

*The*  
MILWAUKEE  
MAGAZINE  
SEPTEMBER, 1930



# "My Crown-Shrunk Overalls Were Washed 83 Times Without Shrinking"



Like George Carlson, hundreds of overall wearers walk past many stores to do all their buying at the Syndicate Clothing Company in Cedar Rapids, Iowa. It is known as "the place to buy Crown-Shrunk Overalls, a new pair free if they shrink."

The Crown Overall Mfg. Co.,  
Cincinnati, Ohio

"I am mailing you a pair of Crown-Shrunk Overalls which, in addition to eighty-three trips to the laundry, were subjected to extremely hard wear at all times. Only the very best overalls could suffer such abuse. And they did not shrink in the least."

*George Carlson*

Chief Engineer  
Hotel Roosevelt, Cedar Rapids, Iowa



No Wonder Crown Guarantees  
**A NEW PAIR  
FREE  
IF THEY SHRINK!**

**G**EORGE CARLSON'S remarkable experience shows how overall wearers everywhere have said goodbye to overalls that shrink. For a remarkable denim—and a liberal guarantee—has settled the "shrink" problem. If Crown-Shrunk Overalls shrink, you get a new pair free!

Up to a few years ago, no one dreamed it possible to make overalls that would stay the same size despite repeated washings. But The Crown Overall Mfg. Co., largest in the world, believed it could be done. So they bought two denim mills—an entire town, in fact—and finally succeeded in creating Crown-Shrunk Denim, a quadruple dyed cloth, extra heavy and closely woven. It not only resists shrinking but wears like iron!

In addition to this shrink-resisting feature, Crown-Shrunk Overalls are the most comfortable, durable, economical and best appearing overalls ever produced. They have more pockets and more special features than any other overall. Without question, Crown-Shrunk Overalls are America's outstanding work garment.

Don't expect to see Crown-Shrunk Denim in any other brand. It is an exclusive fabric of Crown's own mills and available only in Crown-Shrunk Overalls. Ask your dealer for Crown-Shrunk Overalls—compare them with any other overalls. Look for the Crown trademark and guarantee—**A NEW PAIR FREE IF THEY SHRINK.**

## DEALERS

Crown-Shrunk Denim and the Crown guarantee are the only distinctive and exclusive features in overalls. Write today for full details.



The Hotel Roosevelt, where Mr. George Carlson holds the responsible position of Chief Engineer, is one of the leading hotels in Iowa.



The CROWN OVERALL MFG. CO.  
CINCINNATI, OHIO

**FREE!** Send for your copy of the Crown Railroad Time Book, used and praised by railroad men everywhere.

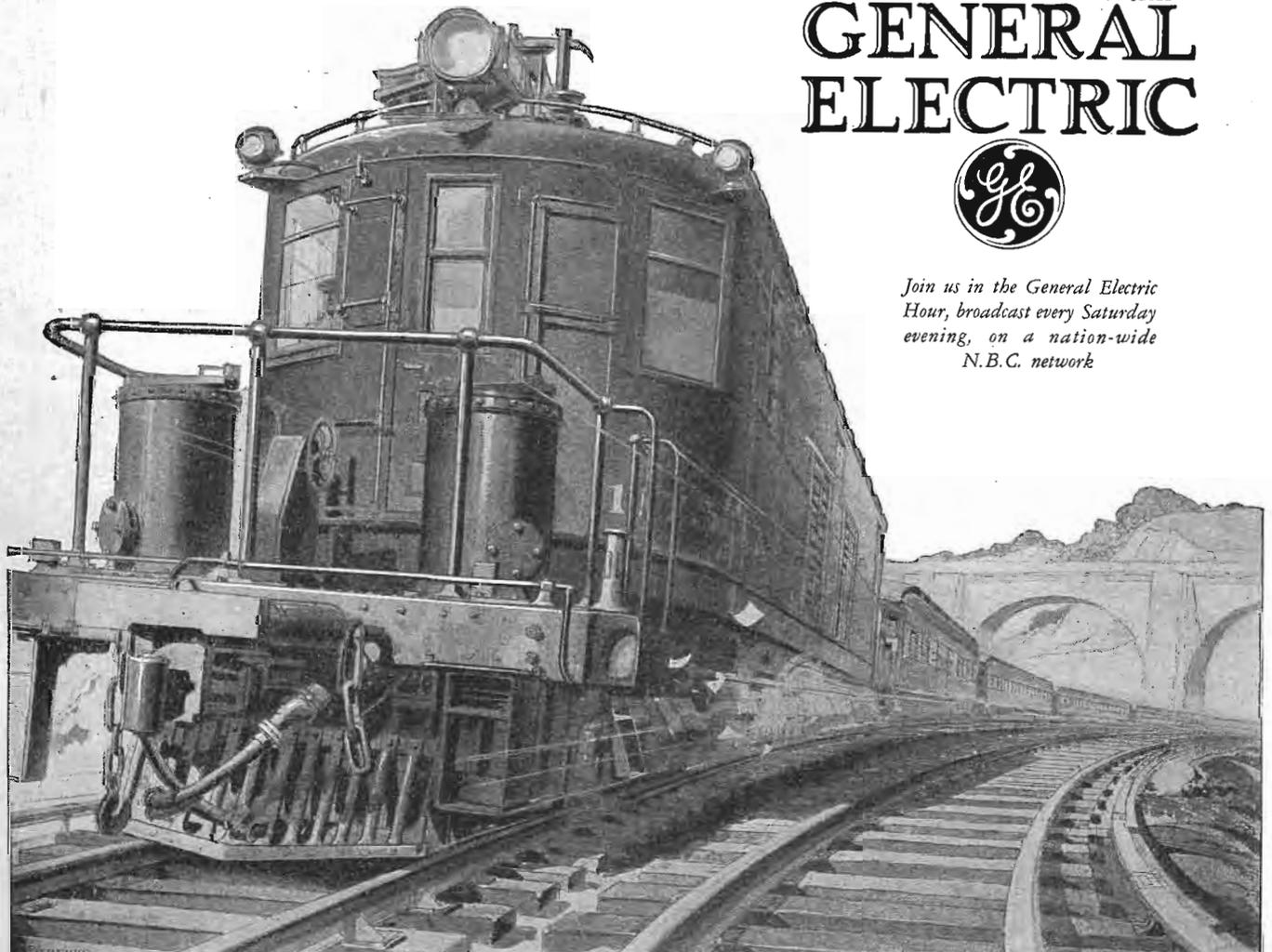


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**FOR THE HOME**—General Electric and its associated companies manufacture many electric products, including G-E refrigerators, fans, vacuum cleaners, MAZDA lamps, wiring systems, and Sunlamps; Hotpoint electric ranges and appliances; and G-E motors for all other electrically driven household devices.

**FOR INDUSTRY**—Several thousand products, including apparatus for generating and distributing electricity; motors and controllers for applying electric power; electric furnaces and heating devices; street, traffic, airport, and Cooper Hewitt lights; Victor X-ray and motion-picture apparatus; railroad-electrification and street-car equipment.



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Hour, broadcast every Saturday  
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## No Hurry— pipe's going good!

**E**DGEWORTH fits right in with those little waits while the boys get the next switch ready. Engineer J. Delaney of the New York Central's 60th Street yard knows it does. Edgeworth keeps its place in the pockets and pipes of men who know what they want. Slow-burning, cool and benevolent, with a flavor all its own, Edgeworth *stays* friendly.



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. Address Larus & Bro. Co., Richmond, Va.

## EDGEWORTH SMOKING TOBACCO

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

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

My name \_\_\_\_\_

My street address \_\_\_\_\_

And the  
town and state \_\_\_\_\_

Now let the Edgeworth come!

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## 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.

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## The City of Tacoma, Washington

*Paul G. Wilson, D. F. & P. A.*

TACOMA, Pierce County, Washington, is a city of 107,000 people, with a suburban district having a population of 30,000. The city, founded 62 years ago, is located on Commencement Bay, which is a deep water harbor of Puget Sound, that wonderful body of salt water which reaches inland from the Pacific Ocean for over two hundred miles and provides commerce with the finest harbors in the world.

The harbor it has provided for Tacoma is one of only two in the United States which is rated by the Government as capable of accommodating ships of any draft, and this has naturally turned the thoughts of all on development of ocean traffic. This feature will be referred to later.

Tacoma has a Commission form of government with a Mayor and four Commissioners heading the departments of Finance, Light and Water, Public Works and Safety. Our present Mayor is the head of an important industry and is committed to a program of development and governmental efficiency.

