracts and waybills, where they find that there has been a failure to comply with the tariff requirements.

Our Legal Department advise us that we have recently failed to comply with the Federal Laws governing the handling of "Tubercular Cattle"; in that our people at loading stations had failed to show on the billing, the fact that the animals were apparently infected with disease and, of course, without this information, the unloading force do not arrange to have the cars in which the shipments move, properly cleaned and disinfected, as required in Paragraph No. 4, Regulation No. 7, BAI Order No. 309.

Reports furnished by our representatives at the various stock yards, indicate that overcrowding, lack of partitions and failure to properly install partitions in mixed loads, are causing an excessive number of animals to check out either dead or injured, and we are sure that those employes whose duty it is to watch the loading of live stock, will want to pay particular attention to these particular features.

Now that cold weather will soon be with us, we should see to it that all stock cars are thoroughly cleaned and resanded before placed for loading.

There is no question but what if this action is taken, we will be able to make a very fine performance insofar as live stock handling is concerned, during the coming winter months.

The manager, Refrigerator Service and Claim Prevention Bureau would appreciate very much receiving from any employe a slogan which can be adopted for use in the interest of claim prevention.

We know that many of our employes can give us some good suggestions that will assist us in keeping this subject before all employes at all times and we are in hopes that the responses to this appeal will be many.

Claim Prevention

DURING the present depression throughout the country, I believe that *claim prevention* is one of the outstanding subjects confronting the railroads today. The old story rings true, "A dollar saved is a dollar earned," and there is no better way of making that dollar than preventing every possible claim. Claim prevention is really nothing more than the proper handling of freight; in other words, we want to get it to destination without losing or damaging it while in transit. Every time we have a claim it results in two things: 1st, a money loss to the railroad; 2nd (perhaps the most important), the inconvenience to the owner. Our claim agents tell us the latter causes are the most difficult to handle, as we often cannot pay some claims in full according to law, which results in the company losing more business as well as money, than if the claim could have been paid in the first place.

Since the Claim Prevention Bureau has been established and has shown what can be done and saved by the co-operation of the employes, it makes a most interesting subject for all. We know it pays a wonderful dividend to the railroads in *dollars and cents*, and to the satisfaction of all that are connected with the railroads. I mean by that, it is a pleasure to work and co-operate with the railroad and its officials who are now operating a railroad that is one of the lowest in the percent in payment of claims, based on its gross freight revenue, in the country.

DOES CLAIM PREVENTION PAY? There is no contradiction to it! And yet claim prevention is only in its infancy. By closer co-operation between the shippers and the railroads, and hard work by all, we are going to bring the figures far below what they are at present. In talking to hundreds of shippers and consignees, I find they are just as much interested in *claim prevention* as we are. In my 12 years' experience in handling claims and in claim prevention work, I have yet to find a merchant that was not willing to go along with us on any prevention suggestion offered.

According to statistics furnished, our larger claim payments are on carload shipments, such as live stock, grain, machinery, eggs and canned goods, which means just one thing, that is: "We will have to pay more attention to the loading and supervising of our carload freight." In years past, we have gone along with the idea to some extent that carload freight was more or less up to the shipper or consignee, as we did not actually handle it as we do our L. C. L. freight.

Yet we have been paying tremendous claims. We should make a thorough study of the bracing, blocking and loading of all carload commodities and see if we cannot suggest a better way to properly

handle carload freight. *As an example:* Study a well-braced and blocked car of any certain commodity and suggest it being tried on a car of a different commodity that is giving us more or less trouble. Where possible, either the agent or some one member of his forces should inspect carload freight either in the process of loading or unloading, making up the Standard Carload Inspection Report to cover and sending a copy to the Manager Refrigerator Service and Claim Prevention Bureau; this in order that complete knowledge may be had as to the proper and improper methods of loading.

Let us not forget our L. C. L. freight! It is still costing us a lot of money and causing inconvenience to consignees. Sometime ago I read an article in the Magazine, which was headed: "*The Great Thing in Claim Prevention*," and that was a love for your work coupled with good sense. That is the spirit we should all work with, in order to make a success of this great claim prevention program or any other work we are doing. If we do not like our work or take a personal interest in it, we certainly will never make a success of it no matter what it is. Co-operation is one of the greatest words Webster put into The Big Book, and to make it effective, all must work together. No musical organization ever succeeded without harmony, which is nothing more than co-operation.

A shipment starts out in first-class condition, packed in a good container, received and loaded in the proper car and transported to destination; everyone had done his best to safely handle it in the same condition as it was received and as we contracted to do, but because it looked like rough freight, it was roughly handled at destination, or allowed to drop from a truck and handled in a hurry, damaging it, by some employe who did not have a personal interest in his work. That employe had no love for his work or interest in it and has broken the chain that the other employes before him had tried to keep intact. The result is we have a claim to pay and a dissatisfied customer, and the ratio figure climbs up when we had hoped to see it drop.

Let us all get into the work and make every effort to bring the ratio down to the lowest possible figure. It can be done, it must be done, and it will be done with the proper spirit and co-operation.

Mr. Max Sell, employed at Milwaukee Locomotive Shops for many years, passed away on September 19, 1930. He was a member of the Veteran Employees' Association and Milwaukee Employees Pension Association, and will be missed by his many personal friends.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1930-31 BOOK OF FASHIONS.

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

6972. Ladies' Dress. Cut in 6 sizes; 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $4\frac{1}{4}$ yards of 39-inch material. For reverse facing and belt of one contrasting material will require $\frac{1}{4}$ yard 39 inches wide cut crosswise. Price 12c.

6987. Girls' Dress. Cut in 4 sizes; 2, 3, 4 and 5 years. A 2-year size requires 2 yards of material 32 inches wide or wider. If made of flouncing 27 inches wide $2\frac{3}{4}$ yards are required. Price 12c.

6983. Girls' Dress. Cut in 4 sizes; 6, 8, 10 and 12 years. A 12-year size with long sleeves requires $2\frac{3}{4}$ yards of 35-inch material. With short sleeves it will require $2\frac{1}{2}$ yards. The collar and cuffs of contrasting material require $\frac{3}{8}$ yard 35 inches wide, cut crosswise. Price 12c.

6975. A Smart Ensemble. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require $5\frac{1}{4}$ yards of 39-inch material. Without the bolero and sleeves the dress will require $3\frac{3}{8}$ yards 39 inches wide. The bolero alone with sleeves will require $1\frac{1}{4}$ yards 39 inches wide. To trim with bias binding or piping as pictured in the large view will require 8 yards $1\frac{1}{2}$ inches wide. Collar, tab for waist, one belt section and cuffs in contrasting material require $\frac{3}{8}$ yard. Price 12c.

6968. Ladies' Dress. Cut in 5 sizes; 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires $3\frac{3}{4}$ yards of 54-inch material if made with the capelet. Without the capelet 3 yards will be required. For contrasting material $\frac{1}{4}$ yard 39 inches wide is required, cut crosswise. Price 12c.

6976. Ladies' Undergarment. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large 46-48 inches bust measure. A Medium size requires $2\frac{1}{2}$ yards of 39-inch material. For yoke facings of lace $1\frac{1}{2}$ yards is required 5 inches wide. To trim with lace edging requires $3\frac{1}{2}$ yards. Shoulder straps of ribbon require $1\frac{1}{4}$ yards. Price 12c.

6929. Girls' Coat. Cut in 4 sizes; 2, 4, 6 and 8 years. A 4-year size with capes requires 3 yards of 39-inch material. Without the capes 2 yards will be required. To line the coat requires $1\frac{1}{2}$ yards 39 inches wide. To line the capes will require $1\frac{1}{4}$ yards 39 inches wide. Price 12c.

6990. Ladies' Blouse. Cut in 5 sizes; 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size of one material requires $2\frac{7}{8}$ yards of 39-inch material. For contrasting material $\frac{3}{4}$ yard 39 inches wide is required. Price 12c.

6646. Girls' Dress. Cut in 4 sizes; 4, 6, 8 and 10 years. An 8-year size requires $2\frac{1}{4}$ yards of 35-inch material. For vestee of contrasting material $\frac{1}{2}$ yard 35 inches wide is required, cut crosswise. Price 12c.

Good Things to Eat

Wedding Cake. Cream one pound of butter, add gradually, one pound of brown sugar and beat thoroughly. Separate twelve eggs and beat yolks until thick and lemon colored. Add to the butter and sugar mixture, then add the stiffly beaten whites. Then add one pound of flour, (reserving from the pound one-third of a cup to dredge over the fruit) mixed and sifted with two teaspoons of cinnamon, three-fourths each of a teaspoon of nutmeg and allspice and one-fourth teaspoon clove. Add two tablespoons of lemon juice and one-fourth cup of grape juice. Then add three pounds of raisins, one pound of thinly sliced citron, one pound of currants and one pound figs, which have been dredged with flour. If liked, the citron may be reserved until the rest of the ingredients are all mixed, then dredge with flour and lay between layers of the cake mixture while putting in the pan. This method insures against the citron going to the bottom of the cake. Bake four hours in a very slow oven.

Jellied Vegetables. Soak one tablespoon of granulated gelatine in one-fourth cup of cold water and dissolve in one cup of boiling water, then add one-fourth cup each of sugar and vinegar, two tablespoons of lemon juice and one teaspoon of salt. Strain, cool and when beginning to stiffen, add one cup of celery, diced, one-half cup of finely shredded cabbage and one and one-half cans of chopped pimento. Turn into a mould and chill. When ready to serve, arrange around the jellied mixture, thin slices of cold cooked meat. Serve with mayonnaise.

Chaud-Froid of Eggs. Six hard-boiled eggs, cut lengthwise. Remove yolk and mix with one-third cup of cold cooked chicken, two tablespoons cold cooked ham, two tablespoons raw mushrooms, one-half tablespoon truffles, all finely chopped and the egg yolks rubbed through a sieve. Moisten with Spanish sauce and refill the egg whites with this mixture. Garnish with Spanish sauce poured over top, and cress. Nice for Sunday evening supper.

Spanish Sauce. One and one-half cups canned tomatoes cooked fifteen minutes with one-fourth of an onion, sliced, sprig of parsley, bay leaf, salt, paprika and a dash of cayenne. Rub through a sieve. Beat slightly yolks of three eggs and gradually add three tablespoons of olive oil. Combine the mixtures and cook over hot water, stirring constantly. Add one tablespoon granulated gelatine soaked in three-fourths tablespoon of taragon vinegar and cold water. Strain and cool.

HE WOULD, TOO

Customer: "I'd like to see some good second-hand cars."

Salesman: "So would I"



SPECIAL COMMENDATION

THE following named have received special commendation for meritorious acts performed in the company's interest, while in the conduct of their regular duties:

About 5:30 p. m., September 3rd, Yard Clerk Charles P. Shine of Miles City, Montana, discovered a fire in the east wall of the round-house and by prompt action in giving the alarm the blaze was extinguished with slight damage.

I. & D. Division Brakeman W. E. Murnan noticed a brake beam down on Dubuque Division extra, August 18th, as train was pulling out of Marquette, Iowa. He succeeded in stopping the train before any damage was done.

Dubuque Division Brakeman Carl Eoible, while on No. 67, August 18th, discovered a broken arch bar under a car while inspecting the train at Marquette.

B. Hanson, bridgeman, Eggleston, Minn., and Tony Classen, sectionman, Red Wing, while extra east was passing the bridge west of Eggleston, August 17th, Hanson noticed a broken arch bar on car of wheat, and called the attention of Sectionman Classen, who flagged the train, and the car was backed into the clear before further damage resulted.

Train Yard Inspector Nick Boss, Bensenville, Ill., Car Department, discovered and immediately extinguished a fire just starting to blaze on the running board of a tank car on C. & M. No. 75, August 9th, which train had been made up and ready to start. Due to quick work no damage was done.

Rocky Mountain Division Engineer Frank McAvoy on August 2nd, train No. 16, noticed a small object on left-hand side of the track and found it to be a small child who got up and walked between the rails. In spite of the high speed of the limited train, Engineer McAvoy applied the emergency brake, and brought the train to a stop, beyond question thus avoiding killing the child. Had it not been for Engineer McAvoy's thorough attention to his work, an accident could not have been averted.

Section laborer Homer Small, Arrow Creek, Montana, on August 15th noticed brake beam down and dragging on rail in train No. 95. He at once signalled the train crew add repairs were made before further damage occurred.

Through the assistance of Mr. J. E. Roderick, employed in the Tacoma Shops, The Milwaukee secured five long-haul passengers recently; and through information received from Mrs. A. Patton, in the Seattle Telegraph Department, we secured an L.C.L. shipment from Milwaukee to Seattle.

Carman E. Bierman of Bensenville repair track deserves commendation for his alertness in discovering smoke coming out of an empty box car in the North Hump Class Yard which is a storage yard at Bensenville, while he was riding by in employees' work train at 6:30 a. m. August 13, 1930. Carman Bierman promptly reported the fire and Car Foreman H. Hewing, who immediately investigated and discovered the fire burning inside of car, caused by a trespasser who slept in the car during the night. Fire was immediately extinguished and Carman Joe Drunk also deserves mention for his part in putting out the fire.

Davenport Switch Crew Foreman Reeves, Engineer Buchholtz, Fireman Long and Helpers Conlon and Ryner. July 3rd as C. B. & Q. passenger train No 47 came around curve near west end Davenport Yard, some large object

was noticed to roll out of door of baggage car. It was not seen by any one on the C. B. & Q. train. Our crew went down to where they had seen the object roll and found a large sack of mail. They picked it up and one of the men phoned the D. R. I. & N. W. dispatcher to hold the train. Switch crew took the sack to the depot and put it on the train. This crew is to be commended for their interest in this case. Although it was not our train it showed the proper spirit in helping others.

Pumper J. Prins, Thomson, discovered brake beam down on Se car 6549, eighth car from engine on train No. 65 September 10th. Prompt action in notifying train crew prevented the possibility of a serious accident.

Those of Us Who Do

G. P. F.

OUR people on the Superior Division are very active in securing business, direct or passing on information that results in our being favored with routing, as follows:

Conductor J. Centen has solicited a mill work concern at Green Bay; secured two carloads of fish from Seattle and two carloads of machinery from a point in Indiana. Mr. Centen also secured eleven passengers, Green Bay to Chicago.

Engineer J. Fignier passed on information that brought us nine carloads of machinery and two carloads of cement, plus one passenger to Milwaukee.

Conductor D. C. Tibbetts, several tickets to Iowa points.

Conductor Geo. LeFevre continually solicits from the industries that his train serves. Mr. LeFevre also secured six Chicago passengers.

On the Wisconsin Valley Division the following employes report business secured:

Mr. J. L. Brown, chief clerk, Wausau, secured three carloads of brick and one carload of other building material, also the coal business of a large concern at Wausau.

Assistant Division Accountant Nile McGinley has been very busy and reports several large L.C.L. shipments from Chicago to different concerns at Wausau; one ticket, Wausau to Chicago; L.C.L. shipments of household furniture from Milwaukee and Chicago to Wausau and other Valley Division points.

Freight House Foreman Frank Voeltzke at Wausau secured a carload of cheese from Wausau to Chicago.

Miss Margaret O'Brien, clerk in the Wausau freight office, secured one passenger, Wausau to Chicago.

Mrs. L. G. Atkinson, clerk at Wausau, prevailed upon a friend who was booked to move over a competing line to use the Milwaukee from Chicago to Wausau, and this passenger was so well pleased with our service that we now have a permanent patron.

Conductor F. Lehrbas turned in two round trip tickets between Wausau and Chicago.

Yardman William McEwen at Wausau secured one round trip ticket between Wausau and Wenatchee, Wash.

The Passenger Department at Minneapolis commend Mr. T. L. Brewington, yard conductor at South Minneapolis, account assistance rendered that resulted in securing a party of six, Minneapolis to Chicago and return.

Passenger Department at St. Paul commends Miss Marion Cashell, telephone operator in the local freight office, account securing one pas-

senger, St. Paul to Washington, D. C., and return.

The Passenger Department at Minneapolis commends Yard Conductor M. R. Tyner account securing a passenger from Minneapolis to Chicago.

Roadmaster Ora Miller, on the Iowa Division, secured the sale of two round trip tickets, Cedar Rapids to Los Angeles via our line.

Agent L. J. Miller at Springville, Iowa, in order to secure two passengers for Omaha, used his own automobile to drive these people over to Marion for No. 19.

Route Clerk H. Grounds at Galewood noticed a car coming in there with a number of consignments on which our road was short-hauled. Mr. Grounds used his influence with the shippers and secured the diversion of six of the consignments.

Employes at Union Street Station, Chicago, during the month of August, secured routing of business at Chicago as follows:

Receiving Clerk R. Norcross, 12 shipments.
Receiving Clerk R. Detuno, 8 shipments.
Receiving Clerk R. Reiner, 5 shipments.
Receiving Clerk L. Murphy, 3 shipments.

Also the following business reported by office employes:

Assistant R. C. Clerk T. McGrath, 5 cars.
Transit Clerk W. Lapinski, 1 car and 47 L.C.L. shipments, weight, 15,006 pounds.

In addition to the above Chief Clerk Petersen and his assistant, Walter Seiler, reported twenty cars to General Agent Caspy's office, on which we were short-hauled or entirely eliminated from the routing.

Yard Clerk Frank Balousek, in the Galewood Yards, obtained long haul on a car of metal going to a point in the state of Kansas.

Yard Clerk Ray McGrath, at Milwaukee, is commended by the Traffic Department for securing the long haul on two cars from Milwaukee to an eastern point over our Terre Haute Division.

Yard Clerk F. E. Wallace, at Milwaukee, influenced seven carloads of lumber for an industry at Milwaukee.

At Dubuque, Messrs. Peter Theobald, John Brimeyer, and John Havelick, Sr., all employed in the shops, gave information that led to routing over the Milwaukee of 3,500 tons of eastern coal. Wholesale business.

Dubuque Division Engineer Geo. F. Milcks, Blacksmith J. F. Whalen, Machinists H. Meyer and C. M. Donahue, with the co-operation of I. & D. Division Engineers J. O'Brien and M. H. Krohn, all residing at Marquette, influenced the routing of three carloads of pipe from Terre Haute to Marquette.

Equipment Maintainer Charles Beyer at Bellevue, Iowa, is credited by Superintendent Meyer with a carload of coffee from Linton to Dubuque.

Mr. Alfred Songstad, clerk at Sioux Falls freight house, secured a shipment of stationery with revenue of \$118.23.

On the Aberdeen Division our employes continue their efforts to increase the revenues of the railroad. The following recent reports:

Mr. Frank Schreff, in the district adjuster's office at Aberdeen, through close friendship of his with a very large industry, has influenced to our line their passenger business.

Mr. William Berg, chief clerk in the freight office at Aberdeen, turned in two carloads of high-class business.

Mr. J. S. Keenan, dispatcher, reports three carloads of coal from Duluth.

Mr. Jay Gove, division storekeeper at Aberdeen, is "everlasting," and is especially commended by Mr. J. T. Averitt, coal traffic manager at Chicago, account of his efforts with a number of coal dealers in the Aberdeen territory.

Engineer Geo. Connor secured business of a fruit concern at Aberdeen.

Train Baggage G. O. Gunderson is credited with four passengers, Minneapolis to Aberdeen.

Mr. Emmett Burke, captain of police, secured the routing on all business of a fruit and vegetable concern at Aberdeen.

Mr. Anton Bitz, section foreman on the H. & D. Division, secured a passenger from Aberdeen to Portland.

Lumberman Edward Ford secured two passengers from Aberdeen to Los Angeles, California.

We are told by Superintendent Frick that Switchman N. Van Tassel influences a lot of business through his courtesy and attention to the business of patrons of the railroad.

Chief Dispatcher A. M. Kilian at Portage secured fourteen carloads of stock moving from Wausau to Janesville.