The limits of the city embrace an area of fifty-four square miles four and one-half of which are water. Within the city limits are 175 miles of paved streets and boulevards and 475 miles of concrete walks. Tacoma's streets and boulevards are well lighted with ornamental lights, there being over 7,500 of these, and a large part of the residential district is so lighted.

Our public school system compares

very favorably with the best. There are thirty-eight elementary schools, six intermediate and two high schools with an enrollment of over 20,000 students. A comparison of the number of students actually enrolled with the number of children of school age (four to twenty-one) shows an exceedingly favorable condition exists here. This city is also the home of the College of Puget Sound, a non-sectarian college of liberal arts, established originally by the Methodist Church, with an enrollment of 650 students; the Annie Wright Seminary, an exclusive day and boarding school for girls, and the Pacific Lutheran College, with a Normal Department, are also located here. Tacoma has fine parochial, elementary and high schools and a college (Bellarmine) maintained by various Catholic Orders.

The metropolitan park system includes seventeen parks and fifteen playgrounds, exclusive of the school playgrounds. Point Defiance Park, containing 638 acres, with eight miles of waterfront and beaches, is the largest of these. This park has been used as a model by park authorities of other cities and is one of the finest in our country. Formal gardens with over 200 flower beds as well as several hundred acres of virgin forest are a part of this park. The salmon fishing is good all year at Point Defiance and the park board maintains a pavilion and boat house where over 500 boats and 200 canoes are for hire. But if anyone tried to land a thirty-pound salmon in a canoe it would be just too bad.

Our city has 145 churches of almost every known denomination. Many of the larger congregations have as their places of worship some of the city's finest and most beautiful buildings, which have been built in the last five years.

Nature has been wonderfully kind to us who live in Tacoma and the rest of the Puget Sound country. Our climate is mild and even-tempered. Severe storms are almost unknown and thunder and lightning are rare indeed. In spite of the general idea that it rains all winter here, one would probably be safe in telling a friend who made such a comment that it rained less here than in his own home town, unless that home town was in one of the southwest states. This is because Weather Bureau records show an average annual rainfall for Tacoma of forty inches. These records go back to 1885. The year of 1929 brought us only twenty-seven inches which is less than that of many larger eastern and middle western localities.

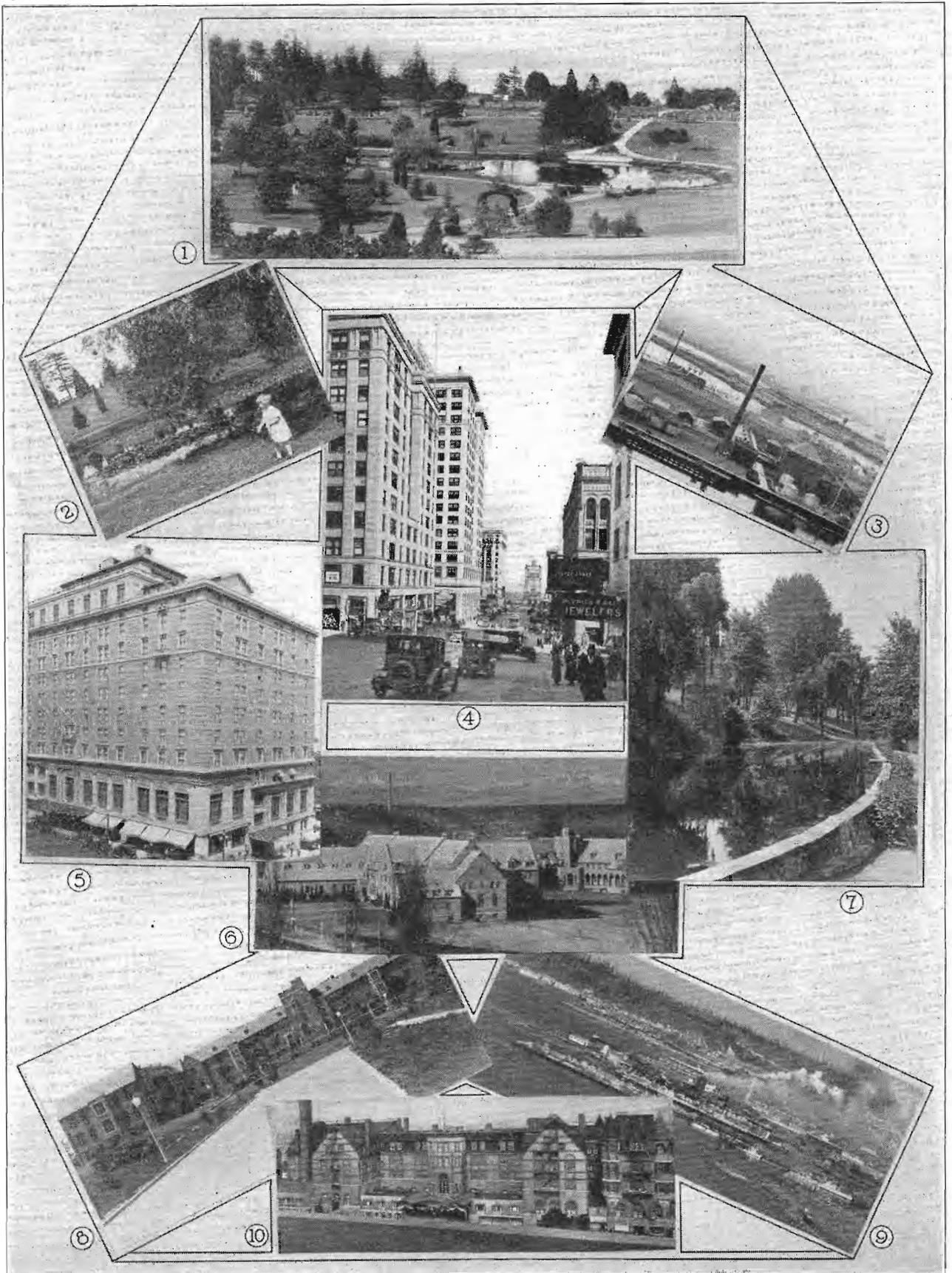
### Our Climate

At the risk of being called a climateer, I am going to quote a few more statistics on this subject and then tell you what it means. The average maximum temperature ranges from seventy-two degrees in July and August to forty-five degrees in January. The average minimum temperature ranges from thirty-three degrees in January and February to fifty-five degrees in August. The average summer temperature is sixty degrees and the average winter temperature is forty-one degrees. This means that labor is capable of maximum performance all year. No devitalizing heat and no numbing cold. It also means smaller investments in factory buildings. Some of our most efficient saw mills are open on one or more sides. It also contributes to circumstances which make our child-death-rate probably the lowest of any large city in the world. It also keeps lawns green the year 'round which gives the householder plenty of exercise with the old lawnmower. Golf courses are open the year 'round. Snow storms of any duration are indeed scarce.

This climate has helped to make this district probably the most important producer of poultry products in the country. Thousands of cases of eggs are shipped from Tacoma and vicinity to eastern markets and to foreign countries. The products are marketed by several large distributors, among which is The Washington Co-operative Egg and Poultry Producers Association. This organization is one of the most successful co-operatives in the country and is made up of over 15,000 members. The Association has a large plant on MILWAUKEE tracks in Tacoma. As many of 42,000 cockerels are fed for the market there at one time. This plant also produces feed



Airplane View of Business District and Harbor, Tacoma



(1) Portion of Point Defiance Park. (2) Lily Pond in Point Defiance. (3) Hooker Electro-Chemical Plant and Peterman Mfg. Co. Door Factory. (4) Some Modern Office Buildings. (5) Hotel Winthrop, Built Recently at a Cost of \$3,000,000.00 by the Citizens of Tacoma. (6) Annie Wright Seminary, Episcopalian School for Girls at Tacoma. The Distant Snow-capped Olympics, The City's Harbor, and the 600-ft. Stack of the Tacoma Smelter Are Seen in the Background. (7) Scene in McKinley Park. (8) College of Puget Sound. (9) Showing Portion of Industrial Section with St. Paul and Tacoma Lumber Co. Hemlock Mill, Union Bag and Paper Co. Plant and some Terminals of The Milwaukee Road. (10) Tacoma Hotel.

for the members' flocks and ships the eggs produced by them.

### Lumber and Lumber Products

Lumber is king in Tacoma and one might say that Tacoma is king in lumber. Out of a total production for the country as a whole of 35,000,000,000 board feet per annum twenty-five per cent is produced within 100 miles of this city. Nowhere else in our country and probably nowhere else in the world are the forests as productive and as accessible to rail and water. The fir, hemlock, cedar and spruce grow here to their maximum size and in stands that are almost unbelievable. Sixty million feet on a section is not at all unusual and it takes a big mill to cut that much lumber in a year.

Tacoma has thirty major lumber industries and many smaller plants and allied industries, employing about 8,000 men. Lumber produced here is shipped to every state in the Union and to every country on the globe. Our door factories send their product to all the rest of the world and this industry is probably developed to a greater extent in Tacoma than in any other city in the world. Our factories have a capacity of about 4,000,000 doors per year. Considerable progress has been made in introducing Philippine hard woods to the door and interior finish trade through Tacoma manufacturers.

Box shook and package factories here making both straight and rotary cut box shooks find a ready market for their product locally among the fruit and vegetable shippers and in other near-by states. Large shipments are made also to foreign countries, Alaska and Hawaii. Fir, spruce, hemlock, larch and cottonwood logs are transformed into shooks with astonishing rapidity by the big saws and lathes.

It is a fifty-fifty chance that the handle on the broom you have in your home was made in Tacoma. One factory here produces about 15,000,000 of these a year and the product of this plant is shipped to every country in which brooms are used, either for sweeping or for getting proper explanations out of hubby.

Tacoma is also the home of large cross-arm factories, shingle mills, telephone pole and piling yards and plants for the manufacture of interior finish lumber, porch columns, gutters and staves. Spruce which has no odor or resin is highly satisfactory for use in butter and lard tubs and the Northwestern Woodenware Company turns out staves and heads here for this trade in large quantities.

### The Smelting Industry

The Tacoma Smelter, owned by the American Smelting and Refining Company, handles copper and other ores from Alaska and South America and produces annually 200,000,000 pounds of refined copper. This smelter and refinery is very favorably located for trade with the Orient.

The increasing difficulty in securing raw material on the part of the pulp and paper industry in the eastern sections of our country and the earnest efforts on the part of our lumber men to conserve timber and avoid waste, have been one of the causes of some considerable development in pulp and paper production in this region. The abundance of wood,

water and power here makes this seem to be a very favorable location for this industry. Tacoma has two large pulp plants and a paper mill. The pulp plants are run to a considerable extent on what would otherwise be a waste product. We are, in this district, looking forward to a development in this industry with much confidence.

### Large Producer of Electrical Power

The City of Tacoma, as all the world knows, is, through its efficient Light and Water Department, a very large producer of electrical power. It is said that rates for electrical energy for light and power are extremely low here. Cheap power was a large factor in the selection of our city as a location for branch factories by the Hooker Electro Chemical Company and the Pennsylvania Salt Company. The plant of the latter company is known as the Tacoma Electro Chemical Company. These factories transform salt by electricity into chlorine, both gas and liquid and caustic, flake and liquid. Chlorine as a bleaching agent is an important commodity to the pulp producers.

Tacoma's electricity is largely produced in hydraulic plants using water from glacial streams. One plant is located at La Grande, Washington, using the water from the Nisqually River which flows from the famous Nisqually Glacier in Rainier National Park. Another development is at Potlatch, Washington, on Hood's Canal, where Lake Cushman has been transformed into an immense reservoir and the waters of the Skokomish River are impounded for future use. One unit of this plant has been in operation for some time and a second unit is now being built. The new unit will use the water from the reservoir a second time and thus double the amount of energy extracted from it before it is allowed to reach sea level. The two Lake Cushman units will have a capacity of 110,000 horsepower and the combined capacity of the Municipal System is 300,000 horsepower.

The Puget Sound Power and Light Company also have large hydraulic plants near Tacoma and have an efficient distribution system in the city, although the municipal plant has a monopoly on the domestic distribution.

This abundance of cheap power is of extreme economic importance to the district and should materially assist in bringing about a large industrial development. Some large users of power on a contract basis are paying only one and

one-half mills per kilowatt hour in the lower price brackets.

### Other Industries

Tacoma is a large flour milling center also and our mills have a capacity which compare favorably with that of any milling city west of the Missouri River. Wheat from the immense wheat fields of eastern Washington, Idaho and Montana is transformed here to flour, largely for the export trade.

Rapid strides have been made here recently in the manufacture of furniture. Our factories produce furniture of every kind and quality and one of them is the largest on the Pacific Coast.

A large packing plant is located here and we have as well, steel plants, match factories and produce confectionery and candies, refined cocoanut oil products, explosives, boilers, machinery, canned goods, car wheels, and other important products. Tacoma is also port of entry for large shipments of molasses from Hawaii.

The foregoing paragraphs give the impression that Tacoma is industrially important and that has been the intention. To be called an industrial city the Government, through the Department of Commerce, says that ten per cent or more of the population must be gainfully employed in manufacturing. Our Chamber of Commerce replies by saying that fifteen per cent of our population is so employed. Their 1929 figures show that the value of Tacoma's manufactured products for that year was \$159,926,179.

### Agricultural Development

The broad fertile valleys near Tacoma have been highly developed as agricultural land, and this development is going forward always. Puyallup, less than ten miles from Tacoma, is one of the berry producing centers of the world. The culture of narcissus bulbs has also grown to be an important factor there and the fields of blooms in the spring present a scene of exquisite color and beauty.

This industrial and agricultural community is served by four trans-continental rail lines. Tacoma is the headquarters of THE MILWAUKEE'S Coast Division and the location of important car and locomotive shops and ocean terminals. The main line of the Coast Division terminates at Tacoma and subdivisions extend south and west to Morton and Ashford and to Gray's Harbor and to Willapa Harbor. The Tacoma eastern sub-



Air View of Milwaukee Road Terminals, Tacoma

division, also known as the National Park Branch, extends sixty-eight miles to Morton with a branch five and one-half miles long to Ashford from Park Junction. Ashford is fifty-five miles from Tacoma and is the only rail gateway to Rainier National Park. The Gray's Harbor subdivision extends 105 miles to Aberdeen and Hoquiam and the Willapa Harbor branch sixty-six miles from



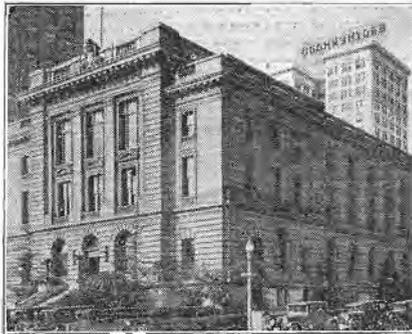
Portion of Industrial District

Maytown to Raymond and South Bend. Raymond is 114 miles from Tacoma.

#### Tacoma's Harbor

Important consideration has been given to the natural advantages of Tacoma's harbor. The industries and the public are served by adequate terminals and a public corporation known as The Port of Tacoma has built and maintains an efficient system of facilities consisting of storage and transit warehouses and docks, a grain elevator of 500,000-bushel capacity and a cold storage warehouse of one million cubic feet capacity. This is our only cold storage plant with deep water frontage, although we have two large cold storages located inland. All the larger lumber plants and flour mills and the smelter provide berthing and cargo handling facilities for ocean vessels.

The importance of this district industrially and the fine harbor with its mod-



Federal Building

ern developments have made Tacoma a port of world-wide importance. Foreign, coastwise and inter-coastal cargo passed over terminals of this port in 1929 to the extent of 6,405,759 tons and was valued at \$186,642,483.00. This cargo moved in deep sea vessels which made 2,025 calls in the harbor.

People of Tacoma seem to give some consideration to the important business of enjoying life. A great pride is taken in the homes and gardens and visitors are always impressed with the charm and beauty of the residential districts of this city. In common with other northwest cities Tacoma does not have extensive slum districts. Tenements are unknown and the home, fine or humble, gets a great deal of careful attention. Flower gardens abound and one cannot help but feel the influence that this has on the life of our city.

A vast store of scenic beauty, marine, mountain, forest and pastoral, is here for the visitor and resident alike, and the recreational opportunities are unlimited. Puget Sound has over 2,000 miles of shoreline. Its waters and those of tributary streams abound with fish. The hiker and the mountain climber here find the "promised land." Lakes and mountains and salt water beaches draw multitudes and they seem to be very happy.

## Fire Prevention

L. J. Benson

EVERY year our company is called on to spend thousands of dollars for damages caused by fire. This expenditure covers losses of all kinds from crops and timberland to switch tender shanties, shop buildings and depots.

In quite a few cases, investigation conducted revealed that carelessness of our own employes was the immediate cause of the fires. Considering this fact, there is only one solution and that is, "Prevent Fires." Let this be the slogan for all "Milwaukee Road" employes, let us all put a shoulder to the wheel and work hard by word and deed to place the "Milwaukee Road" at the top of the railroads showing the least losses by fire.