Car Distributor J. H. Jungwirth at La Crosse obtained a carload of stock that was first routed over a competing line.

Train Dispatcher S. A. Hunter, on the La Crosse Division, succeeded in having diverted to our line a carload of horses from Milwaukee to a point in Wisconsin, that had been routed via a competing road.

Operator W. J. Hayes takes care of people who come to the depot after the ticket office at Portage is closed, and in this way just recently secured four Los Angeles passengers. These people came into Portage on another line where the ticket office was also closed and nobody around to give them attention. When they approached our station Mr. Hayes inquired into their troubles and naturally made a profit out of it for the Milwaukee Road.

Dispatcher's Clerk J. D. Brown at Portage secured a carload of stock from Rockford to Mauston.

Baggage G. Michael Ternes on the La Crosse Division turned in information that resulted in the sale of a ticket, Minneapolis to Seattle, and four tickets to the Pacific Coast.

Engineer L. E. Hayward on the S. C. & D. Division secured a passenger from Scotland to Chicago and return.

Our Twin City Business Getters

IN the following we find a splendid list of Business Getters in the Twin Cities, out to boost for The Milwaukee. The list is furnished by Assistant General Passenger Agent J. J. Osie of St. Paul. His list covers the months of June, July and August, and Mr. Osie says, "I am sure the rest of our employes will be glad to know about the wonderful response we have secured, and at the same time I would like to indicate my sincere appreciation for the splendid co-operation we have secured and will continue to enjoy from all of our employes in this territory."

The "response" referred to in Mr. Osie's letter is to a circular letter signed by E. F. Bowman, G. A. P. D., St. Paul, and T. A. Morken, G. A. P. D. Minneapolis, and sent out in the early part of the summer season. This also will be of interest and is quoted in part here:

"Dear Fellow-Employee and Family:
"You know and we know, that every passenger secured for The Milwaukee Road is

just so much more revenue for the company, and it naturally follows that with more revenue more employes can be carried on the payrolls.

"This letter is an appeal to you from your fellow-employees. The Passenger Department of The Milwaukee Road, your road, needs your support and co-operation, and we can assure you your efforts in our behalf will be of immense benefit to us, and react favorably to you.

"No other line can offer your friends double track safety from the Twin Cities to Chicago, via Milwaukee; electrified operation for 656 miles through the Rocky and Cascade Mountains; the new and beautiful

Gallatin Gateway to Yellowstone National Park; free side trip to wonderful Rainier National Park. No line can offer more friendly and courteous service than is given by the employes of our railroad. It's your line and our line—let's see that it gets the patronage it deserves."

The summer tourist season is closed now, but the talking points are still there and the 1931 season is on the way. It's never too early to get into good work. The freight service, moreover, continues all the year, and there are splendid talking points for that, too, in A No. 1 service, fast time, courteous attention to patrons, etc. Turn in, now, everybody, and boost for the freight service.

Name and Position	Location	Tickets
Ray Parker, Telegrapher	Minneapolis	2
H. L. Holmes, City Frt. Agt.	St. Paul	22
Russell Boogren, Roundhouse	St. Paul	1
Marion Cashell, Tel. Opr.	St. Paul	1
Geo. French, Yd. Condr.	Minneapolis	1
J. E. Heinn, Boiler Shop	Minneapolis	1
Wm. Neuman, Elec.	Minneapolis	1
Roy Neris, Engr.	Minneapolis	2
M. T. Skewes, Div. Supt.	Minneapolis	1
Alice Treherne, Steno.	St. Paul	3
Alexander McCool, Car Clerk	St. Paul	2
Martin King	St. Paul	2
Benj. R. Thill, Mach	Minneapolis	1
Mr. Harrington, Condr.	Minneapolis	1
A. F. Lundburg, Tr. Bagman	Minneapolis	1
Paul Staben	St. Paul	1
Mrs. Roy Melquist (Wife of Car Insp.)	Minneapolis	1
Martin Paulson, Train Caller	Minneapolis	2
Herman Reinking	Minneapolis	1
Rudolph Reinhardt, Sta. Fireman	Minneapolis	1
J. H. Heuve, Telegrapher	Minneapolis	1
Florence Martell, Steno.	Minneapolis	3
M. Ludolph, T. P. M., Retired	Minneapolis	2
Jos. Deming, Engr.	Minneapolis	1
R. J. Roberts, C. C.	Minneapolis	4
Wm. Rogers, Bag. Dept.	Minneapolis	1
A. Walters, Tel. Opr.	Minneapolis	1
E. C. Scott, Condr.	Minneapolis	1
O. J. Roberge, Spl. Agent	Minneapolis	3
A. O. Crosby, Retired Brakeman	Minneapolis	6
Alex Franson, Car Man	St. Paul	1
Jess March, Relief Foreman	St. Paul	2
Thos. H. Boutillier, Brakeman	Minneapolis	1
G. B. Blyberg, Gen. Foreman	Minneapolis	3
Jos. Cochran, Blacksmith	Minneapolis	1
Mac Callum, Boilermaker	Minneapolis	1
R. K. Newhouse, T. B. M.	Minneapolis	1
John Skow, Caller	Minneapolis	1
Adolph Hoffman	Minneapolis	1
Thos. E. Nee	Minneapolis	1
Earl A. Olsen, Steamfitter	Minneapolis	1
G. L. Tucker, Signal Foreman	Minneapolis	1
R. W. Humphrey, Pass. Condr.	Minneapolis	1
J. E. Hagen, Engr.	Minneapolis	3
Joe W. Rule, Store Dept.	Minneapolis	2
Earl Ring, Frt. Handler	Minneapolis	3
J. W. Clark, Roundhouse	Minneapolis	1
Louis Huth, Switchman	St. Paul	1
Harold Moulton, Yard Clerk	Minneapolis	2
Alex S. Franson, Car Insp.	St. Paul	3

Mr. P. McMahon, roadmaster at Mitchell, South Dakota, secured the routing on two carloads of automobiles from Kenosha, Wisconsin, via Milwaukee to Mitchell, and has the promise of routing on all future business our way account of this concern.

Assistant Division Accountant Nile McGinley passed on information regarding a garage at Tomahawk, which is going to enlarge its facilities and install a bulk oil station at Tomahawk.

Mr. F. E. Wallace at Milwaukee, Wisconsin, continues his efforts in the solicitation of business, influencing some nice business our way.

The Traffic Department at Spokane commend the following for business secured:

Conductor Frank C. Quimby of the Idaho Division for furnishing information in regard to shipments of wheat to Seattle.

Conductor D. J. Kelley of the Idaho Division for his efforts in securing flour shipments from points in the Spokane territory to Seattle.

Miss Marie Freeland, clerk in division master mechanic's office at Spokane, secured four

passengers via our line from Spokane to Chicago and return.

Mr. Henry Harris, clerk in the freight house at Spokane, two passengers from Spokane to Seattle.

Passenger Department at Minneapolis commends Yard Conductor Roy Crandall for securing one passenger to New York.

Mr. C. R. Parker, operator, Minneapolis, obtained two passengers from Minneapolis to Chicago.

Route Clerk H. Grounds at Galewood obtained routing via our line on 23,800 pounds of L. C. L. freight, all long haul, which had been routed against us.

Employes at Union Street Station, Chicago, during the month of September, obtained routing of business at Chicago as follows:

Receiving Clerk R. Norcross	12 Shipments
Receiving Clerk C. Johnson	7 Shipments
Receiving Clerk J. Harvatt	4 Shipments
Receiving Clerk R. Rejner	3 Shipments
Receiving Clerk R. Detuno	3 Shipments
Receiving Clerk L. Murphy	1 Shipment

Also, the following business reported by of-
fice employes:

Assistant Receiving Clerk Merle Gerard, 2 car-
loads.
Assistant Receiving Clerk Thomas McGrath,
2 carloads.

Head Receiving Clerk Joe Polenzani, 1 carload.
Assistant Not. Clerk Clyde Henry, 1 carload.
Transit Clerk Walter Lapinski, 6 L.C.L. ship-
ments.

Assistant Tracing Clerk John Miller, 1 L.C.L.
shipment.

In addition to the above, Chief Clerk Peter-
son and Mr. Seiler, during the month of Sep-
tember, reported fifteen cars to General Agent
Casey's office on which we were short-hauled
or entirely eliminated from the routing.

On the Aberdeen Division our employes con-
tinue their efforts in the solicitation of busi-
ness, as follows:

O. S. & D. Clerk Frank Faeth, Aberdeen
freight office, one carload of grapefruit from
California and two carloads of cranberries for
Aberdeen.

Chief Clerk William Berg, Aberdeen freight
office, one carload of vinegar and two carloads
of groceries, long haul via our line to Aberdeen.
Train Dispatcher J. S. Keenan at Aberdeen,
carload of coal via our line to Aberdeen.

Division Storekeeper Jay Gove continues to
secure business by placing his orders for ma-
terials where they will do the most good, plac-
ing his orders for snow fence with a concern,

which, in return, will favor the Milwaukee with
the routing on approximately 95 cars of the
same material.

Engineer A. Bonniwell, of Montevideo, has
been very active in soliciting business account of
a large paper industry at Aberdeen.

Roadmaster A. J. Anderson obtained routing
on two cars of coal via our road from the
Head of Lakes to Ellendale; also, another friend
of Mr. Anderson's has promised to route every
pound of his business via the Milwaukee.

The Traffic Department at Aberdeen com-
mended Fireman C. J. Dougherty for securing
two passenger tickets from Aberdeen via Min-
neapolis to Madison, Wisconsin, thence to
Portland, Oregon.



Electric Flashes from Deer Lodge and West Rocky Mountain Division

"Willie"

THIS was unpardonable, What? Well in
some way I overlooked advertising the Big
Rodeo in last month's magazine. This was put
over by the Shop Crafts of Deer Lodge and it
is needless to say that it was a success from all
angles. Three days of it, Aug. 30th-31st and
Sept. 1st, Labor Day. Let 'er buck. This is to
be an annual affair so now that the boys have
found their stride we will look for one next
year equally as good or better.

Engr. Jno. McLaughlin and wife are seeing
the sights in the East. One card from J.P. was
mailed from Coney Island. Wonder what
there was to see there?

William T. O'Reilly has returned to Deer
Lodge as Chief Clerk in the Supt's office, hav-
ing left here a number of years ago for a like
position in Spokane. Account of the reduction
in Trainmasters E. M. Groebel has taken the
Chief Clerks position in Spokane. Don't know
if it was the climate or what but I don't be-
lieve "Bill" has grown a bit since he left here.

Engr. D. V. Stephenson and Mrs. have
moved to Albertson. Deck having taken a
turn on the West End.

Engr. J. A. Drake and wife drove to Okla-
homa for a two weeks' visit with relatives.

Mrs. Harry C. Peck who have been visiting
relatives and friends in Butte and Deer Lodge
for the past two months left for her home in
Seattle, Aug. 30th. On the last evening of
Mrs. Peck's visit in Deer Lodge, Mrs. Leo
Kemp, Mrs. C. F. Horning, and Mrs. L. W.
Pratt put on a party. A six o'clock Raviola
supper was served, and How? Then as a part
of the entertainment Mrs. Horning spoke a
piece, Vivian sang a song and Helen Wieher
told a story. Oh, oh. Then somebody laughed.
It must have been some party as no men
were invited and none allowed to enter.

Mrs. C. C. Persinger, and two daughters,
wife and family of Baggageman Persinger,
visited at the home of Mr. and Mrs. L. W.
Pratt for several days in late August.

Mr. and Mrs. Leo R. Kemp and son visited
Mr. K's relatives in and around Escanaba,
Mich., during the middle of August. L. R. says
it was not a bit hot back there just then but
never again at this time of the year.

Engr. D. P. Saunders of the Avery helper
spent a few days with his son on the Orchard
ranch near Wenatchee.

Engr. H. F. Quade of the Bonner Switch
run, with Mrs. Quade are taking a two weeks
trip into Canada and other points.

Mr. and Mrs. C. H. Pierce and children, and
Mrs. Pierce's parents, Mr. and Mrs. Eliason
made the trip into southern Idaho and through
the Park on the return.

Dubuque Division E. L. S.

A VERY pretty wedding was witnessed by
friends from the Superintendent's office on
Wednesday, October 8, when Miss Cora E.
McNamara and Loras ("Larry") Evans were
married. Cora has been employed in the Chief
Dispatcher's office for the past several years,
and Larry is employed as an assistant to
Division Engineer E. H. Johnson. Best wishes
to the happy couple are extended by their
many friends on this division. (Will surely miss
you, Cora). They left on their wedding trip
to Seattle and western points.

B & B Foreman Max Meyer and crew
have been working on the Iowa Division on
the Paralta to Monticello branch line since
latter part of September.

Superintendent E. A. Meyer who has been
with us for the past four and a half years,
has been transferred to the Superior Division,
effective November 1. Mrs. Meyer has been
a very active member of the Milwaukee Wo-
men's Club here, having been president for
two years, and an active worker in other
clubs; and a great many of their friends re-
gret to see them go.

One afternoon not long ago, two gentlemen
stepped into the Superintendent's office, and the
writer looked at one and then the other,
wondering which was "who or him." The
answer is that Ralph Minton, and our Road-
master Roy Minton, twin brothers, were to-
gether. Both are roadmasters.

Ray Hursey secured the position as clerk
to Chief Dispatcher for 90 days.

There have been changes made in the Super-
intendent's office recently, the Engineering De-
partment, Chief Carpenter and Roadmaster
having moved downstairs in the Passenger Sta-
tion and as soon as Carpenters finish their
work, the Chief Dispatchers' office will be
moved into the Superintendent's office where
the bay window is located.

Mr. H. A. Wicke, Supt. Claim Prevention,
was in Dubuque at the October Claim Pre-
vention meeting, and gave a very interesting
talk on Claim Prevention. Mr. W. L. Ennis,
Supervisor Refrigerator Service was a Du-
buque visitor the latter part of September.

Capt. of Police C. S. Smith of La Crosse
was in Dubuque on business Sunday, October 5.

Mr. H. M. Wilkinson, Relief Dispatcher, fin-
ished relief work in Dispatcher's office on
October 2, and relieved Yardmaster E. G.
Kiesele at Dubuque Shops from the 3rd to
the 17th inclusive, after which he will return
to his position as Night Yardmaster.

Agent Ed. Hurley, La Crescent, was away
on vacation from October 1st to 9th, W. J.
Rellihan, relieving him.

Agent F. A. Schrader, Marquette, on leave
of absence October 1st to 10th, was relieved
by N. A. Irons. Geo. P. Yohe relieved P. L.
Dunn, agent at Waukon Jct., a few days the
first part of October.

T. E. Marshall, third trick operator, Gor-
dons Ferry, was on the sick list October 4th
to 9th. He was relieved by H. G. Gerling.

General Office, Chicago Vila

BELIEVE IT OR NOT but—

There is an ideal place for sale in Raleigh,
N. Dak.—"A good 16x56 foot hen" is under
the house. Ref: Classified Advertising column,
page 48, Milwaukee Magazine, September issue.

A motor car with extra motor and four
extra wheels. (With a couple of extra planks
you'll have a double header).

It is rumored a card and dancing party
will be held for the Union Station employes
very very soon.

That a couple of departments put on private
parties limited to their respective office force.
No publicity desired (for the parties).

Can you imagine any girl turning down
an opportunity to have her photo in the Daily
Times? Triple your imagination! No foolin',
the Engineering Department will confirm.

Word has been received from Chamberlain,
S. D., that Mr. J. M. Hayes, superintendent
of work equipment, is very ill with pneumonia
in the sanitarium at Chamberlain. Our best
wishes are extended for his speedy recovery.

Mr. Orville Silvernail of the Engineering
Department, has been away on account of ill-
ness, but the good news comes that he is

improving, and we hope to see him with us again very soon.



After the eventful September 13 upon which the first Golf Tournament of the year was held by the employes of A. E. Lodge's Office, so good a feeling was in the air that it was decided to hold a second tournament which was duly held on Sunday, September 21, at Bonnie Dundee. The winners in this tournament were: First prize, Joe Shemroske; second prize, Bill Rooney; third prize, Jack Jannsen; fourth prize, Bill Broberg; first low-gross, Chuck Albright; second low-gross, Red Theis.

Others participating were: Bob Barker, H. G. (Hank) Russell, Shorty Dale, Hank Weiss, Guy Macina, Eddie Klug, Johnnie (Sheik) Shemroske, Bill Houck, Frankie Freeman and Jake Jacobson.

This was the first venture on anything but the "1/2-pint Golf Courses" for Messrs. Russell, Weiss and Dale. The state of conversion of Shorty Dale was so complete, and he was so enraptured with the game that he stayed to complete a second 18 holes. WOW!

There was considerable regret on the part of most of the players that Uncle Yowell was not able again to assume the post of "pace-maker," which he so capably held in the original tournament.



Wilma, Little Daughter of Assistant Engineer W. M. Ludolph, Chicago

Frank Freeman brought his mechanically perfect camera along and several of his efforts are displayed herewith. Some of the players who are not on the pictures published in this issue had not completed their round in time to make the above group.

Speaking of Cub fans, ask Eddie Klug of Lodge's office; he knows.

Miss Gertrude Galitz of the Bridge Drafting Room, who has been very ill for the past three weeks, is recuperating.

It is a fact that a young lady of the Engineering Department was very successful in her attempt to imitate the Prince of Wales.

River Division News

M. M.

MR. J. R. BROWN, formerly an employe for the company, has returned to his home at Wabasha after undergoing an operation at

Minneapolis hospital and spending some time recuperating at the home of his son. Mr. Brown is feeling fine and all his friends are wishing continued good health for him.

Mr. and Mrs. L. E. Haelfrisch, managers for the Van Noye Interstate Company at Wabasha, left the first of October for Milwaukee for a similar position, but a promotion for the Haelfrisch's. During their short stay they made many friends who regretted their departure. The patrons welcome Mr. and Mrs. Hamel, who will take charge.

Mr. G. Larson spent some time at Wabasha and other stations on the Division in the interests of the Car Department.

Mr. S. J. O'Gar, from the Store Department, visited stations on the Division and checked over stock of material. Mr. O'Gar's report was very favorable, indicating that everyone is practicing economy and using a limited amount of material.

Mr. and Mrs. Sharp Brown have moved into their new home at Wabasha, which they purchased recently.

Mr. H. D. Witte, first trick operator at Wabasha, was called to Minneapolis today account of the serious illness of his aged father.

Engineer Marine returned from a two weeks' visit. Understand that he paid a call "at the home of the trout," but evidently nobody was home for he returned without any.

Idaho Division

R. C. P.

HELEN DUELL, age sixteen, daughter of Conductor and Mrs. R. W. Duell, and granddaughter of veteran Conductor and Mrs. C. M. Biggs, captured the coveted Canadian Trophy, in a grueling two and one-half mile women's championship swim at Vancouver, B. C., bringing the cup to the States for the first time in its fifteen-years of history. She also was presented with a special silver cup. Miss Duell won the event over a field of 58 swimmers.

Upon the return to Tacoma, where she is now making her home, she was immediately rushed to a float to pose for a news reel camera.

The large crowd that had gathered to meet her boat rushed out on the dock for a better view, when the structure collapsed, spilling the crowd into the water. Miss Duell rescued two young girls.

Miss Duell has a brother, Robert, who is a champion swimmer with the U. S. Marines. Swimming must run in the family, as the mother, Mrs. R. W. Duell, is an excellent swimmer.

Agent F. G. Hart, Metalene Falls, has a silver and lead mine in the famous country in which he is located, and has named it the Milwaukee. He claims it is the greatest strike ever made in the Northwest.

Yardmaster M. F. Whalen, Othello, and family are visiting their folks in Iowa.

Engineer Wm. Reinking, of Malden, and Miss Gastdenona Melhouse, of the same city, were married in Spokane, September 12th. We wish them every happiness.

Traveling Engineer Wm. Emerson spent his vacation at Crater Lake, Oregon. Bill likes things wild.

Mr. Elmer E. Clothier, Jr., formerly engineer running out of Perry, Iowa, and now mechanical representative of the J. S. Coffin, Jr., Company, Englewood, N. J., has been inspecting water feed on the new type N-3 engines on the Idaho Division the past six weeks.

His many friends know him as "Buzz" and are pleased to know of his promotion with the new company.

Wisconsin Valley Division Notes

Lillian

JACK WARNER caught a nice 15-pound musky in Lake Minocqua. The fish was caught on a pikey minnow.

There are plenty of folks from the cities still enjoying outing in Northern Wisconsin. Booking at resorts and travel on roads would indicate that this section has more people in it right now than ever before at this time of the year. Many cars are seen heading into the lake country with bag and baggage tied on the sides. This is the real time of the year for real enjoyment in Wisconsin.

Mrs. B. Enkhausen returned to Minocqua Sunday from a visit to Wausau and Green Bay. Mr. Enkhausen accompanied her home from Wausau.

Announcement of the coming marriage of Miss Thora J. Mogensen and Bert Rasmussen has been received.

A twenty-pound muskellunge was caught in Johnson Lake by Alphonse Yoodsookus, Sr., of Minocqua.

Gold badges, signifying 45 years of membership in the Brotherhood of Locomotive Engineers, were presented to Frank D. Pond of Wausau, James O'Leary of Tomah, and Otto Gebhard of New Lisbon, at a meeting of the local brotherhood held Sunday at the Railroad Women's Club house. Fifty members attended. R. R. Stockwell of Davenport, Iowa, general chairman of the brotherhood for the Milwaukee Road, was guest of honor and presented the badges following an address. Jim Golden of the Northwestern Road was also a guest, and was called upon for a talk. Upon presentation of the badges the three men told their early experiences in railroading and the hardships endured in the earlier days. The Ladies Auxiliary served a banquet at 5:00 P. M. at which Engineer Ben Lenke presided as toastmaster.

R. L. Whitney, traveling accountant, spent a few days in our office. On October 1 Mr. and Mrs. Whitney left for a month's vacation to be spent in California and surrounding country.

We are sorry that the following announcement appears rather late, but nevertheless we are sure it will be equally as interesting: Edward Diebel, car clerk in the freight department, and Miss Amelia Schulstrom of Rhinelander, were married on August 6 at Waukegan, Ill. Employes and friends extend congratulations and best wishes for a happy and prosperous wedded life.

Mrs. Charles Lattimer was on the sick list for a few days.

Mrs. Fred Lehrbas who is receiving treatments in a hospital at Chicago, is reported as very ill at the present writing. We sincerely hope her condition will improve before long, and that she will be much benefited by the treatments.

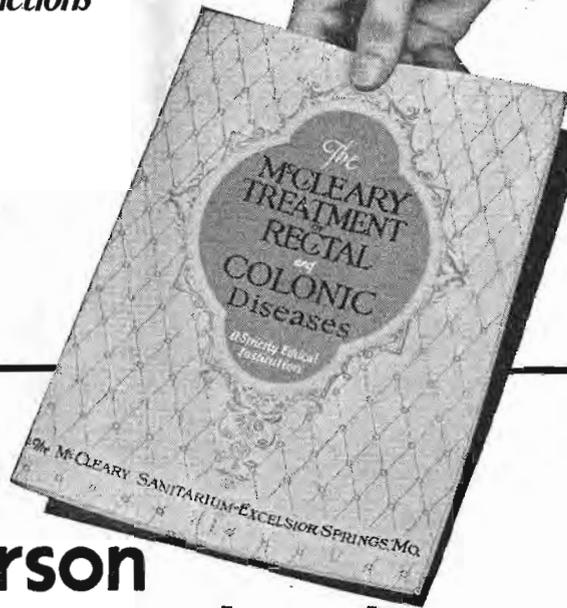
Mrs. J. P. Horn is slowly recovering from a recent sick spell.

Edmond Vachreau has returned to Winona, Minn., to complete his senior year at St. Mary's College.

Traffic meeting was held at the club house on September 23 with a very nice attendance. A great deal of interest was shown in the matter of creating more business and in ex-

*Learn the Truth
about these Treacherous Afflictions*

THIS BOOK will cost you nothing—but it may save you much in health, money, time and success. It will tell you why it is estimated that three out of every five men and women over forty years of age, as well as large numbers of younger persons, are afflicted with rectal disorders. It will explain the dangers of permitting these troubles to go on, resulting in a more serious condition year after year, and why eventually some become incurable. Send for this book today—you will be under no obligation whatever.



**Every person
who has Hemorrhoids (*piles*)
should read this book carefully!**

IF YOU are one of the hundreds of thousands of men and women who are suffering from hemorrhoids (*piles*) or other rectal trouble, follow the suggestion contained in this advertisement and send the coupon below for a free copy of the McCleary book *today*.

This book was written especially for you—and for every sufferer of rectal diseases in any form. It has shown thousands the way to restored health—it may do even more for you. *It will tell you in detail of treatment that has proved successful in more than twenty thousand cases.* With it you will receive our reference list which will give you the names and addresses of men and women who endorse it. Many tell you of their personal experience before and after receiving the McCleary treatment. These men and women are from all parts of the United States, Canada and many foreign countries. They are business men, farmers, railroad officials and employees, merchants, manufac-

turers, ministers, teachers and members of their families—they represent every vocation and station in life and come from every section of the country.

This book tells, in a graphic way, of the successful work that has been carried on for over 30 years by the McCleary Clinic. The founders of this institution were pioneers in the non-surgical treatment of hemorrhoids.

Why Let These Afflictions Rob You of Health, Time and Money?

The annual loss of money alone, resulting from the loss of time and personal efficiency caused directly or indirectly by hemorrhoids (*piles*), runs into millions of dollars, and untold thousands continue to suffer, not knowing how easily they may be restored to health and strength. That is only one reason why the facts in this book will interest you. It describes symptoms and conditions that you may recognize as your own, even though you never suspected that rectal trouble was the real cause of your ill health. It will explain to you in detail how your case can be corrected by this mild successful treatment.

For complete information let us send you this free book and reference list. We will consider it a favor to carefully answer any question you may ask us in regard to your specific case. Use the coupon, a post card or personal letter.

**McCLEARY CLINIC, 251 Elms Blvd.
Excelsior Springs, Mo.**



The figures on the map shown above indicate the number of former McCleary patients from various states and Canada.

McCLEARY CLINIC
251 Elms Blvd., Excelsior Springs, Mo.

Please send me your Free book and reference list.

Name _____
(Please write name and address plainly)

Street No. _____

City _____ State _____

Are Your Investments Safe?

Our Association is an old, well-established, sound and conservative Building and Loan Association.

Over 9% Dividends have been paid annually on our installment stock for 20 years.

Investments from 50c to \$200.00 per month can be made.

Our Paid-up Stock in \$100 denominations or multiples thereof pays 6% Semi-annually in cash when earned.

Please Write for Literature

Keystone Mutual Building & Loan Association

504 Security Bldg.
Milwaukee, Wisconsin

ALFRED KAY, Secretary
Pres. Milwaukee Commercial Bank
FRED S. BRAND, Vice-President
Auditor, C. M. St. P. & P. R. R. Co.
THEO. ERNST, General Agent

For Heating Comfort
this WINTER

BURN MILWAUKEE SOLVAY COKE

There is a size for every
Home Heating Plant

NO SMOKE NO SOOT
FEW ASHES

Your Fuel Dealer
Recommends It

THE NATIONAL BANK OF TACOMA

For 44 Years an Important Factor
in the Growth and Prosperity of
Tacoma.

TACOMA, WASHINGTON

changing ideas, and bringing out points in general discussions is certain to bring about ways and means of securing the business.

Mr. and Mrs. Walter Hannaman are visiting with relatives in Kansas City.

Word has been received by friends of Mrs. Anna Gleise of Chicago who has undergone a serious operation. Mrs. Gleise has many friends among the Valley employees, and they send best wishes for a speedy recovery.

Mr. and Mrs. Alcide Lemay of Milwaukee, are the proud parents of a baby boy, Edgar Joseph, born September 26. Alcide was formerly division storekeeper at Wausau. Congratulations are extended to Mr. and Mrs. Lemay.

Frank Bryan, assistant division engineer, has moved his family to Portage, which place will be his headquarters hereafter. Both Mr. and Mrs. Bryan will be missed by their many Wausau friends, but we hope they will be pleased with their new location.

It is with intense interest that residents of the Northern Country are watching the progress of the Flambeau Oil and Gas Company, who are drilling for oil in the Flambeau region. Drilling was started last week and the company has leased large holdings in the area and plans to sink another well if the present work looks encouraging. Drilling has gone down 100 feet, and O. P. Coffin, Texas oil expert, is of the opinion that oil will be located within five hundred feet.

Jack, the six months' old dog of Nile McGinley, met with the misfortune of being struck by the yard switch engine the other day, and was instantly killed. Jack had become a pet among the neighborhood, and those who had made his acquaintance, are sorry to learn of his tragic end.

Mrs. A. I. Lathrop returned home September 24 from a worthwhile eastern and Canadian trip. She joined a party of 174 people in Chicago, stopping at Norristown, Pa., historic Valley Forge, Philadelphia, Atlantic City, and New York. She spent five very interesting days in Boston and environs, visiting many historical spots. Enroute home she made stops at Quebec, Montreal, Ottawa and Toronto. The trip throughout was very educational, including many bus trips and steamship rides.

The plant of the Tomahawk Pulp & Paper Co., at Tomahawk which has been closed since last spring because of financial difficulties, may reopen soon. The Bradley Company of Tomahawk which holds a prior lien on the property, petitioned circuit court that the mill be turned over to that company. If the petition is granted, it is claimed the company will lease the plant to a concern that will begin operations immediately.

Sidney Schmidt, Oneida County farmer, as after ten years experiment developed a variety of potato which he has named the Longhoop. This potato attains a much larger size than potatoes of varieties common in northern Wisconsin, and the yield is heavy. Mr. Schmidt harvesting 500 bushels from a plot of two and one-half acres. The potato is of excellent size and is especially suitable for baking. It is expected that there will be a strong demand for Longhoop seed. Mr. Schmidt plans to plant an increased acreage next year.

Agent A. I. Lathrop had a very sad experience a few days ago when he lost the sight of his left eye very suddenly. Mr. Lathrop has not been in the best of health for some time and physicians claim this is partly due to an extremely nervous condition. Complete rest is being prescribed and Mr. Lathrop is taking an indefinite leave of absence.

Northern District Car Department

M. J. K.

HELLO EVERYBODY!

October 2, Messrs. J. T. Gillick, K. F. Nystrom, R. W. Anderson, J. T. Kelly and J. Anderson were in conference in Minneapolis, on plans and a discussion to release a part of the Tank Shop which was formerly the Car Dept. Coach Shop, for our schedule repairs, effective November 1. The men will appreciate this change, especially during our severe Minnesota winters.

The Prosperity Presentation by The Women's Club of The Milwaukee Road at the RKO Hennepin Orpheum, October 2, was very successful and the Milwaukee Family was well represented. Mrs. H. E. Byram, President-General of the Club, was the guest of honor of the Twin City Chapter. She made a short address. We are always glad to hear Mrs. Byram and happy to have her with us.

S. Hollingsworth, Foreman Light Repair, appreciated the way his men all responded in disposing of their quota of tickets for the Prosperity Presentation. All appreciate the good will and work of the Milwaukee Women's Club, and are glad to co-operate when they can.

President H. A. Scandrett visited his mother and other relatives in St. Paul the week of October 1st.

Mrs. Lucas Mortl, wife of Carman in Heavy Repair, is a patient at St. Mary's Hospital where she underwent an operation. We are pleased to hear she is recovering rapidly.

Chief Clerk, W. G. Johnson, and Mrs. Johnson visited Chicago, September 28.

Stanley Olson, Apprentice Helper, won second prize at the Miniature Golf Tournament held at Minneapolis.

Wm. Raetz and wife visited Wabasha the latter part of September.

F. M. Washburn, Car Foreman, Green Bay, Wis., was a visitor in St. Paul, September 27.

We were very sorry to hear of the serious accident and early passing of Harold Mittag, Secretary to Mr. K. F. Nystrom, and we extend our sincerest sympathy to the bereaved family.

The Milwaukee Road handled a special train of about 15 cars of Minnesota Legionnaires bound for the National Convention at Boston. This was one of the largest western parties going to the convention.

La Crosse Division Items

Eileen

HARRY PIKE, son of Engineer Harry Pike, a sophomore at the University of Wisconsin, has made the football squad and made his first appearance at the Wisconsin-Lawrence game on Saturday, October 4. He carried himself like a veteran and shows great promise of becoming one of the star players.

Carl Brown has accepted the position of Bill and Voucher Clerk in the Superintendent's office at Portage.

WANTED—Solicitors for Magazine Subscriptions. Private interview. Apply to Coalflat.

Announcement of the marriage of Miss Minnie Edith Yoker to Mr. Oscar Manske, at Winona on September 23, 1930, came as somewhat of a surprise to their many friends and acquaintances. They will make their home in Watertown, where Mr. Manske is employed as an operator.

Brakeman Albert Langbecker (Beck) is showing the fellows how to celebrate, and it came about something like this. The night be-

fore last election, a guest at the Delaporte Hotel in Milwaukee, put up five dollars on Kohler, while Beck put up five on La Follette. On his return trip to Portage Beck placed the balance of his money on La Follette, even borrowing fifty cents to keep from starving. Of course, you all know the result of the election—La Follette won by a large majority, and Beck says, "Oh, Boy! We'll show 'em, and how."

We are sorry to hear of the death of Mr. F. L. Van Epps, Sr., at the hospital in Portage on October 2. His son, Frank Jr., is well known to the railroad men as he has many times worked as an extra operator at Portage and other points on La Crosse Division.

One of the finest Safety First meetings ever held on the Division, was held in Portage in the Women's Club House, at 7:30 P. M., September 25. In spite of bad weather there were over 100 present. There was an animated discussion of unsafe practices and conditions, and Safety First in general, and while the subject was undertaken in all seriousness, nevertheless, there was much good humor mixed in.

Mr. Charles Wolfram, veteran conductor on the Northern Division, passed away at his home in Portage on September 19 after a long illness. Burial was at Horicon with Masonic services. We extend our sympathy to Mrs. Wolfram and her daughter.

While I didn't have a chance to attend the County Fair at Portage myself, evidently someone else did, for one morning I found two slips of paper in my desk, called "Worth While Exhibits at the Columbia County Fair", and I pass them on to you:

Engineer John Robertshaw, former star pitcher for Portage, giving instructions to the Columbus pitcher on how to throw the Westfield team. Score Westfield 22, Columbus 1.—Erick buying a ticket to get in.—Capron riding the Shetland ponies.—Paul hiding half the youngsters under the rear seat of the family automobile going through the gate.—Well, that's enough of that.

Brakeman Chas. E. Williams is in line for special commendation this month. While acting as head brakeman on Extra East 8626, September 12, he inspected the head end of his train when they stopped for water at East Rio, and found a broken truck on SE 13174, car of sand. The car was set out before any damage was done.

Mr. F. A. Learmouth, agent at Columbus, discovered a broken arch bar or truck side on a double deck stock car which had been set out at Columbus by No. 66 on October 8. If this had not been found we would undoubtedly have had an accident when the car was moved.

And two other Lax Division men commended are Conductors John G. Pate and F. P. Lawton. They were on the wayfreight going east October 7, when No. 263 passed them and they noticed a broken truck on that train. They got word to Watertown to have the train stopped, where the car was set out. It is particularly fortunate that this was discovered as the truck was riding on the rail in such a manner that it was impossible for No. 263's crew to have discovered it to avert an accident. It is very gratifying to know that our men are on the lookout for things of this kind at all times so as to avoid the possibility of accidents.

The work of paving about a mile and a half of highway No. 51 out of Portage has been started, the Quinn Construction Company doing the work. They are getting about 15 cars of material, consisting of sand, gravel, cement, etc., per day. This means considerable increased revenue for the railroad.

FIRM ON THE STEP

FIRM ON THE SHOE

MEN'S NORKA:
comes with or without strap

FIRM IN THE FAVOR OF RAILROAD MEN

Another B. F. Goodrich Product

The Goodrich Railroad Rubber

We have been hearing so much about poor conditions and general business depression, that we couldn't help but feel optimistic when checking over the earnings at some of the stations on the La Crosse Division to find that they showed some very nice increases, ranging from thirty-eight to about twelve thousand dollars. There are of course some stations where they cannot meet their last year's earnings, but on the whole it seems to reflect an improve-

ment in conditions. In May, 1930, the gross ton miles on the La Crosse Division amounted to about 164,000,000. In June they dropped to about 148,000,000 but have been steadily increasing since that time so that in September there were about 160,000,000 gross ton miles, with the prospects of at least as good a showing in October. Anyway, we hope that things will continue on an upward trend.

Tailor Shop
 in the Union Station, Chicago
 FINE MADE-TO-MEASURE AND
 READY-TO-WEAR CLOTHES
 Suits Pressed, 50c
 JOSEPH KAHN Phone Rand. 7879

LUMBER
 for
Every Purpose

We can fill your lumber requirements, no matter what they may be.

- +—+—+—+—
 HARDWOOD FLOORING
 DROP SIDING SHINGLES
 GRAIN DOORS
 RAILROAD CROSS TIES
 PINE FIR MAPLE
 WHITE OAK RED OAK
 HEMLOCK

No Order Too Small
 --None Too Big
 Write Us for Information

**The Webster Lumber
 Company**
 2522 Como Avenue, West
 ST. PAUL, MINN.

I. & D. Items
 M. G. B.

MISS MIRIAM INGRAHAM, daughter of Superintendent W. F. Ingraham, left Mason City September 14th for Iowa City, where she will complete her education at Iowa University.

George Walsh, machinist in the Roundhouse at Mason City, and Blanche Allen of Dumont, were married at Mason City, September 18th. Congratulations are extended.

Grace Moran of the D. F. & P. A. office, Mason City, returned from her annual trip to Canada, September 15th.

Edward Adams, stenographer in the Superintendent's office, Mason City, spent his vacation in and around Clear Lake. From what we hear it was mostly around.

Margaret Brade, daughter of Section Foreman John Brade, at Gardner, left September 17th for Dubuque, where she will attend Clarke College.

Reports from Mitchell are that Ed Stanton is improving and will soon be able to return to work. We are glad to hear this.

F. H. Burns, agent at Postville, was ill the last two weeks in September. He was relieved by H. G. Gerling during his absence.

The guy with the nose for news advises that Tony Pajari was in such a hurry to get to Minneapolis September 27th that he flew there. When he is in a hurry he is in a hurry in a big way.

P. A. Gallagher, agent at Mason City, took a trip to Minnesota during the first week in October, visiting relatives.

Mrs. W. F. Ingraham left Mason City October 11th for Chicago, where she attended the directors' meeting of the Milwaukee Women's Club.

We were all sorry to hear of the illness of G. J. Igou, Rapid City, and hope he is now on the road to recovery.

Mrs. W. J. Johnston, wife of Traveling Engineer Johnston, Mason City, was operated on at Mercy Hospital, Mason City, October 2nd. Reports are that she is recovering nicely. We are all glad to hear this.

Another personal injury—we hope it won't be reportable. Conductor M. M. Burns was off two or three trips account of getting his arm injured while taking a bath. In getting out of the bath tub he slipped, injuring his right

arm. **AVOIDABLE**—No business taking a bath.

Mr. Wm. Shea, General Roadmaster, made a visit to Mason City September 23rd.