Manifold are the causes of fires and manifold are the ways to prevent them.

Carelessness is the greatest contributor to fire losses. Only think and remember how many fires were caused by overheated stoves; by tossing away burning cigarettes, cigars and matches; by having oily rags and paper lying around and accumulating; by careless smoking, while handling gasoline or oil; by piling inflammable goods near to a heater in a refrigerator car; by burning down weeds and old ties without properly watching

fields located near the right-of-way, and so on.

There can be no doubt that fires from these mentioned hazards easily could be prevented if employes lived up to the slogan, "Prevent Fires, They Are Costly." Not alone costly to the company but also to the employes, because heavy losses will reduce the earning power of the company and you, as an employe, will have in some way and manner to bear your share of the losses.

Besides fire losses caused by carelessness of our own employes, we also have to face the losses caused by carelessness of outsiders, some even with incendiary intent. Here again the help and co-operation of faithful employes can do a great deal to reduce these losses.

Following are two cases, one illustrating what intelligent co-operation of employes can accomplish, and the other showing what will happen if an employe, discovering a fire, does not know what to do and remains inactive.

A switching crew, working in the Milwaukee Terminal, noticed while passing a box car, standing on a side track, smoke coming out of the car. The crew

immediately investigated. When approaching the car, suddenly several boys, about 14 years of age, jumped out of the car and ran. Inspection of the car showed the boys had built a fire on the floor. The fire was promptly extinguished by the crew and the yardmaster, to whom the incident was reported, immediately notified the Company Police Department which did its part. The work of these employes was commendable and they showed that they fully understood the meaning of "Fire Prevention."

The other case has reference to the following incident: At a certain station an employe, passing a new automobile box car, noticed smoke coming out of it. He looked into the car and saw three hoboes had built a fire on the floor. Fearing physical violence on the part of the hoboes, he did not insist that the men extinguish the fire and left the car. When finally the hoboes had left it was discovered that they had burned a good-sized hole in the new floor of the car. Fortunately the loss in this case was small, but it could have been a big loss if the fire had grown out of control of these hoboes.

The employe in question, to say the least, did not use good judgment and showed helplessness. Under these circumstances he should have seen to it that the hoboes extinguished the fire, either by calling the company police, sheriff, or local police, or if this took too long a time, he, being a section foreman, should have called his crew to extinguish the fire. This employe had a wonderful opportunity to prevent probably a disastrous fire by just making a phone call, but he missed his chance.

Lately we have had quite a few fires, caused by hoboes, and we must expect more fires of this kind as soon as fall approaches and the nights become cold. Therefore, all employes, particularly train and sectionmen, should be on the alert and whenever they notice hoboes building fires in cars or near stock yards, on the right-of-way, should immediately notify, if possible, company police or local police, so immediate action can be taken.

Remember one phone call in time may prevent a big fire loss, and do not forget to "Prevent Fires, They Are Costly."

Beware  
Ever

Carelessness  
And  
Rubbish  
Encourage  
Fire,  
Unfortunately  
Linked

With  
Indefensible  
Tragic  
Happenings

Frequent  
Inspections  
Regarded  
Essential

#### BEYOND UNDERSTANDING

"I dunno why it is," grumbles Grandpa Wayback, "but you never see the moths get into the mortgage and eat it up."

# ACCIDENT SAFETY FIRST PREVENTION

## Study the Safety Rules



J. L. Bauer

Mr. Bauer entered the service of The Milwaukee Road on April 1, 1901, as a telegraph operator. In September, 1905, he was appointed Assistant Chief Operator at the "G" office at Chicago, and later was appointed train dispatcher on the Des Moines, S. C. & D. and R. & S. W. Divisions until January 1, 1921, when he was appointed safety inspector in the Northern District. In September, 1921, he returned as train dispatcher to the R. & S. W. Division, which position he held until his reappointment as safety inspector on January 1, 1929.

In fulfilling the duties of the various positions which Mr. Bauer has held, he has had an opportunity to note the value of the Safety First movement from the employe's standpoint. He has always been a booster for accident prevention, as those previously affiliated with him will agree. In going over his territory, he has found many instances where unsafe practices have been employed, and immediately arranged with the supervisory officers to apply the necessary correction with the result that his territory is making rapid strides in the prevention of personal injuries. One of the things which Mr. Bauer is most particular about is the study of the safety rules, as he so states in the following message directed particularly to the employes within his territory:

"I am confident that the employes of the R. & S. W., Madison and Superior Divisions have sufficient regard for their personal safety and for the welfare of their dependents to diligently apply themselves in the study of the safety rules and instructions. No one man can learn all of the rules and do the thinking for all the rest of the employes. It is necessary that each employe be familiar with all of the rules pertaining to his work, regardless of the department in which he may be employed. Do not ignore the rules and expect someone else to study them and do your thinking for you; it is necessary that you do your own thinking, and by having a thorough knowledge of the safety rules, you will know what to do when facing danger so as to avoid personal injury.

"I would like to see each employe in my territory make a practice of learning a rule a day and after learning the last rule in the book, start all over again in

order to refresh your memory as to the requirements of the rules in the beginning of the book. In carrying out this plan, you will ultimately become so familiar with just what to do and when to do it that the likelihood of your being injured will be remote. There is a wealth of knowledge in the rule books, and you should bear in mind that they were published for your benefit. Study them—make use of them.

"I want to take this means of thanking the employes in my territory for the splendid co-operation which I have received in the past and I hope that they will carry out my suggestion about memorizing a rule a day. Bear in mind that I want to do everything I can to help you do your work in a safe manner, and in case you have any suggestions for improvement of methods used or conditions about the property, I would like to hear from you. Your co-operation in this worthy endeavor is needed and earnestly solicited."

## What's Your Hurry?

V. K. Clark, Conductor,  
Dubuque Division

IN the January issue of The Milwaukee Magazine, there was a letter from Vice-President Gillick in which he calls attention to the good record made by The Milwaukee Road in the 1929 Safety First move over the record for 1928. Mr. Gillick makes special mention in this letter of seven particular points on the system that made exceptionally good records, and did everything except hurt people.

That letter was the first real pat on the back that the employes have ever had in the Safety First campaign, and coming from Mr. Gillick will bring about better results than all the safety first instructions that have been issued, and, for this reason, they know their efforts are watched and appreciated by officials beyond the local official.

The Milwaukee employes have no particular apologies to offer for being careless or reckless men at railroad work, as a check-up of the old men on the system, who have been at the game from 20 to 40 years, and are still all together, is proof. But the Safety First move and the instructions we have received in that line have taught the rank and file to think. Voltaire said "Nothing enfranchises like education. When once a nation begins to think, nothing can stop it." And that condition is gaining ground with the employes of The Milwaukee Road, fast, in Safety First work.

There is one point relative to the Safety First move and safe work, that I think should be given more attention by all of us than it really is, and that is, "What's Your Hurry?" You can trace the primary cause of more accidents of all kinds in all classes of work, and you will find that 80 per cent of the acci-

dents were caused by too much hurry! Did not take time to think. Hurry! Hurry! seems to be in the blood of the railroad workers in every move they make. We are all alike in this, and if there is ever a time when you slip and overlook something, it will be when you are in a hurry and cannot take the time to think before you move, and one thing that goes with too much speed is poor control, nine times out of ten. This will apply to all classes of action. Take for example a baseball pitcher with lots of speed, and you will find "poor control" tacked onto his performance the greater part of the time. What do the investigations that are held relative to the terrible toll of life in railroad crossing accidents, due to automobiles being struck by trains or running into the sides of trains bring out? Too much hurry! Too much speed! Human tragedies generally are attributed to incompetence, lack of foresight and deficient mental alertness. This may be true in many cases, but in speaking generally, this would seem to be an unfair indictment to human intelligence.

In some states they have signs erected at railroad crossings, with death pointing to the sign, which reads, "What's your hurry?" Too much speed caused that sign to be put up.

In the Train and Engine Department, we are cautioned to observe the rules, and we should observe every one of them. When there is a violation you will find, if you trace it down, that it was due to someone in a hurry who could not take the time to make some particular move or action just the way it should be made.