We haven't seen Ray McGovern, Traveling Time Inspector, for a long time, but he dropped in on us at Mason City for a few days about the last week in September.

We very nearly lost one of our Roadmasters who recently visited the ice cave at Decbrah. Understand he was exploring and came to a jump-off and it took three men to get him back to a point where he could stand on his feet.

Maggie Zeen says that while some people like Scotch collies, others pay fancy prices for Boston terriers, but Julius Wiele believes in going out and catching his own dog, even if it's only a water puppy. There is some talk of appointing him official dog catcher. Suggest he use minnows instead of wienies for bait.

Carl Bertelson was appointed section foreman at Everly, Ia., and John Brade, Jr., appointed section foreman at Garner.

Mrs. W. E. Clark, wife of Locomotive Fireman Clark, Mason City, was called to Portland, Ore., on account of the illness of her mother, October 12th.

Congratulations are extended to Ralph Boyer, who is to be married, October 18th, to Ethel Blumenthal, of Deadwood, S. D.

Three of our division officers made a motor car trip to Calmar. On the way down, it was being discussed who would pay for the dinners, so a decision was reached that a game of miniature golf would determine the winner or loser. Understand Mr. Tritchler, Chief Carpenter, was loser.

Our sympathy is extended to the family of Everett Smith, who died recently. He is the son of E. E. Smith, and was an engineer on the Black Hills line.

Bob Burns, son of Jack Burns, dispatcher, at Mason City, is winning quite a name for himself as a football player. This is his first year in high school and he is playing on the football team. They haven't lost a game this season.

C. A. Joynt, agent, Algona, attended the American Legion Convention at Boston, and visited Canada.

H. E. Brown, first operator, at Spencer, had a few days vacation, which were spent at various points in Iowa.

A. N. Anderson attended the Grand Lodge of the Knights Templar at Council Bluffs the first part of October. R. A. Shull is relieving him.

J. J. Behrendt, third operator, at Charles City, is on the sick list. It is hoped he will be able to return to work soon.

O. J. Henderson has been installed as regular agent at Bassett.

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

Nora B. Decco

WELL, about the best stroke of business I have done for some time was talk the local moving picture theatre manager into having an afternoon performance when "Danger Lights" comes to town some time during November, so I can go and see it. Now I have to hunt up a crowd to go along with me as that was in the arrangement. I'll just bet he will have a crowd all right when the folks east of here find out they can come in here on 18 and 15, see an honest to goodness show like that will be, and get back home on 16 in time for early "chores." Don't

We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company
 MILWAUKEE, WISCONSIN

any of you boys and girls out on the line fail me now, but come on in and tell the rest about it when you get back home again.

Mrs. Joe Jost and son have just returned home to Agawam after a few weeks visit with her parents here. Joe came down after them in that fast car of his and from the way he drove, it sounds like the advertising of the Bantam Austin. Wonder if he got one. That is the kind of car I am going to buy; then I can run it on forty cents a month and park it under the back porch.

Miss Lois and Miss Helen McKenna, daughters of Engineer McKenna, have gone to Denver where they will both enter school for the coming year.

Mr. George Miller, foreman of the R. M. trolley crew, is moving his family here from Seattle. They will occupy the Wilson home, and we will be very glad to welcome them to our town.

Mrs. John Lane and small son, Charles, (whom I met this afternoon, showing the rest of the "kids" how far out in the mud he could wade, but his mother was not with him and she won't know anything about it till he comes home; and then—!) Well, anyway, they have returned from a visit with relatives in Seattle and Spokane.

Fireman Kunze, wife and daughter have returned from a trip to California where they have been for the past few weeks with relatives and friends. August says he is going hunting next, s'pose after a while he won't want to work at all. It isn't ducks this time, it's elk, and I guess from what I have been able to hear, the weather doesn't suit them for that kind of hunting, either. Some people are hard to please, alright.

Mrs. Tom Young, who has been sick for some weeks, has returned home from the hospital and is somewhat improved.

Conductor Earl Wilson, who got the habit on the park trains, and now won't go outside the house without a passenger uniform on, is moving to Deer Lodge this week, where he and Mrs. Wilson will remain this winter. He is running on the Columbian and Olympian and acts like he was happy. We suppose it's having so many folks to tell Kansas stories to.

Conductor Wright after getting bumped on passenger has taken the trolley crew on this division. Conductor Kettle is braking for him, so between the two of them they ought to keep most of the wire in fairly good shape, should think. Both are old experts on the trouble shooter.

Miss Marjory Thompson, daughter of Engineer Thompson, has gone into training in the Deaconess Hospital in Great Falls. She has been home only a short time from school, in Flint, Michigan, where she was for the past two or three years, but Great Falls is not so very far away.

Mr. and Mrs. Long, of Fort Wayne, Ind., are guests of Mr. and Mrs. Workman here. They took a trip up the canyon to West Yellowstone, and a ten day camping trip up the Madison fishing, and they got all the fish they ever heard of any one getting. They didn't come home until the weather got so cold they couldn't get Al to get up in the morning to make a fire for the rest of them to dress by. Conductor C. R. Johnson and Warren Dixon were members of the party also and we understand they didn't do any more work than they had to. That's the way with camping, they all say "Well, he wanted to come camping; let him do the work!" When in town, Mr. Workman is the mayor, and I'll bet the work is all piled up so that he will just hold one meeting right after another now for several months.

STORIES OF RAILROADERS WHO BELIEVE IN REAL FOOT PROTECTION



He keeps
his feet
warm and dry



Your dealer will gladly show you this "U. S." Blue Ribbon Boot. It's built right to the shape of your feet. You can wear it all day in the greatest of comfort. Rubber ribs over the instep prevent pressure. Snug and comfortable at the ankle to prevent chafing. In knee and hip lengths.



N. J. Garding is foreman of the switching crew at a large Chicago Terminal.

There's an active job for you! He must keep in touch with every part of the yards in all kinds of weather. He must keep his eye on the work of many men as they shift the "empties," make up through night freights or sidetrack in-coming shipments. And he has to be right on the job *every day*, no matter how bad it may be—raining or snowing or blowing.

Mr. Garding protects his feet with "U. S." 4-buckle, all-rubber overshoes. They are light in weight. That's why his feet don't tire, even after a hard day's work. Yet they are strongly reinforced at wear points for long service. They are snug and comfortable around his ankles and legs. He finds them waterproof and weather-proof—no danger of cold or chills. And special corrugated soles prevent slips when hopping slippery rungs as a car shoots by.

Ask your "U. S." dealer to show you the style of Blue Ribbon Footwear that will best serve you on your job. He has all types of "U. S." rubbers, storm shoes, boots and overshoes for every kind of work. Every one is built for extra protection, comfort and wear.

United States Rubber Company

"U.S." BLUE RIBBON
heavy footwear

Roundhouse Foreman Hawksworth, of Bozeman, went and bought a nice trailer once so he could go camping too, but he never got time to use it. What with the way Engineer Townsley changed firemen on the Park runs last summer, it kept him so busy fixing up engines, and then the folks down at Deer Lodge found out he was so handy at mending things that they just told him one day to load his whole outfit in that nice new trailer and come over to Three Forks and fix a slipped tire on a motor here, which he did. When I saw him last, leaving at midnight for Bozeman, he looked as if he had the whole roundhouse in the trailer. Understand, now, he isn't satisfied at home at all; always out looking for outdoor work, all the time driving all around over the Gallatin Valley, bringing home wrecks of cars, tractors, pea shellers, hay derricks or what have you. Still, this may not be right, as Will Rogers says. All I know is what I see and hear as I go here and there.

We are getting all changed around on our Division. This month, we understand, the Dispatcher's offices will be moved from Lewistown to Harlowton and those at Deer Lodge will be moved to Butte the first of November, so that we will have two sets of Train Dispatchers to work with from then on. So whenever one of them can't get me I can't hear him "holler" because I will be working with the other set; at least that's what I suppose I will be doing. There may be a lot of other things for me to do that I haven't heard about yet, but as soon as I find out I will publish it in this "colyum."

By way of closing will just add, that I have been reading my grandfather's diaries since 1851, and back in 1883 he makes a visit to his brothers at Libertyville, Ill., (which is where our Editor resides also). He says "it is a nice little town, but quiet," and I

suppose that is exactly what the Editor says about our town today.

Drafts from the Drafting Room

C. R. O.

LEONARD is back to work again and is none the worse after his narrow escape in an automobile accident enroute to Terre Haute. His car was smashed, diaphragm crushed, collar broken, etc., etc.

Sky Guschl has returned to us again from the car works where he has been inspecting car parts. He seems to age very slowly.

Sylvan Lester is also back again. Ernie North reports a complete recovery from hay fever. Ernie says that's nothing to sneeze at either.

Ruth Forrest and brother Al, formerly of the Car Department, motored to Oelwein, Iowa, over the week end. They had ideal weather, a wonderful trip and no trouble. What could be nicer?

The Mechanical Engineers Department extends their deepest sympathy to relatives of Harold Mittag, Secretary to Mr. K. F. Nyström, superintendent, Car Department, whose untimely death was such a shock to all who knew him.

Now that the golf season is practically over, George Luebke, of the Test Department, has considered the bowling alleys. How about some of those 200 games, George? Lester Winding is expected to improve on his hook ball, which has him in trouble most of the time. Wild Bill Killmann is holding secret practice and hopes to slip it over the opening night. Ed O'Brien has developed a new speed ball to go with his neat trimmed mustache.

Russell Harrington received the surprise of his life when the Minnesota football team lost to Vanderbilt, and he is expected to receive another one when Wisconsin takes Minnesota into camp. Russell SAW a night football game THIS year.

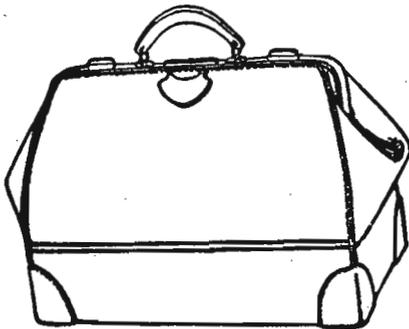
Joe Mazanec still thinks the world's series was a frame-up. He had picked the Cardinals as a sure winner. Better luck next time, Joe. Try them again next year; we think they will still be in the race.

Harold Niksch has been around Milwaukee's golf courses and he is ready to challenge the best of them. Harold being an Inspector, professionally, ought to know a good golf course when he sees one.

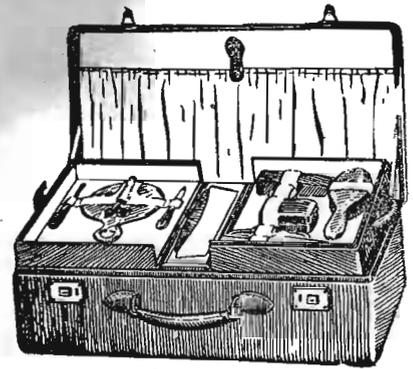
Fred Gregory of the Pattern Storage has joined the army of married men. He was married to a Miss Church. It's a risky era to get married in, Fritzy, but if our good wishes are any help to you, we extend them to you from the bottom of our hearts for a happy married life. We expect our next victim will be Teddy Raschke, who is nervously counting the days. It won't be long now.

Al Schielke came to work late one morning with his hands covered with blisters and all out of breath. He had trouble cranking the old Overland, he said, and couldn't get it started. Al is wearing gloves, now.

Art Hampel hasn't decided yet whether he shall retire or invest his money and keep on working. Art won \$1.50 on the World's Series game and he is all excited about it. He hasn't said anything about it at home yet so we hope no one will give him away, as he is afraid if the Missus finds out about his newly acquired riches, she is liable to want to go Xmas shopping.



Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO.
LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

Fred Risch's favorite sport is hunting. He went to Muskego Lake a couple of weeks ago and all he saw was black crows and gophers. Every time he shot at something the gun kicked like a mule and sent Fritz reeling backwards. From all reports he must have been on his back most of the time.

P. S.—Gophers are not edible, Fritz. Neither are black crows. Our only prayer now is that he doesn't get rash and come home with some farmer's chickens.

Al Tellefsen is also a great hunter—when he hunts. Al was all ready to go hunting one Saturday, and spent a lot of time cleaning and oiling the old firearm, got out his hunting uniform and was all set for the great event. But when he tried his weapon he found that it wouldn't shoot. Much to his disappointment Al's hunting expedition was canceled. We move that both Al and Fritz get together on this gun proposition and if they can't afford a new gun, they should make it a partnership affair and take turns at hunting.

Iowa, Middle and West *Ruby Eckman*

ENGINEER JOE BARNES of the Iowa Division has decided that in the future it will be cheaper to hire a painter than to do the work himself. During the house cleaning period at his home in September, Joe found some odd jobs of painting to be done, so decided to do it himself. He would have been all right had he practiced Safety First and braced the ladder he used, but being away from the railroad, he forgot to do this, with the result that the ladder slipped and Joe fell, injuring his ankle so that he had to use crutches to get about for a while. It was a "Lost Time" injury, all right, but not a reportable one.

William Fox, for many years a brakeman and conductor on the Milwaukee, died at his home in Council Bluffs the fore part of September. Mr. Fox left the Milwaukee a number of years ago and went to the Wabash to work, but was forced to lay off on account of his health. He died after an illness of several months.

Danger Lights, the film which was made on the Milwaukee during the summer months, was shown at the local theater in Perry in September, and attracted a large number of the Milwaukee family who are not regular theater patrons. Our own Custer Greer was easily recognized in the picture.

Friends at Perry and other places on the railroad will be sorry to hear that Conductor Thomas Costello, after a clean safety record for more than forty years, met with a serious injury to his arm while on the way freight run between Atkins and Ferguson, September 26th.

On account of a shortage of telegraphers on the Soo City Division, Iowa Division Extra Operator Clyde Peasley was loaned to that division from the Iowa Division for a while. Phoners are plentiful but the extra telegraphers are kept busy.

Irene Dillon never gets too sick to think about the Milwaukee. She is stenographer in the office of the assistant superintendent at Perry, and during the fore part of September had occasion to call a doctor. During his visit he remarked about a trip he and his wife planned to make, so Irene forgot her ills and right away began soliciting his business, with the result that he and his wife used the Milwaukee from Perry to Chicago and return in connection with their trip east.



... at the end
of the run,
a pipeful

"THIS is the time when the old pipe tastes good," says Engineman Gunkle as he eases his big train into the station. "A few puffs of Edgeworth and the nerves straighten out and everything is fine again. A cool, slow-burning smoke, that's what I like about it. And it always tastes just the same, and I like the smell of it, too. Yes sir, it's the right smoke for me."

Only Edgeworth has the real Edgeworth flavor, a blend of fine old burleys, plus the distinctive Edgeworth "eleventh process." It's 15¢ the tin, or send coupon for generous sample—free.

EDGEWORTH SMOKING TOBACCO

Buy it anywhere. Edgeworth "Ready Rubbed" or Edgeworth "Plug Slice" 15¢ and up—according to size. Or, if you don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Larus & Bro. Co., Richmond, Va.



LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

Name _____

Street address _____

City and state _____

T-44

Page Thirty-five

THE BINKLEY COAL COMPANY

are Miners and Dis-
tributors of the Best
Grade Coals for All
Purposes



WRITE US FOR PRICES

230 N. Michigan Ave.

CHICAGO

Agent Billie Magee at Perry thinks there are better places to inspect stock being unloaded from cars than the top of a stock pen. A big shipment of stock came into Perry recently to feed and rest. Mr. Magee went to the stock yards to inspect the stock while it was being unloaded. He was standing on the roof of a stock pen when he slipped and fell. He thought for a time he would be responsible for spoiling a forty-eight day no injury record on the Iowa Division, but the fall resulted in only temporary trouble and he was on the job as usual Monday morning.

Conductor H. A. Boisen and family made a trip to Niagara Falls the fore part of September.

W. R. Barber was out along the Iowa Division in the interests of the Pension Association, making the trip over the western division with Roadmaster J. A. Cherwinker. He finished with a perfect record for all section employes, agents and operators who are now eligible to the association.

Extra Passenger Conductor A. J. Gregg's wife has been sick for some time and was in a hospital several weeks for treatment.

Miss Alice Bowman, whose job as clerk in the Car Department was abolished recently, has gone to Des Moines to take a position as stenographer with a life insurance company.

Some of Yard Clerk Kenneth Taylor's friends thought he had been mixed up with the law, when they read an item in the Perry paper about a Kenneth Taylor having been held by the police after an auto accident. The yard clerk, however, who is not only a careful driver but a highly respected citizen, proved

an alibi when he made known the fact that there was another young man by the same name and initials in Perry. The boys learned of each other's presence in the city when their mail started going to the other fellow.

Ross Fowler, who has worked for a long time on the Iowa Division in the freight and passenger train service, has resigned and has moved to Vermillion, South Dakota, where he has a nice position as assistant engineer at the University of South Dakota.

The Perry Chapter of the Milwaukee Women's Club made a nice sum from a rummage sale they held the fore part of September.

Brakeman DeVere Krohnke's wife, who is a violinist, is appearing weekly on the Business Men's Dinner Program from radio station WHO and WOC.

M. J. Cate, son of Conductor A. B. Cate, has recently been promoted from the position of manager of the J. C. Penney store at Newton, Iowa, to the store at La Crosse, Wis. Merrill is an old Milwaukee man, having worked as a passenger brakeman for a long time before going into the shoe business.

Patricia Wagner, daughter of John Wagner, machinist helper at Perry roundhouse, had a broken collar bone in September. The little miss, who is only four, likes to play on the school ground equipment near her home. It was while playing on a teeter that she fell, with the injury to her shoulder resulting.

Division Master Mechanic W. N. Foster was confined to his home in Marion for several days in September on account of sickness.

Dr. W. W. Arrasmith, of Grand Island, Nebraska, will call on his patients located away from Grand Island, in a hurry after he gets

his call, from now on. Dr. Arrasmith recently qualified as a fier, and got his pilot's license. The doctor belonged to the Milwaukee family for many years, as he worked as an operator on the Iowa Division while attending school and college. His father, G. L. Arrasmith, was agent at Bayard, and he had a couple of uncles who were also in the Telegraph Department. His many friends on the Iowa Division have been watching his progress with interest.

A wedding of interest occurred in the Milwaukee family when Harley, the elder son of Engineer Thomas Wilcox, was united in marriage to Elizabeth Ryner, at Perry on September 27th. Harley, who is a graduate of Iowa State College at Ames, Iowa, is now holding a nice position in Chicago.

Engineer Kerlin's son Walter has been in a Des Moines hospital for an operation for appendicitis.

Roadmaster J. A. Cherwinker and family went out to Council Bluffs the latter part of September to help Terminal Train Master W. L. Schmitz celebrate a birthday. W. L. S. didn't say how old he was, but anyway he doesn't look that old.

Mr. and Mrs. DeLoss Osborne are the parents of a fine son, born to them the latter part of September. DeLoss is a son of Engineer Fred Osborne of the Iowa Division.

Machinist Helper Merwin Newport and family were called to Elsworth, Iowa, the latter part of September by the death of Mrs. Newport's father.

Fullerton Avenue Building A. M. D.

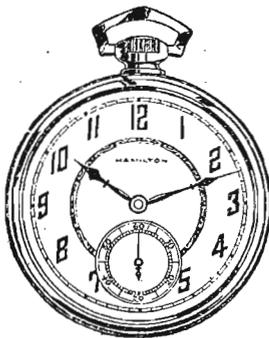
EDDIE SIUDA is now the enthusiastic daddy of an adorable baby girl, Geraldine Ann, who entered this world September 28. From all reports the baby favors Eddie, in fact, the time of baby's birth, two minutes to twelve, would indicate that she has already acquired one of her dad's habits—that of arriving just in time to come in for the dinner.

Evahmay Ehret of the Central Typing Bureau has resigned in order to keep house for her loving husband. No doubt, he's tired of eating out of cans.