Read over the I. C. C. reports of accidents throughout the country and note how many cases develop in the investigation where men testify that they were in too much of a hurry to do the very thing that would have prevented the accident. One conductor on an eastern road testified that he was in too much of a hurry to get his work done and get out, to go back to the register at a terminal and check in the arrival of a first-class train. He saw them standing in the yards and figured that was good enough, but it turned out that this first-class train had been carrying signals for a following section, and when they arrived at the terminal the signals had been taken down before the conductor of the way freight saw them. He departed, and met the second section two and a half miles out of the terminal—result, three men killed and six employes injured. This accident took place October 16, 1929, at Nahor, N. H., Boston and Maine Railroad. Another case where an engineer testified that he was in too much of a hurry and anxious to get an important train over the road; therefore overlooked a matter of going on short time against a passenger train. The conductor was on the engine with him,

they took a chance; did not make it; result—they came together a mile and one-half out of the station—one man killed and a very bad wreck. Another case of too much hurry.

You will find this in all classes of work. It is not confined to any one class, and it is a hard practice to get away from, but we can overcome it if we will do as we are told in the Safety First bulletins—"Stop and Think."

This is the age of speed, we all like to see our trains on time, also pep and snap to the work, and for the railroad company speed is fine if it can be produced and carried through successfully. But if it is carried to a point where you lose control of the situation and someone is injured, then you are not living up to the Safety First rules.

No matter how important some particular move may seem to you, if it has to be made in a manner wherein there may be danger to life or property, right there we are making an error in judgment, and if we make moves of this kind and do not get by with them, it is not a mistake, it is a blunder.

Nature sometimes moulds a man who is not gifted with the Hurry-up Spirit, at his work, but such a man is marked by his own fellow workers and the usual way of passing out their opinion of such a man is, "Come on, get the lead out of your feet, let's go!" We all admire the cool-headed man that keeps his head, no matter what the conditions are or how bad things look. If you know a man of this kind, just look him over some day and here is what you will find. First, he is no speed demon, just a little slower than the man with all the snap; you will seldom find him in a great hurry, therefore he knows where he is at, all the time, and does not work on snap judgment. Few men have this preciseness, and the average man cannot afford to take a chance on it just because he is in a hurry.

The Safety First move was started on this road by the men who have to foot the bills that are created by personal injury to the employees in all departments, and they want safe work. Suppose you are criticized for a poor run or an unusual length of time doing some piece of work, and you can prove that it was due to you doing your work in a safe and sane manner, you need not worry, as none of the officials will ever tell you to sacrifice safety for speed, no matter what the conditions are. If you have to use more time to do your work in a safe manner, use it, for they are with you in that.

Self protection is one of the first laws of nature and you are at liberty to protect yourself from bodily injury in any manner which is sufficient, even unto taking a life in defense of your own; therefore, if you find yourself doing something in your work that is dangerous, kill it right there. You have that privilege.

They tell a story about an automobile firm which equipped their cars in a way that the speed could be controlled in the following manner: When the car was going or had reached 30 miles per hour, there was a green light on the dash that would burn during this speed; when the speed of 45 miles per hour was

reached, a red light would show; but when any greater speed than this was reached, there was a phonograph located under the seat that would start to play "Nearer My God to Thee." And this comes about as near describing the

exact position we are in when we are showing too much speed at our work, and this goes for all classes of men, in any and all departments.

Think it over.

## SAFETY RECORDS

**DIVISION MASTER MECHANIC W. N. FOSTER** has not had a reportable or lost time injury since January 31, 1930, working an average force of 392 men. The following are the principal points under his jurisdiction showing the number of men employed and the dates since last reportable injury:

Station	Foreman	No of Employees	Date
Perry	A. J. Kressin	177	Jan. 21, 1930
Atkins	W. E. Cooper	97	Sept. 1928
Council Bluffs	A. C. Law	67	Feb. 1929
Cedar Rapids	R. E. Brouard	26	None
Manilla	A. H. Farley	11	None

Roadmaster **A. C. Tubaug**, working a track force averaging 100 men on the West Kansas City Division, has not had a reportable injury since November 27, 1929, when a section man had a cinder enter his eye.

While there is no question but what some mighty fine Safety records are being established every day, it appears that a great many of the officers and supervisors do not want to acquaint others with what they are accomplishing. In case you know of some good safety records, send them in to Mr. M. J. Flanigan, Manager, Safety Department, Chicago.

The contest records for the five-month period ended May 31, 1930, showing the following officers on the top of the list in their various groups:

Name	Title	Division
Mott Sawyer	Superintendent	Olympic
John Turney	Master Mechanic	Twin City Terminals
F. D. Campbell	Asst. Supt. Car Dept.	Lines West
(Classed with D. M. C. B.)		
A. F. Manley	Trainmaster	Trans-Missouri
H. R. Abraham	Asst. Master Mechanic	Chicago Terminals
(Classed with Traveling Engineers)		
H. C. Blake	Division Engineer	Hastings & Dakota
G. A. Larson	Roadmaster	Milwaukee Terminals
S. S. Watanabe	Gen'l Foreman in Charge of Large Extra Gang	Rocky Mountain
L. J. Denz	Chief Carpenters	Chicago Terminals
J. J. Flanigan	General Yardmaster	Illinois
J. P. Fahey	Agent, T. C. T. Transfer House, Minneapolis	Twin City Terminals
A. J. Kroha	Asst. General Storekeeper	Rocky Mountain, Idaho,
(Classed with Dist. Storekeepers)		
A. O. Swift	Signal Supervisor	Coast and Olympic
Kansas City, S. C. & D. and Des Moines		
J. G. Wetherell	Asst. Engr. (Grade Separation)	Milwaukee Terminals
F. Fernstrom	Locomotive Shop Superintendent	Dubuque
L. B. Jensen	Car Shop Superintendent	Milwaukee Terminals
J. J. Roe	Store Shop Superintendent	Illinois

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

	—June, 1930—			—June, 1929—			Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	1	18	16	2	81	65	1	63	49
Lines West	12	6	1	29	13	1	17	7	
System	1	30	22	3	110	78	2	80	56
A decrease of 73 per cent in reportable cases.									
	Six Months 1930			Six Months 1929			Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	12	187	111	12	681	310	..	494	199
Lines West	3	47	30	3	131	51	..	84	21
System	15	234	141	15	812	361	..	578	220
A decrease of 70 per cent in reportable cases.									

The following divisions went through the entire month of July without a reportable injury:

Illinois	Milwaukee Terminals
Dubuque	River
Iowa	I. & M.
S. C. & D.	Southern Minnesota
C. & M.	Hastings & Dakota
La Crosse	Twin City Terminals
Northern	Northern-Montana
Wisconsin Valley	Olympic
Superior	

### Constant Application of Safety Rules

FOR the month of July, 1930, the figures will show a reduction of about 75 per cent when compared with July, 1929, and while this may seem to be a substantial improvement, it is not what it should be when you consider that there were 23 reportable injuries including three fatalities. There is only one way to improve upon our record and that is by constant application of the safety rules and principles in doing your work. You have a two-fold duty in avoiding personal injuries as you are not the only

one concerned, your family is very much concerned as well. Remember your duty in preventing personal injuries extends beyond yourself to those who look forward to your safe return each day. Remember also that you have an obligation to fulfill in seeing that you do your work in such a manner that there will be no danger of injuring a fellow employe. Your safety record includes the number of days which you go through without a personal injury. Such a record is one to be proud of. Resolve to keep your record clear.

M. J. FLANIGAN.

## A Splendid Record

THE following record is one deserving the fine commendation from Vice-President Gillick in the letter which is given below. Mr. Elder writes on July 17th that "General Foreman Loftus in charge of gangs under the supervision of Mallas and Guinn just got through ballasting 79 miles on the Iowa Division, working an average of approximately 475 men per day, and was on this division almost two months and did not have a reportable or lost time injury in the entire time on this division.

"It is my understanding that they ballasted this rail with a considerably lower cost than has ever been done before and the work done was very satisfactory. I believe these men should be advised of their good safety work, as well as about the low cost. Mr. Loftus especially handled the work trains and crews very economically."

In response to this Mr. Gillick wrote the following letter to Messrs. John Loftus, F. Mallas and L. Guinn:  
July 18.

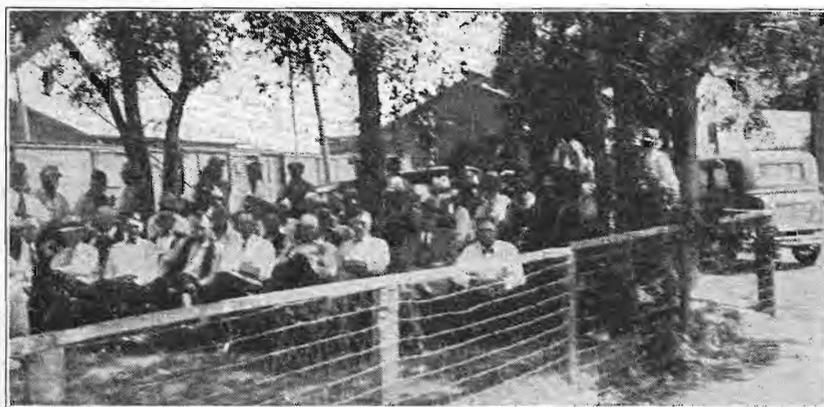
Gentlemen:

I am just advised that you have now completed the 79 miles of ballast work on the Iowa Division, working approximately 475 men each day and that you have completed the job without a reportable or lost time injury.

This is, indeed, a great record, and I am sure it could not have been accomplished except that you gentlemen felt some responsibility in carrying the message of safety to your men.

It was also a comfort to now that in addition to the safety record you made, the job of ballasting the 79 miles of track was accomplished, I believe in less time than any other similar job on the railroad.

Yours very truly,  
(Signed) J. T. Gillick.



Open Air Safety First Meeting, Othello, Wash.

## Idaho Division Safety Meeting

THIS is a picture of the employees who were present at the regular Idaho Division Safety First meeting, which was held on the lawn of the depot at Othello, Washington, on July 14.

The temperature on the day this meeting was held was 106 degrees in the

shade, so it is readily appreciated just why it was decided to hold the meeting in the open and under the shade of the few trees which are located on the station grounds. In spite of the hot weather they had a very good meeting, at which many suggestions for the betterment of the Safety First movement were made.

## Time and "Safety First"

W. F. Coors  
Electrical Inspector, Coast Division

EVERY good piece of work done well requires a reasonable time for its accomplishment. There is usually nothing gained by hurriedly attempting even the most trivial tasks in an effort or in the way of habit, of doing things quickly just in order to get through as soon as possible. Spoiled material, accidents and personal injuries are largely the result of someone's effort to hasten action. Sometimes the objective reason for haste is not always clear even in the mind of the man concerned with the "hurry up."

"Time is money" and "Time is the essence of good railroading," are all right if judiciously applied. On the other hand, "Haste makes waste," and "Deliberation is the counsel of the wise" have their place in the scheme of every-day affairs, with a preponderance in their favor when Safety First methods must be considered.

Well planned action for the accomplishment of duty very nearly always results

in saving of time in doing the work at hand in the right manner at the first trial. Nor is this true more in any line of work than in maintenance of mechanical equipment. Problems peculiar to certain conditions are frequently prevalent and if carefully thought out beforehand from a maintenance viewpoint backed with experience, efficient as well as safe practices result.

With electrical apparatus, doing things from the first in the right way is of paramount importance. In operating, the improper opening or closure of a switch might be disastrous both for men and equipment. Therefore, the only safe and efficient method of handling electrical machinery comes from carefully considering all details before making any move which might involve further consequences.

In all operations on a railroad, definite safety rules for certain conditions are possible and certainly result in benefit, even to the men who may obey them without thinking why. There are many other occasional features in this work which may not be covered by rules but do

require the considerate planning of the individual concerned from a safety viewpoint. In case of accidental trouble or in some unforeseen circumstance, it may not seem possible to take a minute or two for deliberation as to the best course to take. But without this the outcome is merely left to luck or chance, with disappointments more often than not resulting in the end.

Therefore, it is well for individual men to consider all of the possible variations in their work from the usual thing, and to envision the course of action in their imaginations to be followed under unexpected conditions, once the performance of routine duties has been satisfactorily solved for day-to-day action.

Entirely successful Safety First operation will always result from deliberately and carefully planned action on the part of those concerned with its application.

## Idaho Division News

R. C. P.

MRS. REINKING, aged mother of Engineer W. M. Reinking, died at Malden on July 19th.

Operator Gus Myers, St. Maries, was called to Genesee, Idaho, on account of the death of his brother Holly.

Traveling Engineer W. T. Emerson spent his vacation at Crater Lake, Oregon, and reports having had a great time.

Chief Clerk Wm. T. O'Reilly has transferred to Deer Lodge, Mr. E. M. Grobel taking Bill's place at Spokane.

Mrs. E. A. Rudloff, Neppel, was called to Los Angeles, August 7th, to attend her brother Albert Aleschwager, who was struck by a falling oil well casing. He died before Mrs. Rudloff reached there.

The annual Milwaukee Women's Club picnic was held at Natatorium Park, Spokane, July 23rd, and was very well attended. Good eats, swimming and games assured everyone a good time.

In the baseball game the Lotus Angle-Bars put the Cusick Draw-Bars to shame, beating them 62 to 13, but the game was stopped in the sixth inning by the park management to save the distant trees from further damage from the terrific slugging of Captain and First Baseman Bullwinkel of the Lotus bunch. Line-up follows:

Lotus Angle-Bars	Cusick Draw-Bars
Bullwinkel, 1b	O'Neill, 3b, Capt.
Mrs. C. R. Strong, ss	Frank Strong, ss
McKibben, ss	Edw. McCabe, 1b
Mrs. W. T. O'Reilly, rf	Mrs. W. E. McKibben, p
C. A. Candler, cf	Mitchell, 2b
Mrs. E. A. Breeden, p	Mrs. M. F. Whalen, rf
Morton, 2b	Marie Freeland, cf
McDonald, 3b	Westermarck, c
Lanning, c	Beulah Barrett, lf
Ward O'Reilly, lf	Fuller, ss

The result of the picnic races was as follows:

- Married men—W. T. O'Reilly.
- Fat men—N. H. Fuller.
- Boys 6 and under—Chas. Strong.
- Girls 6 and under—Marilyn Shook.
- Girls 6 to 10—Frances Helmer.
- Boys 6 to 10—Bob Shook.
- Boys 14 and under—Frank Strong.
- Girls 14 and under—Ila Barrett
- Young ladies—Jane Strong.
- Married Women—Mrs. Chas. Strong.
- Boys' Shoe Race—Ed McCabe.
- Girls' Three-Legged Race—Geneva Richardson and Frances Helmer.
- Boys' Three-Legged Race—Frank Strong and Ed McCabe.
- Clothes Pin Race—Mrs. Albert Janosky.
- Umbrella Race—Mrs. Clem Shook and F. B. Beal.

# THE MILWAUKEE MAGAZINE

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## Employe Solicitation of Business

ATTENTION is called to page 25 of this issue, where G. P. F. has a long list of business getters under the heading "Those of Us Who Do." It is more than apparent that employes in whatever department of the service are becoming interested in this matter of getting business for this railroad; and if every one of us could and would go out of our way to find out who is expecting to make a trip and use a good line of persuasion, it would result in filling up Mr. Dixon's passenger trains so that he would have to call loudly for "extra coaches." Again, if everyone of us would make it a point to follow the example of the lady mentioned in a previous issue of The Magazine who refused to buy an automobile from a dealer whom she and her family had patronized in the past because he had his new cars driven in, and bought her new car from a dealer across the street who had his cars shipped in over the railroad, there would be some additional freight revenue in the Company's treasury. Also find out in your home town who ships in by truck or travels by motor bus, and use your persuasion to get them to become "railroad minded." There would be a still longer Roll of Honor for G. B. F. and more business for the company, and more employment for those on part time, or not working at all.

We may not always succeed in our efforts to influence business, but again, we may succeed some times. It's "Little drops of water, little grains of sand, make the mighty ocean and the pleasant land."

## Appointments

THE following appointments and changes are announced:

Effective August 1, the territory heretofore operated as The Olympic Division, was merged with and became a part of the Coast Division under the jurisdiction of Superintendent F. E. Devlin.

Also effective August 1 and until further notice, the office of General Superintendent at Butte, Montana, is discontinued and all business formerly handled with that office, will be referred direct to C. H. Buford, general manager, Seattle, Washington.

Mr. D. E. Rossiter is appointed Super-

intendent of the Idaho Division with headquarters at Spokane, vice Mr. N. H. Fuller, transferred.

Mr. N. H. Fuller is appointed Superintendent of the Northern Montana Division with headquarters at Lewistown, Montana, vice Mr. A. C. Bowen, assigned to other duties.

Mr. W. F. McDonald is appointed assistant engineer, Maintenance of Way, Lines west of Moberly, with headquarters at Seattle, vice Mr. J. F. Pinson, assigned to other duties.

Mr. A. W. Hervin is appointed trainmaster of the Superior Division with headquarters at Green Bay, vice M. J. Hotchkiss, transferred.

Mr. J. W. Hotchkiss is appointed trainmaster of the Illinois Division with headquarters at Savanna, vice J. W. Blossingham, assigned to other duties.