Now that the Outdoor-Indoor season is over, how about some of the All-Stars of the Fullerton Ave. Building getting together for a volley ball game? For details of game, see Joe Wager of the freight auditor's office. Correspondent's Note: How about starting a debating club, Joe?

On October 22 Emily Gannon Lukes was hostess of an evening party in honor of Agnes Marshall and her daughter Dorothy. The guests were: Mina Baier, Dorothy La Vigne, Mildred Zenk, Rose Kaukle, Carrie Hammermiller, Sally and Joan Lewis and Josephine Lazare.

Your Local Watch Inspector Deserves Your Patronage!



STILES JEWELRY CO.
WELLS :-: :-: :-: MINNESOTA
F. H. BARTHOLEMEW
2353 Madison Street :-: CHICAGO, ILLINOIS
H. HAMMERSMITH
326 Wisconsin Avenue :-: MILWAUKEE, WIS.
MILTON PENCE
29 E. Madison Street :-: CHICAGO, ILLINOIS

*The above are
Official Watch Inspectors for*



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at Eagle Harbor and West Seattle

Main Office: 1118 Fourth Avenue, SEATTLE

Myrtle Freitag and Gail Brauer were unable to attend. A hilarious time was had discussing the new fall styles and bread pudding recipes.

Nell Chadburne and R. MacLean of the Computing Bureau spent their vacation at Havana, Cuba. These foreign possessions seem to appeal to the ladies for some reason or other.

By the time we read about this, Johnny White will have taken unto himself a wife, the ceremony taking place on October 22. In spite of the fact that his leaving the ranks of eligible single men will cause great consternation among his numerous lady admirers, we know that they will all join us in wishing the Smiling Irishman the best of luck.

E. Martell of the assistant comptroller's office, spent her vacation on the Bermuda Islands, one of the beauty spots of the world. The islands belong to Great Britain, and are a two-day sea trip from New York.

On Saturday, October 12, W. J. Flint of the freight auditor's office, entertained a number of his associates from the freight auditor's office in commemoration of his twenty-ninth birthday. The duck dinner promised by Flint was not forthcoming, due to the fact that the ducks in the Fox Lake region evidently knew he was coming and flew the other way.

Mr. Mortensen, chief clerk, freight claims office, served on the jury for the usual two-weeks' period.

Nell Shea of the Central Computing Bureau was severely injured in a head-on automobile collision. She sustained a terrific scalp wound, lost a number of teeth, her chest injured, and various cuts and bruises. The driver had both arms and a leg fractured. The party driving the other car had his lung punctured and at the time this is being written, is not expected to live. We have little information about the accident other than that it occurred at Roosevelt and the River Road, Sunday, October 12.

Joe Buland, the oracle of overcharge claims, is still proving himself to be a veritable fountain of information. Joe can back all of his statements with facts and statistics picked out of the air, and his listeners are all offered the choice of believing it or not, which they do (?).

J. Frey of the freight claims office is building a new home in Bensenville.

Anna Irwin, switching bureau-freight auditor's office, has resigned as of October 15, to assume duties of a housewife. Good luck, Anna.

Marie Stromer of the computing bureau is married. For details, you will have to see Marie.

W. Blott of the freight claims office had his tonsils removed, and for a week after did his talking through the medium of a scratch pad.

George Figg, the man with the iron constitution, is back at the office and batting one thousand.

Herman Hoffman of the freight auditor's office, reports that his bank account in the Itasca State Bank was still intact, after a recent robbery of about \$4,000.00.

November 11, Armistice Day, is here again, bringing back memories to the boys of this building who served with the Army or Navy during the war: F. Zapotocky in the mud between Verdun and Metz, W. Carrow at Troyon-sur-Meuse with the 133rd, A. Naatz with the Grand Fleet in the Firth of Forth off Edinburgh, Scotland, V. Detloff with the U. S. S. Nereus anchored off the Statue of Liberty, Charles Gardner acting as guard of honor to a number of bodies of British Sailors who lost their lives in a ship torpedoed off Gibraltar, Roger Sturgis at Officers' Training School, Lyon, France, A. Heinke in a hospital being

kissed by the mam'sels, C. Cassidy and T. S. Bilk with the 33rd, Geo. Christ at Gievres, France, J. and Colby and C. F. Stahl at Bordeaux. One of our boys, C. H. Gassman of the Car Accountant's Office, did not know the Armistice had been signed until two months later. He was with the 27th Inf. stationed in Siberia about two thousand miles from Vladivostok.

Sly Hervie Chessman of the Ticket Auditor's Office was under the impression that he had "put one over" on his fellow employes when he slipped away and married Miss Clara Lezer of Oak Park on September 27. However, his belief proved to be erroneous as his mother was observed baking a wedding cake and an inquiry disclosed the fact that Hervie was taking the fatal step, so the boys knew it several days prior to the event. The one who would "wear the pants" was disclosed early in this matrimonial venture when the bride inspected Hervie's choice of furniture.

Red Hot Coals from the Racine and South Western Division

L. J. L.

WE are very sorry to hear that several of our fellow workers are to leave us in the near future. Some are to work in Milwaukee, and others to work where their seniority will entitle them. The company has been forced as a matter of economy to consolidate their divisions. A complete list of the employes affected by this change is not known at this time, but proper mention will be made in a later issue.

Royal Wienke, assistant cashier at the Beloit Freight Office, has entered into sporting limelight. He, the star bowler on the Milwaukee Bowling Club, shattered records at all the principal alleys in the city, both low and high scores.

Passenger Conductor Matson, Engineer Miller and Baggage man Artlip, are now daily habitants of the city of Rockford. We recently extended our passenger trains to that metropolis, and that's the reason why. Matson stated that he would benefit by this as he would claim tax exemption from the State of Wisconsin.

Harold Armock has now made his debut in the passenger business, and is, at this time, baggage man, passenger solicitor, and ticket clerk. By the way, he hails from Burlington, one of the principal stations along the Racine and South Western.

Dispatcher Lane and Engineer Humphrey are operating a bowling alley at Darien and would like all the "Rails" who are interested in that sport to pay them a visit. Later on we may be able to get a few match games for our Beloit teams. All interested please drop in at the ticket office.

Passenger Conductor J. Cavey has reported that he recently learned one of his passengers, who boarded the train at Washington, Ia., was contemplating a trip abroad, and he took the passenger, on his arrival at Milwaukee, to the Depot Passenger Agent, who gave him all the necessary information, and sold him tickets to New York as well as the steamship ticket. No doubt, if Mr. Cavey had not been alert, the Milwaukee would not have received this business, as the passenger could very easily have taken some other line. Employes can do a lot to stimulate business for our road. And hard work in this direction will do a great deal toward bringing business back where it belongs.

J. Cioni has made his annual clean up on the World's Series. His ability in picking

6% SAVE AND SUCCEED 6%

Federal Building & Loan Association

Under Supervision of the
State of South Dakota

Authorized Capital \$10,000,000

Every dollar invested in this association will not only be returned to the investor upon request but will also be accompanied by 6 per cent dividends compounded semi-annually. It matters not whether you invest 5 cents or \$50, every penny earns the same rate and works for you 24 hours per day.

1. Payments can be made in the amount most suitable to your income.
2. You can make your investment at the time most convenient to you.
3. Withdrawal is permitted at any time without loss of any dividends except that which has accrued since the last dividend date.

Member South Dakota State League
Building & Loan Association

Home Office: Rapid City, S.D.

Watches, Jewelry and Diamonds

Our Union Station store is daily serving the needs of railroad people. We know your requirements and can fill them.

Let us show you our fine line of railroad watches, all guaranteed to pass inspection.

Watch Inspector for C. M. St. P. & P. R. R.

CHAS. H. BERN

Est. 1896

Main Floor, Adams St. Elevator Lobby
UNION STATION, CHICAGO

Phone Dearborn 0591

Easy terms to railroad employes

Printers Binders

• Ample
Equipment

• Personal
Service

Hillison & Etten Company

626 Federal St., Chicago

☎ Tel. Wabash 5400

the winners is uncanny. We are tempted to believe that he has inside information. Give us a break, "Ci."

It is not very far away from Christmas, and a little shopping now and then will do a lot toward soothing your nerves, waiting and putting it off until the last minute.

J. C. Prien, general agent of the passenger department at Milwaukee, spent some time at Beloit recently.

J. P. Oberta, formerly operator at the dispatcher's office at Beloit, and now stationed at Davis, Ill., spent a day visiting old friends. Joe's health is not of the best, and he is recuperating from a nervous breakdown. We are very glad he is on the gain, and trust he will call again soon.

Investigation is under way to ascertain just what Paul Koelsh meant when he made the statement he had several bowling records at Milwaukee, Brinkman and Mallock being the instigators.

Conductor J. C. Gudden is proving to be quite a passenger solicitor. He recently gave a talk to several members of the Eagles Club, telling them of the reduced fares to Milwaukee and Chicago, and was successful in getting several passengers for the Milwaukee.

August Zick, porter at the Beloit offices, is complaining about mice. "My," he says, "times is pretty bad when mice start eating sweeping compound." I think it was the dust from the sugared peanuts that he saw on the floor and not sweeping compound. They sure do like their candy.

Conductor Larkin is busy checking Beloit and Rockford to see which one gives his train the most patronage. Let's have a monthly report, Joe, and see how we stand.

Mr. and Mrs. F. W. Franks are at Hillsboro, N. D., at this writing. Mrs. Frank's mother, who resides at that point, is quite ill. We trust it will not prove serious.

Felix Raue, assistant accountant at Beloit, is an expert collector. If you don't think so, put in a few long distance calls on your office phone.

Conductor Rossmiller dropped in recently for a little chat. He was dressed in the height of fashion and certainly could pass for a pol-

itical boss. Mr. Rossmiller, you should have been a politician, as we need men of your calibre in the operation of this great country.

Tacoma District Accounting Bureau

R. R.

WELL, the big excitement of the year is over—the baseball series, as you know. Of all the lucky ones, Howard Reynolds, R. G. Baughn, J. B. Mason and Claude Peterson rank first. They took our dimes away from us. Anyway, we are glad it lasted as long as it did, even if it didn't turn out the way we wanted it to—that is, some of us.

Millie Anderson and her mother went traveling last month. They left Tacoma on No. 18 September 15th to visit relatives in various cities in Minnesota. News was received from M. J. A. that she was enjoying every minute, and spending most of her time on the farm.

Oscar Dahl was on the sick list during September and we are glad to have him back to work, nearly himself again.

Jas. B. Mason is with us during the absence of W. Morton Eshelman.

F. B. Trout and wife motored to Vancouver, B. C., and other Canadian cities during the later part of September, and Bert came back looking the same, and sober.

Helen Maxwell was with us during Millie Anderson's absence and we enjoyed having her. Geraldine Armitage spent a week-end in Olympia visiting friends.

A. L. Boyd spent several days in Chicago on business during September.

We had with us during Mr. Boyd's absence Mrs. Anna Bahne whom we enjoyed having so much. Mrs. Bahne was formerly a Chicago employe but now a resident of Puget Sound.

Jerry has a dog and it answers to the name of "Rags" and now Jerry isn't afraid to be alone, as she says she has the best of protection.

Ruth Rundle left on October 22nd to be gone on a 30-day leave, and will visit relatives in Butte for a few days and then will travel south to Albuquerque, New Mexico, stopping

en route in Salt Lake City, Utah and Pueblo, Colorado, where she will visit friends.

Half the new viaduct is finished and we are traveling over the new side. It is a wonderful improvement—no bumps or nothing—just smooth sailing.

S. C. & D. Notes

M. F. Kasak

ENGINEER ARTHUR LITTLE and wife visited the old home town at Osceola, Iowa, during the month of September to attend a home coming picnic which was held at the old school house where he attended school as a boy. About 160 people were present. Among this number were some whom Mr. Little had not seen for over forty years. Art reports "Some Dinner" and a real good time.

Duck hunting opened last month with a "bang." A royal salute of at least 1,000,000 guns greeted the early arrivals at the lakes, sloughs and rivers. Casualties among the feathered tribe were not great—but just wait until the boys get their "shootin' eye" and it will be just too bad for the ducks.

Mr. and Mrs. J. E. Griller, of Detroit, were visitors at his mother's home in Sioux Falls for a few days in September, after having spent a part of his vacation in the mountains around Denver. Joe has been singing, "It's Springtime in the Rockies," etc., ever since he returned. Suppose you all know that Joe is City Passenger Agent for the Milwaukee, in Detroit.

Carl Wangberg, timekeeper in the Superintendent's office at Sioux City, left Saturday, September 27th, for Chicago, Ill., where he will study chiropody. Hope you will like it, Carl.

J. P. Whalen's extra gang completed the new double track work along the River Front at Sioux City, October 5th. It surely looks like a speedway and everything is in ship-shape form. He is moving to Sioux Falls, where he will do considerable track work for the new engine terminal, besides building a new team track.

Joy Strong, of the Engineering Department, turned his pockets inside out and bought a new Ford sedan. With his curly hair and new car the girls will all be fighting for the next ride.

General Superintendent E. W. Lollis accompanied by District Engineer D. C. Fenstermaker made an inspection of the new double track at Sioux City, October 6th. They were also in Sioux Falls looking over the new terminal work on the 7th and 8th.

The position as temporary stenographer in the Superintendent's office was drawn by Florence Johnson.

Milwaukee Terminals

Ann

YARDMASTER WM. A. FRENCH reports that he had a lively time in California. A lot of pretty girls there, he says.

We are glad to see Fred Walters back to work and feeling good.

Sig. Mathiesen is having very good luck with his mustache. Sorry Henry Shaw had bad luck with his, it was very becoming, too.

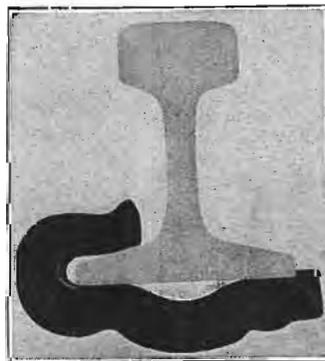
Switchman Eldred Pattengill is well on the way to recovery. He was down to say "Hello" to the boys just recently.

Charles Steinbaugh of the superintendent's office has a brand new car, and it is reported that he is exceeding the speed limits on his week-end trips.

Mr. Klima and Louis Knobel are having their troubles this summer, i. e., flies.

THE FAIR RAIL ANTI-CREEPER

ONLY
ONE
PIECE



SIMPLE
TO
APPLY

CHICAGO

THE P. & M. CO.

NEW YORK

While Bill Stark was out at Lake Tichigan this summer, one sunny Sunday afternoon, instead of watching his gas tank he was watching Luke McGlook on the beach. Bill was taking his annual bath at the time, as they don't have any water out at Silver City. Maybe if Bill had a Chevrolet he would have gotten home, but as it was he had a Studebaker.

We wonder what Fred Doelger and Walter Baumgart are going to do in the winter time when they can't get up in Port Washington to get smoked fish.

Chief Engine Dispatcher Arthur Engel returned from a two-weeks' vacation at Trade Lake, Wisconsin, and his friends can tell you he caught some real fish.

All of the boys were glad to see Switchman Joseph McGoldrick—industrious Joe, as he is known among his friends—return to work after an absence of nearly two years.

In the death of Edwin King, age 82, the company loses a veteran of 50 years' service.



From 1880 to 1890 he was employed as a fireman on the C. & M. Division and the Milwaukee Yards, but on account of poor health, he became a Shop employe.

Charles Wilde and wife returned from a month's vacation with friends at Detroit. Mr. Wilde is one of the Veterans of the Foundry.

Caller Thomas McCarthy of the Roundhouse was injured in an automobile accident August 23rd and was not able to work for several days.

Engine Dispatcher J. E. Roberts and wife expect to leave for Long Beach, California, about November 1st for the winter.

Engine Dispatcher Helper Robert Nelson has opened a shooting gallery on 35th Street as a side line. Good luck to you, Bob.

Engineer T. F. Cody intends to work this winter, so he tell us.

Switchman A. O. Cunningham, formerly of Milwaukee, called on friends here October 1st. He is now located at Missoula, Montana.

Switchtender English is some painter, and if you doubt it, look at his "Cabin" at the cut-off.

NOTICE

The Annual Milwaukee Road Bowling Tournament will be held at Milwaukee during March, 1931. This is just a little reminder with the hopes that you will all start boosting the tournament and make this one the biggest ever held. The alleys to be used

for this tournament are located five blocks from the depot. The most convenient alleys for out-of-town bowlers have been selected so that there won't be any trouble in locating them. Here's hoping we have plenty of boosters to put this tournament over big, which should be easily done with your cooperation. Will write further and wish you would be on the lookout for the posters that will be mailed shortly.

W. J. Cary, Secretary-Treasurer,
Milwaukee Road League.

Iowa (East) Division and Calmar Line

John T. Raymond

MASTER MECHANIC W. N. FOSTER of Marion is on duty again after a serious illness of several weeks and expects to continue improving in health. Mr. Foster has many friends on the system who will be glad to learn of his recovery.

Mr. and Mrs. Willis Jordan of Marion spent the most of their vacation visiting with relatives in Denver, Colorado. During Mr. Jordan's absence L. S. Dove acted as relief dispatcher; E. E. Edwards worked second trick and T. J. Allen the clerical job.

Chief Clerk and Mrs. Lyle King of Marion spent a part of a brief vacation visiting in Minneapolis.

Mr. and Mrs. Clyde Kinney and children were guests of Marion friends September 14. Mr. Kinney was employed at one time at Marion in the superintendent's office and gets a hearty welcome when he returns for a visit. About 15 years ago Clyde and ye Scribe were the joint editors of Eastern Iowa Division territory for the Milwaukee Employes' Magazine. He has been chief clerk superintendent's office at Dubuque for some years.

Agent Joseph Elsner of Hale was away several weeks attending the American Legion Convention at Boston, Mass. We recall receiving letters and pictures from Joe when he was a member of the American Army forces in France and Northern Russia during the world war.

Agent H. P. Thompson of Lyons was away on a week's vacation, spending most of this time fishing in Minnesota. This is the first vacation Mr. Thompson has had for a number of years and we don't know of anyone more deserving of it.

Conductor Tom Costello has returned to his home at Marion after being at St. Luke's Methodist hospital at Cedar Rapids for some time on account of a bad injury to his right arm. It was thought for a while that amputation might be necessary. Friends are very glad to learn that this danger has passed and that the prospects are that Tom's good right arm will again be able to respond as formerly. Mr. and Mrs. Henry T. Dersch of Marion were called to Madison, Wis., October 11, on account of the death of a relative.

Mr. and Mrs. L. E. Hayden of Oxford Junction recently celebrated their fifty-first wedding anniversary. Mr. Hayden is employed in the B. & B. Department and has been with the company 48 years, and is a member of the Milwaukee Veteran Employes' Association. The Employes' Magazine extends hearty congratulations to Mr. and Mrs. Hayden.

Mr. and Mrs. Frank J. Cleveland of Marion left Marion October 10 for a two weeks' vacation with their daughter Mrs. Elizabeth Killen, at San Clemente, California.

Mr. and Mrs. George R. Barnoske of Marion went to New York City, October 14, for a ten-day pleasure trip.

CARBON AND ALLOY STEEL CASTINGS

A Wehr Steel For Every Service

WEHR STEEL COMPANY

MILWAUKEE,
WISCONSIN

A Safety First meeting was held September 26 in the Milwaukee Women's Club room in the passenger station at Cedar Rapids, Superintendent Elder presiding. A statement was read, giving the nature of recent accidents that caused personal injuries, also the percentage of each division in the contest for the best showing up to January 1. There was a big decrease shown in number of personal injuries on the division in comparison with last year, when Iowa Division stood in fourth place.

Mr. Hansen, district supervisor, was present and addressed the meeting. There were 75 present.

Passenger Brakeman Ralph C. Seager left September 21 for Minnesota for a two weeks' fishing trip. Brakeman E. T. Poole relieved on Nos. 7 and 20, between Marion and Omaha.

Conductor Phil Shoup was off duty for a week, and with his wife took an automobile trip.

Conductor W. L. Hyde took a week off, the first of October, O. T. Pulford relieving on the Davenport-Marquette passenger.

Conductor C. N. Goite took advantage of the nice weather the first part of October to do some fishing, and Charlie usually knows just what to put on his hook to make 'em grab at it.

Conductor H. L. Mellish was confined to his home for a few days account of sickness, but is back on the job again, apparently as good as new.

Conductor John Reardon and wife are enjoying a trip to Salt Lake City and points west. Brakeman Harold Orvis is visiting his mother in Kansas City.

Clarence Gregory and wife of Savanna have been visiting his mother and sister at Marion. Brakeman Merle D. Smith and family are visiting relatives in Wessington Springs, S. D.

Station WLE

Harriet

WINTER

It won't be long now
We'll see it whirling
Tumbling, twirling
Pure, white, glistening
—Snow.

SMILES

Smile regardless of what
The circumstances may be
There are plenty in the graveyard
Who would be glad to take your place.
—Selected by Bob Weber

EXPERIENCE

Is a book of law
Written in the life
Of everyone
Each day a new chapter
Is added to the volume

What we write today
Must be intelligently guided
By what was written yesterday
If the many chapters
Are to be a story
Of progress and achievement.

FUN SHOP

Ray sez "More power to him!" Roy's going to annex a pair of roller skates.

Big Bob Weber
Wants to know
Who won the
Bob o'link hose?

Ten-To and Don rushing out of the door in a hurry sez to Bob: "Gimme a cigarette—never mind, there goes Ruby down the hall, I'll get one from her!"

Abby, next time say zzzoup in a heaving tone, then your party will know the car contained canned soup.

"Fore!" called the golfer, but a woman paid no attention.

"Fore!" he yelled again, with no effect.
"Aw," suggested his opponent in disgust,
"try her once with three-ninety-eight."

Tacoma Shop Notes

"Andy"

About the first thing of importance in this month's blah-blah, is the opening of the 1930-31 bowling season at Tacoma. The opening games were held at the Broadway Bowling Academy on Friday, October 10. A good crowd was there and everybody feeling good, and of course nothing but a brilliant start could result. Six teams have been lined up and into action. There were just about as many new men in the league as there were previous members, and the way things look just now, we anticipate a good season. Swanson started the season with a high score of 213, and Ernie Meshnek rolled a total for three games of 599, or an average of 200, and the electricians piled up the highest total of 2,362 for three games.

Miss Lulu Glen Keyes, our stenographer, has been limping around here of late with a sore

toe. She said she cut her toe-nails one night, and guess it was not all nail that she cut. Of course there is a certain element of danger when using sharp implements for whittling toe-nails, so she better be safe and bite them off.

Miss Ruth Phelps, the type tiekler in Mr. William's office, was over one day and gave us the once-over. She said that was the first trip in several years. We won't say how many years, because you may get a false impression as to how many birthdays she has chalked down, as she still has her high school disposition.

Another one of our visitors was P. T. O'Neill from Spokane, and he looks good, and just as jolly as ever. Come again, P. T., we like to see you.

Another pleasing person we like to see is Axel Edlund, who paid us a visit, and looked over things in general.

Federal Inspector John Kane called on us, and that was during the World Series. We don't know for sure, but think he lost some of his jack this year.



Carey Beeler

THIS is a recent photo taken of Mr. Carey Beeler, 82-year-old Milwaukee veteran, who is still in active service, operating the transfer table at the Tacoma Shops.

Mr. Beeler's railroad experience dates back to the year 1875, when he went to work as a brakeman on the P. F. W. & C. R. R.

In the spring of 1887 Mr. Beeler came to Perry, Iowa and

went to work for the Milwaukee as brakeman under Mr. J. T. Gillick, who was then trainmaster, and in the fall of 1887 he went firing under Roundhouse Foreman Plumb. A short time later he was injured by being struck on the head with a coal chute that had no weights on and was laid up with this for three months in a Chicago hospital; but he came out all right and was back on the job until 1912. During all this time Mr. Beeler was only in one wreck where the freight cars were piled up, due to a washed-out culvert.

In 1912 he came to the coast and went to work for Al. Pentecost as operator of the transfer table, and he is still holding down this job.

FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

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

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.
14 East Jackson Blvd.
Chicago, Illinois

Mr. Beeler is still a member of Fireman's lodge No. 124 of Perry, Iowa. His wife passed away in 1927 and he has since been living with his widowed daughter at Tacoma.

From the Cross Roads of the World

Roberta Bair

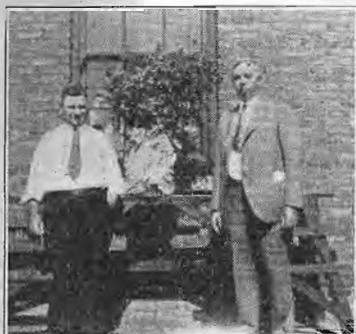
On October 17, the Woman's Club had a benefit dance at the K. of C. Hall, Terre Haute. Some 250 were in attendance and the net proceeds amounted to something like \$160.00.

Mr. Albert P. Turner, veteran train dispatcher, passed away at his home, 1226 South 8th Street, Terre Haute, Saturday, October 11. Mr. Turner was born October 9, 1872. He came to this road as operator April 2, 1900, during the regime of the Southeastern Railroad. On October 15, 1900, he was promoted to train dispatcher and later, he served in the capacity of chief train dispatcher. With the passing of Mr. Turner, the Terre Haute Division has lost a faithful and efficient employe, and one who will be greatly missed. The sympathy of all employes is extended to the family of Mr. Turner.

As we are closing up these items, we have been advised our Superintendent, Mr. L. F. Donald, is being transferred to Savanna, Illinois, and Mr. J. H. Valentine, superintendent at Green Bay, Wisconsin, is being transferred to Terre Haute. We wish both Mr. Donald and Mr. Valentine success in their new locations.

The opening of the new Hulman Street Bolt Emporium occasioned a touching ceremony, held in the division storekeeper's office, September 29, at high noon.

General Car Foreman Lentz, master of ceremonies, presented Mr. Pearce with a keg of fragrant flowers, gathered from our own flower gardens at Slabtown. The bouquet was a delightful confusion of goldenrod, daisies and iron weed, which brought tears to the eyes of the overwhelmed division storekeeper, and a sneeze to everyone else. The keg itself was a masterpiece—having been artistically draped with bows of pastel shaded percales and gingham by



Decorators Cecil and Harold Patton. A card accompanying the floral offering bore a befitting message:

"Congratulations on the opening of your new Nut Palace, from the Staffs of the Car and Stores Department."

Following an appreciative response of never-failing flow, Mr. Pearce with Mr. Lentz stepped outside the office, where for the remainder of the noon hour bravely faced a battery of cameramen, sent by all the leading papers. The picture printed above appeared in last Sunday's edition of the Police Gazette, showing from left to right—The Overcome Division Storekeeper, our Floral Congratulations and the Master of Ceremonies.

West Clinton

Well, the boys are back from Boston. By that we mean Homer McCown, W. C. Glass, Joe Whisman, Maurice Torrey and others who attended the American Legion Convention at the far eastern city. They certainly enjoyed themselves, but we believe they were glad to get back home and we were glad to see them also.

We received some excellent cigars from Pete Secondini and his brother one day last month, and the air was "blue." Thanks, boys.

Speaking of cigars, Elza Ketterly of the Car Department took the fatal step last month and became a Benedict. All the "Car Johnnys" were smoking good cigars too.

M. J. Hornbeck, who has been officiating on the 3:15 lead job, has laid off for a few days. He was relieved by M. L. Hewitt.

We are glad to report that Crown Hill No. 6 mine has resumed operations, and we hope to see this mine working at full capacity in the near future.

R. W. Males has given up the "Red Ball" so that he can be available for the extra yard master work.

A slight difference arose between "Pook" Harris and Bob Reed the other day, near the hotel. Now they don't speak to each other.

The first frost has arrived, and we think it is time for H. G. Pickhart to resume his wig.

Cassel Kuhns has just purchased a fine bird dog. Look out, quails!

Guy Kelly's greatest grief these days seems to be getting rid of empty box cars.

Homer Jackson, Teddy Armstrong and Homer Hite have just returned from short vacations.

C. S. Silkwood almost missed a call as yard clerk the other night, as he was attending a Democratic rally. Look out, Congress.

Charles Adams' clock stopped the other night and he showed up at 9:15 for the 11 o'clock job. Better early, than late!

H. H. Ferguson is back on the pool. The lead job is bad for de feet, Harry!

"Skid" Nelson is also back on a pool job, after being in fast time on the west side.

Guy Kelly's feet haven't started to bleed yet. F. C. Hunnicutt is in the oil house now. Don't eat too many oranges and lemons, Frank.

Harrison Kyle & Jim Myers of the Car Department were in Indianapolis last month, and certainly took in the city. By the way, this isn't their first visit to the city.

Edgar Easter, now on the local, has his eye on the west side job. This job is like home to Edgar, and he understands it thoroughly.

Mark Chambers is back on the West Clinton board, after spending the summer in Owl town.

Famous sayings:

Buck Adams: "How many, Bob?"

Carl Ditto: "Please cancel my bid."

We are sorry to report Conductor Zack Elliott on the sick list at this time, and hope for his speedy recovery. Here's looking for him on the 9 A. M. job.

A CAREFUL MAN IS THE GREATEST SAFETY DEVICE KNOWN.

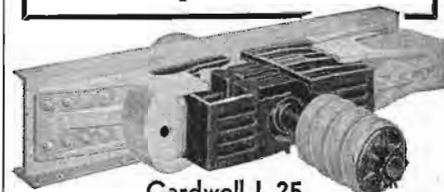
Chicago Terminals Doin's

Guy E. Sampson

ANOTHER month has gone down in history, to some a most joyous month, to others one of sadness. On September 27, just after our Magazine items were all set up and

CARDWELL WESTINGHOUSE DRAFT GEARS

Meet All Modern Requirements



Cardwell L-25

Cardwell gears are made to fit any length of yoke or draft-gear pocket.

Westinghouse NY-11-C

Westinghouse gears can be applied with any type of attachments.



Cardwell Westinghouse Co.
332 S. Michigan Ave., Chicago, Ill.
Montreal, Que., Can. - Pittsburgh, Pa.

17 Von Platen-Fox Co. 17

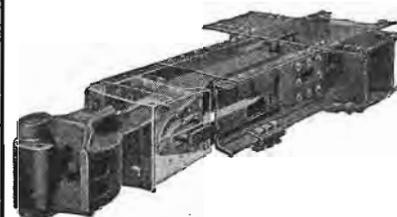
Manufacturers and Distributors of

LUMBER AND FUEL PRODUCTS

Capacity 40,000,000 Feet
Mills at Iron Mountain, Michigan
Chicago Office
1412 Straus Bldg., Tel. Harrison 8931

17 17

"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio
New York - Chicago - Louisville - St. Paul

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
MILWAUKEE :: WISCONSIN

printed for October, Mr. John H. Hale, general foreman at Galewood round house, suddenly passed away at his home of heart failure. Death came just before rising time for Mr. Hale. His passing threw a great sadness over many warm friends in the Milwaukee railroad circle. Military services were held from Schilke's funeral chapel by his American Legion Post. Chicago Terminal officials in the mechanical department were pall bearers, while a score of other officers and co-workers acted as honorary pall bearers. Mr. Hale came to Chicago Terminals in 1910 at the age of 21 years, from Missoula, Mont., and was soon promoted to the position he so ably held to the time of his death. He leaves his parents, one brother, five sisters, all of Missoula, a sorrowing widow and one daughter, besides a host of many loving friends here in Chicago to mourn his departure. The sympathy of all is extended to the bereaved ones.

During the latter part of September, Mr. Geo. Spoke of Chicago, a veteran employe at the Bensenville round house, came to work at 3 P. M. one day, but after an hour on duty was taken ill, and died on the way home, heart failure being the cause. Deceased was 72 years of age and had been an employe for 38 years. He also has two sons who are Milwaukee employes. The sympathy of all employes is extended to the bereaved family.

On October 5 employes were shocked to learn of the death of Mrs. P. H. Potter of Bensenville. While she had not been strong for a long time, the many friends of the family had hoped for her recovery. She leaves her husband who has been an employe of the Milwaukee for the past ten years; and one daughter who resides at Norwood Park. The many beautiful floral offerings and the many loving

friends who attended the funeral services was evidence of the high esteem in which deceased was held. Sympathy of all employes is extended.

Knut Steffens, machinist helper at the Bensenville round house, was married on September 22, and the happy couple departed same date for their honeymoon trip through the state of Washington. Congratulations and best wishes from employes.



Sheldon, Son of Elmer Harkness, Car Order Clerk, Bensenville. In His Pond Lily Float in Labor Day Parade. He also received first prize as the most beautiful baby in the parade.

Caller Art Baumhard spent the latter part of September in Michigan and Canada. Art says he had the best time in Canada, and we are all wondering why. When we asked him why, his only reply was "You'd be surprised."

And Caller Geo. Fisher also returned from his vacation the 4th of October. His time was spent in Michigan. Although he says that he had a splendid time, he also said he could have enjoyed it better if Dorothy had been along to enjoy the many beautiful sights he saw. Never mind, George, that beautiful scenery will remain there for years to come, and there might be another trip, sometime.

Jessie Meyers, stenog at the Bensenville round house, has just returned from her vacation which, by the way, was also spent in Michigan. Queer how so many of our employes went to Michigan on vacation this year, but we suppose they all know why.

Robert Urie, former night round house foreman at Council Bluffs, has returned to Bensenville to again perform his duties as a machinist after an absence of over six years.

The many employes at Bensenville are happy over the fact that one of the best sound machines has been installed in the Center Theater in that suburb, and are also happy over the thought that "Danger Lights," that wonderful picture taken entirely along The Milwaukee, will soon be shown there. To see this picture is the desire of every employe, and we predict a big run when it is shown there.

Switchman Ed Smith announces the arrival of a brand new baby at their home. That accounts for the big smile Ed wore when he recently came to work and passed around the cigars.

The Employes' Athletic Association of the Chicago Terminals held its annual election of officers September 19, and are now really started on another year's fun and frolic. The newly elected officers are sure that if all eligible employes will get interested in this work, some wonderful good times will be had this coming winter. Mr. Hale, who was elected secretary at that meeting, passed away a few days afterwards; and the report on that meeting which he had promised us for this month's Magazine was not received, but we are in hopes that his successor will be able to keep us posted from month to month on the activities of the association. So watch these columns each month and get into the various games and help to make a good time for yourself as well as all other members.

LIGHT WHEN and WHERE YOU NEED IT



Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light.
—Sturdy Construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



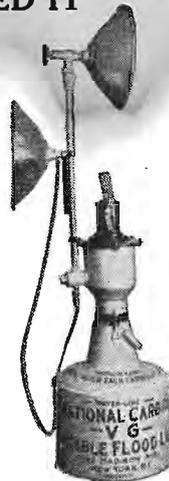
*"Carbide Lantern"
With or without
rear light*

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

On the job there is no substitute for steady light—plenty of it and where you want it. For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York. Opposite Grand Central
Gentlemen:

Please send me complete information about your lights shown above.

I am a on the

(Occupation)

..... of The Milwaukee.

(Division)

Name

Address

.....

Agent Floyd Sullivan, whom we reported last month as having taken a position at Tower B17 in place of his agency at Bensenville, did not like the new position as well as he had expected to, and as his former position was not bid in, but a relief appointed, has since returned to his former position as agent. We can see how, after many years of day work, Floyd was unable to sleep days and work the third trick. Well, Floyd is back at his old desk and getting his regular night's sleep at home again.

A second tragedy in one family was narrowly averted recently when little Virginia Sampson, leaving the school house at noon, ran in the path of a moving auto. Had she been a second sooner she would have been run over by a big touring car driven by Caller Jody White. But as it was, she was hit by the fender of the car. The fender hit her on the left cheek, bruising her face, cutting the upper lip, knocking her to the pavement, badly skinning both knees and her left arm. The shock made her very ill for a day or so, but fortunately no bones were broken and no internal injuries received. She was soon back in school and her narrow escape should be a lesson to all her playmates who witnessed the accident to take more interest in the Safety First lessons taught both in and out of school. Virginia now realizes why her parents talk so much about being careful both at play and enroute to and from school.

The sympathy of all employees is extended to Switchman Ed Smith and family. His father Philip Smith, who for years had been a switchman in the Terminals, passed away last month. While not in the best of health, Philip kept at work until just a few days before he passed away. And just two weeks after the death of Mr. Smith's father, Mrs. Smith's father also passed away. In this a double share of sorrow was meted out to one family, and their many friends and co-workers sure extend sympathy.

Chicago Terminals Car Department H. H.

AT this writing we are noticing slight pickup in business, which indications we know were long wanted and waited for and welcomed by everyone.

The fast time freights operating out of Bensenville throughout the three shifts are maintaining a nice "on time" departure performance, which is attributed to the nice co-operation of all departments involved.

We are all sorry to hear of the sudden death of J. Hale, general foreman Galewood Roundhouse, and our sympathy is extended to his family.

As this copy goes in by October 10, we cannot in this issue give you events and occurrences of the Car Foreman's Annual Meeting and Dance, given by the Car Foreman's Association of Chicago, which will be held at the Morrison Hotel in Chicago, on October 13, 1930. Mr. F. J. Swanson, D. M. C. B. of our Northern District, is president of this association, and as his term automatically expires with the annual meeting October 13, none can say that the association did not prosper under his guidance during his year, and the membership was also very greatly increased, even in the face of depressed times.

Since last writing, Kenart Rahn of general car foreman's office, has left service due to being bumped by Henry Saacks, clerk, formerly at Galewood, due to a reduction at that point.

SAFETY SECTION

Safety is of first importance in discharge of duty. Obedience to the Safety Rules is absolutely essential. To remain in service is an assurance of the employe to obey the rules. In case of doubt, adopt a safe course.

The Bensenville-Mannheim Safety Committee, composed of Car Department Train Yard Employes in the Bensenville-Mannheim Yard, and who have during the daylight saving time conducted their regular monthly meetings from 9:45 P. M. to 11:15 P. M. instead of during daylight hours in order that the night shifts would be given an even break, held their last night meeting Thursday evening, September 25, and the large attendance which turned out and the Safety Spirit which prevailed would and should have made our highest officers proud to be on hand, as the attendance on that night was worthy of the highest comment. Seventy-five or more employes, comprising men from all departments on all shifts, came out at practically midnight to attend the last regular night meeting of the Safety Committee.

Savings Department

OPEN ALL DAY
EVERY SATURDAY

9 a. m. to 6 p. m.

OTHER DAYS 9 a. m. to 2 p. m.

CENTRAL TRUST

COMPANY OF ILLINOIS
208 SOUTH LA SALLE STREET
CHICAGO

FREE RADIO CATALOG
LOWEST WHOLESALE PRICES
168 pages of radio bargains. New 1931 Screen Grid, all-electric, A. C. Sets in beautiful Consoles—also battery operated sets. Write today.
ALLIED RADIO CORPORATION
711 W. LAKE ST. DEPT. 457 CHICAGO

PATENTS

Send drawing or model for examination and advice.

**Booklet Free Highest References
Promptness Assured Best Results**

WATSON E. COLEMAN, Patent Lawyer
724 9th Street, N. W. Washington, D. C.

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks
Bridge Timbers Piling
Ties Lumber

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 COMPANY
Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.



FORT DEARBORN ENGRAVING CO.
Artists • Photo Engravers
SUPERIOR 0065
448 N. WELLS STREET • CHICAGO, ILL.