## JOSEPH W. STAPLETON

Joseph W. Stapleton, retired Superintendent of the Dubuque Division, passed away very suddenly at Fort Sam Houston, San Antonio, Texas, on July 19, of heart failure.

At the time of his passing Mr. Stapleton was visiting his daughter, Mrs. John R. Kelly, wife of Colonel Kelly, 9th Infantry, U. S. A., having returned in April after spending the winter in Jamaica.

Colonel and Mrs. Kelly accompanied the remains to Los Angeles where services were held at Glendale, California, July 22nd.

Mr. Stapleton was born in New York City, November 1, 1854, and started his railroad career at an early age as messenger boy. He was connected with the Milwaukee System for over forty years, the greater part of the time as Superintendent of the Dubuque Division.

He retired from active service in 1918 on account of the serious illness of his wife and moved to Alhambra, California. During the last few years he had spent much of the time traveling abroad, making his home with his daughter, whenever in this country.

## The Agricultural Development Section

THE Magazine has much pleasure in offering to its readers the interesting information contained in the new Agricultural Development and Colonization section conducted by Mr. R. W. Reynolds, which will hereafter be a regular feature.

It is believed that our employes will welcome the opportunity afforded by Mr. Reynolds and his staff, to gain first hand and authentic information concerning the resources and development of territory tributary to our railroad. As employes we shall find much valuable knowledge that we shall be able to broadcast among our friends outside the railroad family, and which will give a wider acquaintance with the great country that The Milwaukee Road serves. Mr. Reynolds believes that he will have no more interested readers of his news items than among our own Milwaukee Family, and he expects to be able to interest them more and more with every issue of The Magazine.

## The Other Man

THE "other man" is the supreme boss of your business. By his edict your business rises or falls, succeeds or fails.

You may sit in the president's office. Managers, assistants and clerks may scurry at your push-button signal. You may own the whole works, lock, stock and barrel, but you are not the boss.

You may build tall buildings, or a shack. Stock them with costly goods, or make mousetraps. But if the "other man" frowns upon you, you and your efforts are all for naught.

If he is pleased, you have gained his confidence and good will, and he will return again and again, beating a pathway to your door that others will follow.

Try to dictate to him, and he will wield his mighty power and close your doors. Deceive him by trickery or sharp practice, and he will in time ruthlessly destroy you.

The wise business man realizes that the "other man" is boss and serves him loyally, faithfully and honestly. For, in the language of the street, the "other man" is your customer.—Pipe Dreams.

## Milwaukee Employees Pension Association

### Members Entered on Pension Roll July, 1930

THE following members of the Milwaukee Employees Pension Association have established eligibility to old age pension payments and have been placed on the pension roll during the month of July, 1930:

Name	Occupation	Division or Department
Ernest Cady	Engineer	Iowa Division
Martin P. Christensen	Machinist Helper	Iowa Division
John Donovan	Carman	Dubuque Shops
Wm. Danielson	Machinist	Tacoma Shops
Leonart B. Fowler	Section Foreman	LaCrosse Division
George J. Gayton	Passenger Brakeman and Flagman	R. & S. W. Division
Carl J. Gifford	Telegraph Operator	So. Minnesota Division
James H. Killian	Machine Hand	Milwaukee Shops
Henry Krueger	Locomotive Fireman	Milwaukee Terminal
Chas. Lutjohann	Trucksmith Helper	Milwaukee Shops
Erdman Mohaupt	Machinist	Milwaukee Shops
Mathias Mollinger	Crossingman	C. & M. Division
Cora E. Murphy	Clerk	Illinois Division
Charles Peterson	Bridge Carpenter	Iowa Division
Dudley Z. Robinson	Machinist Helper	So. Minnesota Div.
William Smith	Crossing Flagman	Police Department
William S. Stone	Call Boy	Dubuque Division
Ed Templeton	Passenger Conductor	Iowa Division
John Wagner	Section Foreman	River Division
John Wilcox	B. & B. Carpenter	Kansas City Division
Albert Wilson	B. & B. Carpenter	Kansas City Division
William C. Williams	Engineer	Wisconsin Valley Division

C. W. MITCHELL, Secretary-Treasurer.

# Why Railroad Employment Has Declined

By Samuel O. Dunn, Editor, *The Railway Age*



Samuel O. Dunn

IN the first three months of 1930 there was an average of 1,550,672 employes on the Class I railways in the United States. This figure was the lowest reported for the corresponding period in any year since 1919, which is as far back as these monthly figures are obtainable. It represented a decline of approximately 59,000, or of 3.7%, below the number employed in the first quarter of 1929, and a reduction of 443,000 or of 22.2 per cent, below the peak employment figures reported for 1920. Why has employment on the railroads been declining?

A number of factors determine just how many people are employed by the railways. Chief among these, of course, is the amount of traffic, both freight and passenger, which is offered to the railways for transportation. Other influences which affect railroad employment are the introduction of improved operating methods and labor-saving machinery.

Before we discuss at any length the influence exerted by these factors within recent years, let us see just what the tendency has been for forty years with respect to the number of people working for our railroad companies. Figures prepared by the Interstate Commerce Commission are available as far back as 1890. They show that in that year the number of railway employes was 749,301. By 1900 this total had increased to 1,017,653; in 1910 it was 1,699,420, and in 1920 it reached the peak of 2,022,832 employes on the Class I lines. In 1929 the average number of persons employed on these roads was 1,662,463. Within the last forty years, then, we have had a period from 1890 to 1920 in which employment on the railroads was increasing, and another period from 1920 to the present time in which employment has been decreasing. What has been the cause of this change?

The average railway employe will probably answer that improved machinery is responsible; that the introduction of new locomotives, for instance, so powerful that one engine can replace two or three of the type in use not so long ago, has cut down the number of jobs; that the use of tractors in freight handling, of faster and more efficient machines in the shops, of automatic tabulating machines in the accounting department, has thrown men and women out of work. In some and perhaps many cases this is true.

This replacing of men by machinery is known as "technological unemployment." But this is an influence that does not affect employment on the railroads alone. It is seen in almost every industry. In practically every line of production methods have been improved, new machinery has been designed and installed, so that

now one man can do in a day the same amount of work that required two or three, or perhaps ten men, twenty or thirty years ago. Nor does this necessarily mean that the man of today has to work any harder than did each man in 1910 or 1900. A man with an electric saw, for example, can probably turn out five or ten times as much finished product with less actual labor than a man with a hand saw. In agriculture the number of tractors on farms has increased from 246,000 in 1920 to 853,000 in 1929, while the number of horses and mules has dropped, in the same time, from 25,200,000 to 19,500,000. The tractor and highly specialized farm implements, according to recent estimates, are saving close to one and one-half billion man-days of labor in the production of eight of the principal crops.

With the cradle used by our grandfathers, three men ordinarily could harvest two acres of wheat in one day. With a modern combine harvester, three men can harvest, thresh and deliver to the grain elevator 45 acres of wheat in a single day. According to estimates of the U. S. Department of Labor, three hours and three minutes of human labor were required to produce a bushel of wheat by hand methods; in some sections of the country this has been reduced to ten minutes.

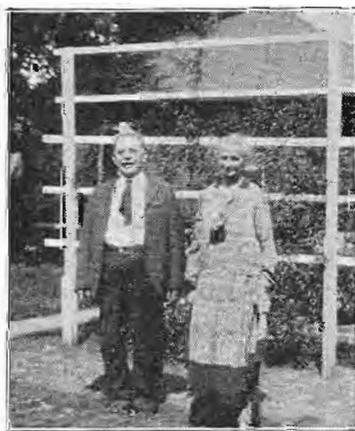
But even more significant to the railway worker is the fact that figures of the Interstate Commerce Commission indicate that this factor of "technological unemployment" actually has been less important on the railroads in recent years than in earlier periods. The eight-hour working day was substituted for the ten-hour day while the railways were under government control, and in order to obtain a fair picture of the situation it is necessary to compare developments dur-

ing a period when the ten-hour day was still in effect with developments that have occurred since the eight-hour day has been in effect. Developments during the period 1911-1917, when the ten-hour day was in effect, are fairly comparable with those during the period 1923-1929, when the eight-hour day was in effect.

Railway freight and passenger traffic, of course, is measured in terms of ton-miles and passenger-miles. To combine these two factors in total "traffic units", it is usually considered that one passenger-mile is equivalent to three ton-miles. If, then, we multiply figures of passenger-miles by three and add the product to the total ton-miles of the railways, we will arrive at a figure of total railway traffic units, from which, by division, we can calculate the number of traffic units handled for each person employed by the railways.