Their presence was most welcome and appreciated by the Safety Committeemen, headed by their Chairman, H. Hewing. Practically all of the Car Department Supervisors on the freight side attended the meeting, as well as employes and carmen from the various repair tracks and train yards of the Chicago Terminals. And while the committeemen who have been so loyal to their committee, were disappointed due to the failure of certain persons to be present, nevertheless a very successful meeting was had. Among the speakers at the meeting were: General Car Foreman Faltinsky of the Chicago Terminals, and Mr. John Hemmsey, district safety inspector, who gave a concluding talk.

"Out Where the West Begins"

East End of the Trans-Missouri Division
D. H. A.

TWO of our popular conductors, Jimmie Downs and Al Gates, hid themselves to Dayton, Ohio, where they attended the Grand American Trapshoot. They report an enjoyable time.

While vacationing in Seattle, Mr and Mrs. Paul Nylan were the guests of Mr. Nylan's sister, Miss Agnes Nylan, formerly roundhouse clerk at Mobridge. Mr. and Mrs. Nylan were also guests at the Gann-Charles wedding.

Mr. and Mrs. Leslie Howe, of Aberdeen, spent a few days here visiting with Mr. Howe's parents and with Mrs. Howe's parents, Mr. and Mrs. Leo Middleton.

Mr. and Mrs. Lloyd Hawkins are receiving congratulations on the birth of a little daughter, born August 30th.

Duck hunting is in full swing and wherever men meet to talk things over the stories

fly thick and fast. We warn the credulous to accept them with a grain of salt, because there just naturally ain't that many ducks.

Who says the railroad boys can't raise chickens! Chester Helmev won three blue ribbons on his poultry entered at the Walworth County Fair at Selby, so that speaks well for his chicken ranch.

Mr. Richard Ellingson, trucker at the freight depot is another victim of Cupid's arrows. Mr. Ellingson and Miss Ruby Arion, of Summit, S. D., were married on September 12th. Very best wishes!

Mrs. Lorraine Hand, of the relay offices, accompanied her husband to Minneapolis, where they spent a week. While there Mr. Hand attended the Northwestern Firemen's School.

Mr. J. P. Rothman, Train Rules Examiner, of Spokane, was a business visitor in our city.

We are glad to know that Blaine Cartwright has sufficiently recovered from his siege of typhoid fever to be able to leave the hospital.

Miss Ruth Moran has resumed her studies at St. Benedict's School, at St. Joseph, Minn.

Our general chief dispatcher and our accommodating general yardmaster are the latest addicts of soft foods via the soup and mush route. Despite powerful efforts of will, there are some words which are lisped most noticeably, but they are consoling themselves that it won't be long now until they will have their store teeth, and store teeth can't ache.

We are glad to see Mr. L. H. Eastling around again after being confined to the hospital since August 15, when he was badly stabbed by a negro in the yards here. During his illness his position has been filled by Rudolph Brandon.

Mr. Ann Anderson spent a few days in Minneapolis shopping and visiting friends.

Superintendent and Mrs. H. M. Gillick of Miles City accompanied by Mr. Gillick's niece, Miss Kerner of Chicago, spent a few days here visiting friends. From here Miss Kerner left for her home in Chicago, Mrs. Gillick going as far as Aberdeen with her.

Mrs. A. F. Manley and Mrs. A. E. Kellum spent last Wednesday at Aberdeen.

Mrs. George B. Gallagher visited at the home of her parents at Waterville, Iowa for two weeks.

Among our Milwaukee women who attended the Grand Chapter of the Eastern Star at Pierre last week were: Mrs. L. W. Clark, Mrs. C. W. Nath, Mrs. H. A. Mosher, Mrs. Emil Johnson, Mrs. C. H. Cartmell and Mrs. Louis Scheifelbein. While there, Mrs. Cartmell had the misfortune to fall and break her arm, but at this writing she is recovering nicely.

Mrs. Roy Van Dyne spent several days visiting at the home of Mr. and Mrs. Clarence Nummedore at Miles City.

Mr. and Mrs. Ora Bethke of Miles City were guests at the home of Mr. and Mrs. S. W. Childers.

Miss Claire Riffle who spent part of the summer at Los Angeles has returned to Vermillion, S. D. to enter the state university for her senior year.

Misses Mary and Ruth Mosher took in the corn show and dance at Firesteel last week.

Dr. G. A. Sarchet spent several days up on the New England line on business.

Mr. and Mrs. Hugh Ross attended the National Eucharistic Congress held at Omaha, Nebraska.

Mr. and Mrs. F. G. McGrane of New York City, are visiting at the home of their daughter, Mrs. Harold Winship.

Illinois Division

M. J. S.

PERISHABLE FRUIT INSPECTOR FRANK L. SMITH of Savanna and Mrs. Lucinda Gustafson of Omaha, Nebraska, were married October 2 at the home of the bride's parents at Omaha. After a short wedding trip Mr. and Mrs. Smith returned to Savanna, where they will reside. Congratulations are extended.

Mrs. H. Shaffer of Lincoln, Nebraska, is visiting at the home of her son, Machinist Ed Shaffer and wife, at Savanna.

Mrs. Earl Hess and children, wife and children of Fireman Earl Hess, who now reside at Austin, visited with Mrs. Hess' parents, Switchman D. W. Bowman and wife at Savanna.

Mrs. Lella Woodworth, widow of Train Baggage-man T. P. Woodworth, recently went to Pasadena, California, to see her brother and wife who are in the hospital at that place, due to an auto accident.

Mrs. Chas. Wright, wife of Engineer Chas. Wright at Savanna, is visiting at the home of her sister and brother-in-law, Engineer Fred Griffing and wife at Chicago, as well as attending the Grand Chapter of the order of Eastern Star, being held in that city. Engineer J. P. Castle and wife of Savanna, also attended the Grand Chapter of the Order of Eastern Star at Chicago, October 7.

Miss Ehrma Lundburg, daughter of former Savanna roundhouse foreman, was recently married to Dr. Arthur Strachauer of Minneapolis, at Grenna, Sweden. The ceremony took place in an old 16th century cathedral. The bride and groom are touring the world and expect to take up their residence at Minneapolis, June 1, 1931.

CHASE & SANBORN'S SEAL BRAND COFFEE

— the most widely
used and enjoyed
in the United
States

The standard
for over fifty
years

Seal Brand Tea
is of the same high quality



Dr. Strachauer is a surgeon of note and Director of the Nicollet Clinic, also Director of Cancer Institute at Minneapolis.

Miss Viola Graham of Davenport is the new comptometer operator in the superintendent's office at Savanna, filling the vacancy made by Mrs. Mayme Hopkins, who is now located at the Fullerton Avenue office at Chicago.

Congratulations are extended to Brakeman and Mrs. Fred Schneck of Davis Junction on the recent arrival of a son to their home.

Engineer M. W. Stark of Savanna attended the 13th Engineers' A. E. F. convention, held at Kansas City this year, and reports an enjoyable time at the reunion of the buddies of 1917.

Mrs. Geo. Frazier, widow of deceased Car Repairer Geo. Frazier, left Savanna, where she has been visiting friends, for Long Beach, California, to spend the winter with her daughter and son-in-law, Mr. and Mrs. B. B. Greenleaf.

Mrs. Lejoy Delp, daughter of Division Storekeeper C. C. Smola, recently won a prize of \$100.00 in a "Name the Stars" contest, held at Grauman's Theater, at Los Angeles, the home of Mr. and Mrs. Delp. The contest consisted of the identification of 91 caricatures of the stars and celebrities of Hollywood, as drawn by Artist Xavier Cugat.

General Car Foreman J. M. Linchan has returned from a two weeks' vacation, spent at Salt Lake City and "Sidewalks of New York."

Broadcasting from W. G. C.

Mr. L. R. Kentner, assistant yardmaster, has returned to work after a month's illness. Ray had a bad case of lumbago, but the pains have now left him, and he is now able to make his 40 miles per hour each night.

There is some talk of a woolen mill being erected in Savanna and, as usual, our old friend Andrew Kuhn, hox packer, is right behind the new project. He is interviewing the contractors with a view of building a block of substantial residences to house the expected new citizens.

Bill Clerk Geo. Correll was forced to lay off the first part of September, due to a defective tooth. Cannot say how tooth became defective, but understand it was due to a visit to a nearby city.

Miss Dorothy Enz, niece of our chief caller, Miss Jewel McGrail, was united in marriage to Mr. Seiler of Polo, Illinois, on Monday, October 6. A sumptuous wedding dinner was served to 30 people at the McGrail home. Mr. and Mrs. Robert Link of Australia, Miss McGrail's brother-in-law and sister, were in attendance.

Bill Clerk R. C. Wilson is sporting a new pair of No. 12 brown sport slippers. Charley sure has a good understanding.

Perishable Freight Inspector Frank Smith is passing around the cigars, but has not showed up at the yard office yet.

It is rumored that Caller James Kennedy is taking up Law, nearly every night. The preacher will toll the wedding bells in the near future. Poor Jimmy.

Switchman D. Swanson is in training for his next battle with Cyclone McCue.

Switchtender M. Berthoff and family were visiting in Chicago recently with his son Earl and wife.

Caller Pete Jensen is leaving soon for an extended visit to Davenport, Iowa. Now, Pete, give the girls a break.

F. E. Brown, operator at Savanna Tower, recently experienced a very agreeable surprise. Frank boasts of rather small feet, and patron-

izes only the teenie weenie departments of men's shoe stores. A few days ago Frankie placed an order with a well known mail order house for one pair Juvenile No. 5 shoelets, which were promptly shipped him, with a boy's whistle as a present from the firm.

Would suggest, Frank, that you try them next time for No. fours and see if you cannot extract a rattle.

Freight and Brain Department

Frances Arlene is the new arrival at the home of our Cashier Arthur Cush and wife. Congratulations, "Daddy."

Baseball! Baseball! It's all over now. Mickey doesn't mind betting, but he doesn't want his to know it. Never mind, we won't tell her you lost a dollar.

Poor Gramp is suffering with a terrible cold, due to too much work on his farm, digging spuds, etc.

Huffy's main ambition—starting the fire in the morning.

Art started running an ambulance between Savanna and Mt. Carroll, but Virgil had to come to the rescue. Poor Mick.

Lynn admits he is just recovering from a severe heart attack—it's only a girl, though. What did you say about puppy love, Dick?

A. J. has started planning on the fall "house-cleaning," due to the promise of a new stove and that making it necessary to re-arrange our desks.

Tri-City Terminals News

Engineer Harry White journeyed to Missouri the first part of October for a brief visit. Careful, Harry, or the Missourians will get you.

Sympathy is extended to Storekeeper Frank Brenton and family, who was called home suddenly by the death of his father-in-law. Also to Night Machinist George Volrath and family, who was also called suddenly to Dubuque, when his sister-in-law passed away.

Charlie Mattas, first trick engineer at Nahant, was off sick for a week during the first part of October. Glad to see you back again, Charlie.

A work train has been put on out of Nahant to Port Byron to take care of a road gang, making work for a full crew for about a month.

Miss McDermott, roundhouse clerk, while on a recent visit to Chicago, was instrumental in securing a round trip fare from Davenport to Chicago, also a fare from Chicago to Davenport.

We have seen copies of other railway magazines in offices and other public places, and wonder why you never see a "Milwaukee Magazine" lying around in public places.

The World Series being over, Jack Conner paid his debts, as he usually does after any important sporting event.

White Coal from Harlowton

"Madam Queen"

IF IT isn't one thing, it's another. A few weeks ago all we could hear was baseball talk. And now that the World Series have been played, and the Athletics still holding down the throne, we put baseball on the shelf and take up the winter sport of deer hunting.

Tom Zerza, Jim Retallick, Ezra Aicher, Patty Schultz, Joe Mooney, Walter Schecter, Dave Wagner, and John Boyles tried their luck with gun and buck the first days of the deer season. Whatever luck they do have will be known later.

Mr. and Mrs. Ed. Haugen and Mr. and Mrs. Elmer Nissen drove to Great Falls to attend the I. O. O. F. Convention.

Mr. and Mrs. Howard Ahren spent a two weeks' vacation in Los Angeles.



Did you say you've tried every soap, and still can't get those hands clean? You mean "except LAVA SOAP." Because Lava, with its rich, pumice-filled lather, does get hands clean, no matter how dirty they are.

George, the Lava Soap Man



A Procter & Gamble Product

PETTIBONE MULLIKEN COMPANY

4710 W. Division Street
CHICAGO, ILL.

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

Frogs, Switches, Guard
Rails, Crossings
Open Hearth and Manganese
High and Low
Switch Stands
Mechanical Switchman
Miscellaneous Castings
of
Manganese, Carbon Steel
Grey Iron

Elmer Norton, electrician from Deer Lodge, relieved Howard Ahren as electrician at Roundhouse for two weeks.

Mrs. Norton accompanied her husband to Harlowton and visited with her many friends.

Here's some news, worthy of mention: A 7-lb. baby daughter was born September 22, to fireman Otto Davey and wife. Mr. and Mrs. Davey were former residents of Harlowton, having lived in and around Harlowton for the past 18 years. They were married in 1919 and this being their first baby, they are pretty proud of the little lady.

It won't be long now, before we know whether or not our fellow switchman, who is running for Sheriff in the coming November election, will be our future sheriff. Good luck to you, Lou.

Clerk Aberti R. Davey and wife, of Bozeman, spent this week's end here visiting his mother and sister, Mrs. A. L. Davey and Mrs. Tom Murphy.

Mrs. Walter Schecter and little daughter spent a couple of days in Lewistown, visiting friends.

Mr. and Mrs. Elmer Stewart are preparing to leave Harlowton and make a new home in Tacoma, Washington. Their friends will be sorry to see them go, and will hope and hope they make oodles and oodles of new friends and yet, not forget the ones they leave behind.

Well, friends, (known and unknown), before you see me again in print, Thanksgiving Day will be here and gone; so, watch your—fork and don't eat too much turkey.

'Til next time, Adios.

Dining Car Briefs

J. M. R.

STEWARD A. J. LEADER purchased some very fine white vests lately. They certainly look scrumptious.

Chef Clark Finch recently acquired a very fine Egyptian blanket for his dog "Smarty." Mr. Finch says that we are going to have a cold winter, as he notices the beavers are building their dams very high and Smarty has short hair, so he doesn't want his dog to get caught in a blizzard.

We are sorry to hear that Geo. Bailey is on the sick list, and we hope to see him around again soon.

Mr. Arthur Noack, civil engineer and surveyor from Hackensack, N. J., traveled over our lines recently, via Columbian, Seattle to Chicago, enroute to his home. Mr. Noack was returning from British Columbia, where he has been on a hunting trip up in the Mt. Robson country. He secured a very fine 30-point caribou, three mountain goats and a bear. He was pleased with the service on the Columbian, and we thank him for his patronage.

We all regret the passing of Conductor Rixey, who died recently. Mr. Rixey was universally liked for his genial disposition and his readiness to pass a good word for his fellow workers. Our sympathy is extended to his family.

Football is the order of the day, with quite a few specials moving. We don't wish any of you stewards any hard luck, but hope you all have to double. Mr. Tom Rowley will see to it that you do.

Chas. Little was noticed waving his arms frantically at a duck hunter the other day. We don't know, but we suspect that Charlie was trying to work on the hunter's sympathy. Anyhow, any one who knows Charles can figure the result.

Mr. Phil Emanuel of Tacoma contemplates taking a vacation soon. If any one has a 22 rifle and a pair of hip boots, Mr. Emanuel would appreciate the loan of same. Let him have them boys, he won't hurt them.

Well, well, well! Will some one ask Sam Sumner how the water is down at Terry? The report is that Sam fell in the well.

Business is picking up, so let's talk it. Whenever you get tempted to kick, think of the other fellow, who hasn't got a job.

Dubuque Shops "Jingles"

"Oosie"

You know LeRoy Rogers!
That long, lean, lanky guy—
He's smiling very happily,
And list I'll tell you why.
Miss Mary Arlene—(the darling)
Has come to his house to stay
And all day long he sings with joy—
Hip—Oh Hip—O Ray!

(Payday it'll be a different song, he'll sing when his "Luckies" turn into toothpicks.)

Our Assistant General Foreman

Has taken up golf (both kinds)

Legitimate, it seems, is his hobby

To tell his score he never minds.

(We don't believe it, but it is rumored he got a low one by paying strict attention to the 11th rule of "Etiquette of Golf." Remember how that reads—"After the final hole, add up your score, stop when reaching 87—and call it a perfect day.")

Again I say—WE DON'T BELIEVE IT!

George Hartman went to the city,

Dolled up in his very best,

Enjoyed the buildings and bullets,

On his return at Savanna did rest.

(Mystery! What was the attraction, Geo.?)

Leonard Mulholland has a new little girl,

And Mully sez from near and far—

Folks tell him that baby is sure to be

A Metropolitan Opera Star.

(One of those "quiet" kids, eh?)

Our supplyman, Mr. Ben Nelson,

At picking material is good—

But on choosing the season's winner

Is he punk? That's understood!

(Poor old St. Blooey, Looney)

"The Call of the Wild Duck" is the latest—

A song hit? No—I just wouldn't say;

Ask Archie, or better—just listen

As you pass his house some day.

(Archie Ruff affirms that practice makes perfect, and watch him march home some of these week-ends with a dozen or so ducks that have listened to his call.)

Oscar has competition!

What do you think of that?

A brand new radio is now installed

In Mr. Ohde's flat.

(What we can't understand is how it ever got in without Oscar seeing it—sure a changing world.)

Clarence Carney is on vacation—

East and West, North and South he goes—

What it's all about is what

Is putting us on our toes!

One day last week 'twas kind of cold—

Joe Zierics felt the breeze;

Wore his fur mits and baseball cap

(The combination for a sneeze.)

The secret's out—Mr. Lyle Webb was the inspiration for ye scribe's "Optimism-vs-Pessimism" spasm. If we mentioned which part he plays, it might sound "Sourcastic," so you who know him can just figure it out yourselves.

While our Santa Claus list will be complete in the next issue, we might preface same this month by calling to the world's attention that Messrs. Geo. Wimmer and Thos. Bell will feel mighty hurt if they don't receive one of those swanky muskrat scarfs like Brother Lang (Andy) is the proud possessor of. (Methinks these boys have reason to wish for no near neighbors, yes?)

Jim Smith is in the "Prima Product" business these days—remember him, boys, he'll appreciate it.

C. & M. Division News C. F. A.

Mr. E. R. Voltz, agent at Avalon, has returned to his duties from his motor trip to California. He reports having had a very enjoyable trip and has some interesting things to tell about what he observed in connection with railroads that he crossed while on the trip.

Signal Supervisor J. F. McConahay addressed the annual meeting of the Roadmasters and Maintenance of Way Association, held in the Stevens Hotel, Chicago, September 16, on the subject of care of insulated rail joints.

A GOOD INVESTMENT

Life is a Fog of Uncertainties

**P
R
O
T
E
C
T
I
O
N**

What has the future in store for you?

What will your financial condition be tomorrow?

Why not make an investment in protection?

A Continental policy is the best protection money can buy and will make your financial independence certain if you are sick or hurt.

The premium for your Continental policy can be handled in convenient installments through your paymaster.

CONTINENTAL CASUALTY COMPANY

CHICAGO

"The Railroad Man's Company"

TORONTO

The stand-pipe on the Milwaukee wye at Sturtevant has been moved to a new location, a little further west from where it formerly stood, by Chief Carpenter Eggert's forces, in order to make room for the installation of the remote control of switches at the west end of Sturtevant yard.

A temporary station has been erected at Edgebrook, on the site of the old station that was destroyed by fire last summer. A permanent station will not be put up until after the track elevation has been carried out through that station.

Agent W. E. Byers, of Franksville, is on an extended leave, his place being filled by Relief Agent R. R. Jacobs.

The industry track at Caledonia has been extended temporarily by Roadmaster Kelsey, in order to hold the camp of the welding outfit, which is engaged in building up rail ends on the westward track from Wadsworth to two miles west of Caledonia.

The quarters for the section laborers at Glenview have been moved from near the depot to the west end of the station grounds. The old baggage-car that was formerly used for the gatemen at Glenview Avenue and Waukegan Road crossing, has been moved to Tower A20, for the use of the Signal Maintainer. These changes help very much to improve the appearance of the Glenview station grounds.

Janesville Line Dispatcher W. C. Zimmerman spent his vacation working around his home in Milwaukee.

Passenger Conductor Chas. N. Nourse is back on 12 and 23 again, after an absence of three months, spent on a fruit farm on Lake Ontario, 20 miles north of Lockport, N. Y., and also visiting at Niagara Falls and Buffalo. Conductor Nourse is the ranking conductor on the C. & M. seniority list, having been promoted to freight conductor August 16, 1873, and to passenger conductor July 29, 1875. Mr. Nourse has one record which it is thought has not been equaled by any passenger conductor, that of having held assigned daylight passenger runs since 1881, nearly 50 years. Many railroad men think that they have done remarkably well when they have railroaded fifty years, to say nothing of having spent so long a time on daylight passenger runs.

The new automatic interlocking of the C. & N. W. crossing at Rock River Tower, on the Janesville Line of the C. & M. Division, was placed in service October 9. This improvement is welcomed by the division as the stop for this crossing has been a bad one for east-bound trains. It has been necessary to stop for this crossing since the old tower was damaged by fire, several years ago.

Conductor W. A. King was absent from his run for ten days, spending a vacation at Excelsior Springs, Mo.

The wife of Mr. Sie Shadowens, of the Track Department at Somers, Wis., died September 24, and was buried September 27, at Wauconda, Illinois.

Chief Welder Bowen has had one of his crews building up the manganese railroad crossing frogs at the C. & N. W. crossing at Mayfair, for the past few weeks.

Anderson and Sons, cement contractors, began work October 9 on the concrete work for the piers for permanent construction at bridge A43C over Nippersink Creek, two and one-half miles west of Fox Lake. There will be one sixty-five foot steel span over the main channel of the stream and one thirty-five foot span at each end of the center span. One hundred and sixty-five feet of the old bridge will be filled

and the permanent structure will be one foot higher than the present grade.

Navigation was closed for the season of 1930 at Fox Lake drawbridge September 29, and each end of the draw span placed on blocking.

The main line switch has been removed from the old ice-house track at Ingleside, and it is probable that the track will be entirely removed in the near future. Since the use of artificial ice has displaced natural ice in the cities, the harvesting of natural ice has almost completely stopped. Ice for local use at Fox Lake has been trucked from Waukegan since September 1.

C. & M. Division Dispatcher R. Helton spent his vacation visiting at his father's home in Shelbyville, Illinois.

Two football specials were run between Chicago and Madison Saturday, October 11, on account of the football game between Wisconsin and Chicago Universities, at Madison.

Chief Carpenter Denz has had one of his crews from Chicago Terminals, replacing cushion wood on the steel spans of subway bridges in the vicinity of Healy. On account of heavy traffic, this is very difficult work to handle.

S. M. East V. J. W.

THE many friends of Emery L. Ford were shocked and grieved to hear of his sudden death, which occurred at Wessington Springs, Thursday, October 9. Mr. Ford reported for work as usual on No. 111 that day and did not complain of any illness until reaching Woonsocket. On arrival at Wessington Springs he was taken to his room and given medical attention, but died only a few minutes later from cerebral hemorrhage. He was 50 years of age and entered the service of the company in 1918 as a passenger brakeman. Mr. Ford leaves his wife, a son and daughter, and a sister to mourn his passing. Funeral services were conducted at the home of his sister in Le Sueur Center, Sunday October 12, and interment was made in the Waltham Cemetery near Brownsdale beside his father and mother. Deepest sympathy is extended to the bereaved relatives.

M. D. "Doc" Hoff, chief clerk Austin Freight Office, was laid up a week the latter part of September with a foot injury.

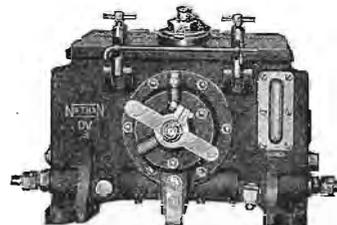
We are indeed pleased to hear that Mrs. H. A. Wunderlich, who has been confined at St. Olaf Hospital, Austin, the past month with pleuro-pneumonia, has recovered sufficiently to return to her home.

Mrs. C. M. Aughey attended the district meeting of the Rebekahs held at Fairmont October 8.

It has been a long time since any of the boys drew down head lines in the public press, in fact not since (Red) McCoy and "Chauncey" Scott were eye witnesses to a shooting some years ago, but on Monday, September 22, all papers in this territory carried accounts of the hold-up of two men on highway No. 9 about five miles east of Austin. The principals on the held-up end were none other than Verne (Moco) Evenson of the Perishable Department, and Chester (Red) Munson of the Superintendent's Office. As the press accounts read, the boys were returning from their regular Sunday evening trip to Wykoff (reason not given) when Red's model T ran out of gas. As the boys started to "frog" it home they were overtaken by a car which stopped and as they approached to thank the occupants for their kindness in offering a lift, they were greeted with cold steel and a request to hand over what money they had, and then finish their walk. The net

RAISE CHINCHILLA
AND NEW ZEALAND WHITE
FUR RABBITS Make Big Money
We Supply Stock
and pay you following prices for all you raise:
Chinchillas average \$3 each—New Zealand
Whites \$2 each. 32-page illustrated book, catalog
and contract, also copy of *Fur Farming* maga-
zine, tells how to raise rabbits for big profits, all for 10c. Address
OUTDOOR ENTERPRISE CO., Box 1108, Holmes Park, Missouri

NATHAN



MECHANICAL LUBRICATOR

Full details furnished
on request

Nathan Manufacturing Co.
250 Park Avenue NEW YORK

Back of the Name Dearborn

BACK of the name Dearborn stands a record of service to railroads extending over nearly half a century. Our principal work through all these years has been the scientific correction of water supplies to prevent scale formation, foaming, pitting and corrosion in locomotive boilers.

The Dearborn man who visits you has this seasoned organization, its laboratories and experience behind him.

Dearborn Chemical Company

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

Dearborn
TRADE MARK REGISTERED

CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

For Sale—Four-grave Masonic cemetery lot in Mt. Emblem Cemetery; very reasonable. Address E. Vandewater, 3329 Walnut St., Chicago, Ill.; phone Van Buren 3971.

For Sale—Ten acres near Orlando, Florida. Four acres in three-year-old Valencia oranges. Three-quarters acre cleared for house and garden and driven well with pump in. Reasonably priced for quick sale. For further particulars address A. R. Harris, 703½ Pacific Ave., Tacoma, Wash.

For Sale—To my fellow employes I am offering eight choice peony plants and eight choice iris, all labeled, for \$5.00. One package of hybrid delphinium seeds will be given with the first 200 orders received. Will give very reasonable prices on choice novelty peonies which I have been collecting for the past fifteen years from all over the world. Send check or money order to A. L. Murawski, River Grove, Ill., Box 284. Eng. C. T.

For Sale—Pedigreed Boston Terrier puppies. Sired by "Velvet Touch" (the dog with the perfect head), his weight 13½ pounds. The dam is sired by "Intruder's Tiny Toy," he by the famous "Intruder." These puppies are rich seal brindles with even white markings, cobby bodies and short screw tails. They all have heads which are a credit to their famous father. In short, I am offering five Boston puppies possessing the finest of breeding and type—priced reasonably. Full particulars furnished on request. Address Ford Conlin, 106 44th St., Milwaukee, Wis.

Cemetery Lot For Sale—Five-grave lot in Memorial Park Cemetery, Evanston, Ill. Well located and under perpetual care. Lots in vicinity selling for \$275 to \$300, but will sacrifice for 225. Address C. B. Rogers, 2621 38th Ave., S., Minneapolis, Minn.

Free to My Fellow Employes—I am offering you my services free—12 years as an insurance advisor give me the experience to advise you on any kind of insurance. Your name and address on a postal card will bring me to your home. Address W. A. Johnson, 3719 Ridgeland Ave., Berwyn, Ill.

For Sale—Pretty Police pups, 6-weeks-old. Males, \$5.00. Females, \$3.00. Paul Riegel, 1770 Burns Ave., St. Paul, Minn.

For Sale—Ten-week-old White Leghorn Cockerels bred for egg production. Wyck-off strain, \$1.00 each or \$10.00 per dozen. W. E. Brown, Davenport, Iowa, Rural Route No. 2.

For Sale—One large electric Victrola. Original price of machine \$350.00, will sell for \$35.00. Also one smaller Victrola, price \$10.00. Both Victrolas have mahogany cabinets in very good condition. A number of records with each machine. For information write M. G. Conklin, c/o Supt's office, C. M. St. P. & P. R. R., Wausau, Wis.

For Sale—Brown Fox Fur in very good condition, \$5.00. M. G. Conklin, c/o Supt's office, C. M. St. P. & P. R. R., Wausau, Wis.

For Sale—Sixteen-weeks-old Kerlin Quality Super X Mating Single Comb White Leghorns. This stock is bred from males and females tracing three to five times from 300 to 332-egg record stock. Males, \$3.50; females, \$3.00. Address Paul Riegel, 1770 Burns Avenue, St. Paul, Minnesota.

For Sale—Stahl's gold certificate Chinchilla rabbits; all ages; also pedigreed New Zealand whites. Write your wants. Van-Gilder's Rabbitry, Tomahawk, Wis.

For Sale—Mudge motor car, good condition, with extra motor and four extra wheels. Four horsepower. \$60.00. F. C. Kuhn, Agent, Prairie du Chien, Wis.

For Sale—Poultry farm of 57 acres. Thirty acres under cultivation and balance in good pasture with creek running through. Good 8-room house with hot water furnace, and a 55-barrel cistern under house. Three good wells on place. Good 16x56 foot hen house; 18x24 feed house; 18x24 brooder house. Good barn for 16 head of stock, with hay loft. Two-car garage, and good root cellar. Half mile from good little town with good school and church. An ideal place. Anyone interested will be given a bargain. Write to Box 112, Raleigh, N. D.

losses reported were, Moco \$30.00, and Red 75c. Moco has since received a gun which was reported to have been sent to him by the bandit, but he says it is not the one, or at least the bore is not as large as the one he looked into on the road that night.

Operator P. E. Berg has a new invention which should be popular in this locality. It is known as the "Nórwegian Yo-Yo." "Pete" states it is not as difficult to manipulate as the original. We have ordered one for Operator "Rosy" Rosenberg, at Hollandale, who is quite proficient in the art of Yo-Yoing.

Effective with the resignation of Engine Timekeeper C. B. Munson, we are having a general shift of clerks again. To date we are informed that the following changes are taking place: Ray Hoffman, dispatcher's clerk, will take over the engine timekeeper's desk; Dwight "Tang" Kneeskern will move from the general clerk's desk to that of dispatcher's clerk; L. Flannery of the roadmaster and chief carpenter office will take over the duties of general clerk, and Weighmaster Richard (Runt) Hogan will again return to the roadmaster-chief carpenter office; Yard Clerk Lloyd Mordaunt is taking over the weighmaster duties and we note Robert Hartsock is back checking trains.

The following item taken from the Minneapolis Tribune under date of September 20 will be of interest to the friends of Agent J. C. Hanson at Hayward, "J. C. Hanson, railway station agent, and R. E. Dewey, postmaster, have completed a horseshoe game started March 6. When the game was over Dewey had 25,000 points to his opponent's 24,949. They originally intended to play a 5,000 point game, but the margin was so small

between them at that point that they decided to go on. At the 10,000 point Hanson was leading with Dewey only 22 points behind. Both are experts. In a game recently Hanson threw 41 ringers and Dewey 36. Next year they intend to play a 50,000 points game."

Operator Harry Mordaunt is now working third trick at Ramsey, relieving Operator L. H. Grau.

Roadmaster John S. Healy advises us that he is about to adopt a plan inaugurated by Mussolini with regard to bachelors. He says he will give the boys six months to line up. This tip is directed to some of the veterans of this class: Andrew (Doc) Amundson, Hayward; Paul Weber, Ramsey; Geo. Traynor, Easton, and Jess Eaton, Delevan. We were of the opinion that "Doc" was to leave the ranks almost a year ago, when he took to gum-drops and lolly-pops in preference to "Horseshoe."

West I. & D. Notes

F. D. S.

JAMES FRY, fire builder, was laid up a few days account of a sore knee, but at this writing we find that he is back to work.

Bert Cross, fire builder, has been off for a couple of weeks, sick. Understand that it may be necessary to have an operation before he will be able to return to work. Here's hoping that he will soon be back on the job.

William Rollinson and wife are spending a two weeks' vacation with relatives at Monona, Iowa.

Axel Peterson and wife spent the week-end at Sioux City the first part of the month.

The monthly Safety First and Fuel Meeting was held at Mitchell, September 24, and a

Traffic Meeting on September 25. Had a very good attendance, but it should have been 100% Let's try and make it the next time.

James Ollinger, machinist, acted as night roundhouse foreman for a couple of nights, while Tom France was off.

Just received word that Conductor Stewart is getting along very nicely and will be able to return home in a few days from the hospital at Sioux City, where he underwent an operation.

We had a very nice piece of passenger business out of Mitchell on October 4. We moved the show that played at the Corn Palace. It took three sleepers, baggage car, and diner to move this party. Superintendent Ingraham was on the ground to see that everything was done to make it a pleasant and comfortable trip to Chicago and one to be remembered by the party.

Superintendent Ingraham and wife, A. M. Martinson and wife attended the Corn Palace one day. Superintendent Ingraham entertained Johnny Perkins and wife at dinner. Johnny Perkins was master of ceremonies at Corn Palace.

Roadmaster Minton was in Mitchell the first part of the week.

Yard Clerk Harder arrived from Mason City to take over the second trick yard clerk job.

John Schmutzler, third trick yard clerk, took a 90-day leave and went to Aberdeen, where he is acting as stock yard foreman.

John Turk, yard clerk, is now working on the third trick job and Howard Fisk is back on the relief yard clerk job.

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

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

SAVE

SAVE

You Can Safely Put Your Trust
in the

Spokane and Eastern Trust Company

Founded 1890
Affiliated with Northwest
Bancorporation
SPOKANE, WASHINGTON

A CLEARING HOUSE BANK

FULLERTON STATE BANK

1423-27 Fullerton Avenue
CHICAGO
(One Block West of Southport Avenue)

First National Bank in MILES CITY

MILES CITY, MONTANA
Capital, Surplus and Undivided
Profits - - - - \$300,000.00

G. M. Miles, Chairman
H. H. Bright.....President
Oscar Ball.....Vice-President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier

*MORE than 77 years
of helpful service...*

THE FIRST
NATIONAL BANK
of Saint Paul

To GET AHEAD

.. budget
your expenses
.. save something
every pay day

The way to get on in the world is to manage your personal finance in the same systematic way that successful executives manage their big businesses. First, budget your expenses so that you'll know just where your money goes. Second, make regular deposits in your savings account. If you haven't a savings account now, make it a point to open one soon . . . at the First Wisconsin National Bank.

FIRST WISCONSIN NATIONAL BANK MILWAUKEE

Unit of Wisconsin Bankshares Group

127

One hundred twenty-seven banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road . . . Look for the emblem of the covered wagon.

Northwest Bancorporation

MINNEAPOLIS

Resources Over \$483,000,000



First National Bank of Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of \$12,000,000.00. Pays liberal interest on deposits.

Established Since 1892

EVERYONE SHOULD HAVE A BANK ACCOUNT

*We Solicit the Patronage of
MILWAUKEE EMPLOYEES*

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

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK

Opposite the Union Station

of Chicago

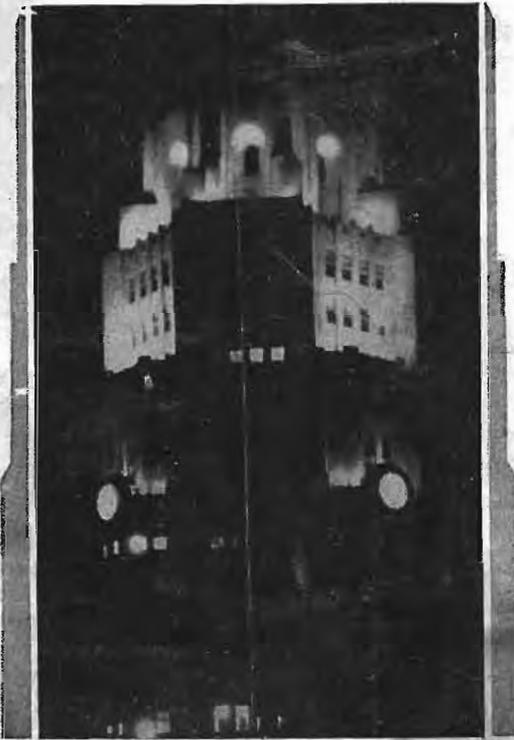
Jackson Boulevard and Clinton St.

MEMBERS OF CHICAGO CLEARING HOUSE ASSOCIATION AND FEDERAL RESERVE SYSTEM

DIRECTORS

RICHARD J. COLLINS
The Fulton Street Wholesale Market Co.
GEORGE E. CULLINAN
Vice-President Graybar Electric Co., Inc.
ALBERT B. DICK, JR.
Vice-President A. B. Dick Company
WM. W. FARRELL
Vice-President
MILTON S. FLORSHEIM
Chairman of Board, Florsheim Shoe Co.
DAVID B. GANN
Attorney
HARRY N. GRUT
President
N. L. HOWARD
W. W. K. SPARROW
*Vice-President Chicago, Milwaukee,
St. Paul & Pacific Railroad Company*

NEIL C. HURLEY
*President Binks Manufacturing Company
Chairman of Executive Committee
Independent Pneumatic Tool Company*
FREDERICK H. RAWSON
Chairman First National Bank, Chicago
J. A. ROESCH, JR.
President Steel Sales Corporation
E. A. RUSSELL
Vice-President Otis Elevator Company
C. E. SPENS
*Executive Vice-President Chicago,
Burlington & Quincy R. R. Co.*
HENRY X. STRAUSS
Chairman of Board, Meyer & Company
HARRY A. WHEELER
*Vice-Chairman First National Bank,
Chicago*



Tower of Cleveland Union Terminals building, floodlighted with G-E Novalux projectors

Lloyd



Tower of New York Central's Buffalo terminal building, floodlighted with G-E Novalux projectors

Why Railroads Advertise

TO sell their service—of course. But also, in a big, dignified way, to remind the public that national prosperity depends on national transportation.

The architecture of every great station or terminal is a silent assertion of the economic importance of railroads. It is stately publicity in stone and steel. But at night the walls and towers are blotted out unless they are impressively floodlighted.

A floodlighted station is more than the announcement: "This way to all trains." It is a symbol of public service—more conspicuous at night than by day.

Floodlighting specialists of the General Electric Company will be glad to make recommendations for the correct illumination of your station. Call on their services at the nearest G-E office, or address General Electric Company, Schenectady, N. Y.

Floodlights also improve the service that they advertise. In forty-two important freight yards in the United States—and twelve in foreign countries—G-E floodlighting projectors illuminate tracks and trains, prevent accidents and damage, and keep thieves at a safe distance.

Join us in the General Electric Program, broadcast every Saturday evening on a nation-wide N.B.C. network

710-76

GENERAL ELECTRIC

SALES AND ENGINEERING SERVICE IN PRINCIPAL CITIES