In 1911 the Class I railways produced 275,302 million ton-miles of freight service and 32,371 million passenger-miles of passenger service, or, on the basis explained in the previous paragraph, a total of 372,417 million traffic units. The average number of employes in service was 1,599,854 in 1911, so railway service performed per employe averaged 232,782 traffic units. In 1917 ton-miles rose to 430,319 million and passenger-miles to 39,477 million, equivalent to 548,750 million traffic units. Average number of employes in that year amounted to 1,732,876, giving an average performance in traffic units per employe of 316,670. Thus, in the period from 1911 to 1917 the following increases were shown: number of employes, 8.3 per cent; passenger-miles, 21.9 per cent; net ton-miles, 56.3 per cent; traffic units, 47.3 per cent; traffic units per employe, 36.0 per cent.

What has happened in the last six years? In the year 1929 the freight traffic of the railways was the largest in history, amounting to 492,180 million ton-



## Their Golden Wedding

AT their home, 309 Copeland Avenue, La Crosse, Wisconsin, Thursday, June 26, 1930, Mr. and Mrs. Alois Swinzrod celebrated their golden wedding anniversary.

"Ollie," as the boys call him, is the veteran foreman and machinist of the La Crosse

Round House, having seen continuous service since the fall of 1881. Still hale and hearty, he answers the call of duty every morning and is highly esteemed by his employer and fellow workmen.

Mr. Swinzrod was born in La Crosse, Wisconsin, November 27, 1857. Mrs. Swinzrod was born in Germany, July 12, 1860, and came to La Crosse with her parents at the age of five years. They were married June 26, 1880, at La Crosse, where they have resided during this time.

Four children were born to them. Mrs. Con Harrington, wife of Con Harrington, popular passenger conductor on the River Division, Mrs. Helen Kumlin and Alois, Jr., "Sonny," also a machinist in the La Crosse Round House, with twenty-five years of service to his credit. Another son died in infancy. Two grandchildren, Russell, son of Con and Mrs. Harrington, also an employe of The Milwaukee Road, in the capacity of mechanical engineer, and granddaughter, Marian Kumlin.

More than a hundred guests partook of the celebration and extended their congratulations. A good time was enjoyed by all.

miles. Passenger-miles, however, showed a reversal of the upward trend prevailing in the first period and totaled only 31,078 million, or less than in 1917. The traffic handled in 1929 therefore totaled only 585,414 million traffic units as compared with 570,108 million in 1923. Average employment was 1,857,674 in 1923, and 1,662,463 in 1929, so traffic units per employe increased from 306,893 in 1923 to 352,137 in 1929. As against the increases from 1911 to 1917 previously shown, 1929 showed the following changes as compared with 1923; number of employes decreased 10.5 per cent; passenger-miles decreased 18.1 per cent; ton-miles increased only 7.9 per cent; total traffic units increased only 2.7 per cent; and traffic units per employe increased only 14.7 per cent.

It is interesting to note, from the foregoing figures, that because of the shift from the ten-hour day to the eight-hour day, the traffic units handled per rail-way employe were actually less in 1923 than in 1917. Further, the relative amount of "technological unemployment" that occurred was smaller between 1923 and 1929 than it was between 1911 and 1917, as the increase in traffic units per employe was 36 per cent in the first period and only 14.7 per cent—or relatively less than half as great—in the second period. It is obvious, then, that "technological unemployment" has not been the fundamental cause of the decline in railway employment that has occurred within recent years.

This brings us to the trend of railway traffic. Figuring on the same basis as before, of combining passenger-miles and ton-miles, from 1890 to 1900 there was an average annual increase in railway business of 7.8 billion traffic units. From 1900 to 1910, the average annual increase was 16.2 billion and from 1910 to 1920, 20.4 billion. From 1920 to 1929, on the other hand, there was actually an average annual *decline* in railway business of 1.2 billion traffic units. This was due, first, to the actual and very large decline in passenger traffic, and, secondly, to the greatly reduced growth of freight business between 1920 and 1929, and this is the real explanation of the decline in railroad employment within recent years.

What can be done, in this situation? It is obvious, of course, that the change from a rapidly growing traffic before 1920 to a traffic that has not grown similarly since is due in considerable measure to competition from other forms of transportation. The drop in passengers carried one mile from 47 billion in 1920 to 31 billion in 1929 is due to the competition of the motor bus and the private automobile. The failure of freight traffic to show as large increases as formerly is due at least in part to competition from the highways and from inland waterways. How are these competitive forms of transportation treated as compared with the treatment accorded to the railways?

With the private automobile there can be little quarrel. If a man prefers to drive his family in his own car over highways for which he has helped to pay, rather than ride on the railways, that, of course, is his privilege. Perhaps he has not counted the relative costs, comfort and safety of the two means of trans-

portation, but the decision as to how he will travel is absolutely up to him. As regards commercial highway transportation, however, both passenger and freight, bus and truck, further complicating factors enter.

These bus and truck lines are transportation companies, just as the railroads are. Yet while the railways are strictly regulated by the Interstate Commerce Commission, a branch of the federal government, highway transportation companies have no such regulation. While the railways have to maintain their own rights-of-way, pay taxes thereon and earn a return on the money so invested, the highway companies enjoy a right-of-way largely paid for and maintained at the expense of the general public and upon which no return at all has to be earned. In other words, those common carriers operating on the highways are more or less subsidized by the public, and can, in many cases, make lower rates than the railways, attract traffic from them, and reduce the number of jobs for railway men.

### Try It!

"What do you mean by 'Try It'?"  
The question I knew you'd ask,  
And asked, you will enjoy it,  
If ever you like the task  
Of squaring yourself to measure  
The thing that you have to do—  
And surely a comforting pleasure  
And really nothing new;  
Measure its curves and angles,  
Let nothing escape your sight,  
Don't wince at jars or tangles  
But resolve to do it right  
And doing so, enjoy it!  
What's that? Let's see, we'll try it!"

E. M.

The same facts hold true in much greater degree in the case of the water lines. While the highway carriers do have to pay license fees and gasoline taxes for the use of the highways, carriers on inland waterways have the privilege of operating free on a right-of-way provided and maintained entirely at the expense of the general public. These carriers are not nationally regulated, and do not have to earn any return or pay any taxes at all upon their right-of-way. Finally, as an example of the ultimate in subsidized competition with the railways, the government itself is operating a barge line on the Mississippi and Warrior Rivers which is not only free, as are all other water carriers, from any capital, tax, or maintenance charges on its right-of-way, but, in addition, does not have to earn any return at all upon its investment in equipment and facilities. With such public treatment accorded to the railways' competitors, with such a large part of their costs being paid by public subsidies financed by increased taxes in which we all share, it is small wonder that railway traffic fails to increase.

Nor do these subsidies alone reflect the trend of public and government treatment of the steam railways. The trans-

continental railways have lost and are still losing a material volume of traffic to vessels operating through the Panama Canal, which was built with public money. They have repeatedly petitioned the Interstate Commerce Commission for permission to compete with these boat lines by reducing their rates to Pacific Coast destinations, without making similar reductions to inland points where this water competition does not exist. The Commission has denied these requests, and a bill has recently been introduced in Congress which, if passed, would forever prevent the railways from competing for traffic with the boat lines. Some employes of the Southern Pacific appeared before a Senate committee to oppose this bill.

Inland waterways already in operation also have taken a material traffic from the railways, solely because these waterways are subsidized by the public. It is now proposed to further develop and extend our existing system of inland waterways by the expenditure of large sums of public money which we must all pay in taxes. Such further extensions of subsidized water competition would mean, of course, greater reductions in the amount of traffic which the railways otherwise would handle, and further reduced opportunities for employment on the railroads.

As previously stated, the railways in the last nine years have lost about a third of their passenger traffic because of highway competition. Some railways have attempted to meet this competition by operating highway vehicles themselves, either directly or through subsidiaries. A recent bill introduced in Congress would make unlawful such railway operation of highway vehicles. These are but instances of the attitude of the public and government toward the railways and toward their competitors.

Railway employment is at a low level now because of the slump in business. It will increase, of course, as soon as business picks up. But whether, in the future, there will be further increased opportunities, or even as great opportunities as there are now, for employment on the railways will depend in very large part on whether the government and the public will give the railroads a fair deal in their struggles with their competitors for traffic.

Is there anything that railway employes could do to protect their jobs against the competition of other means of transportation that are being subsidized by the government? Obviously, there is. Other classes of persons are using their political influence to get public officials to advocate and members of Congress and state legislators to vote for the subsidizing of other means of transportation. There are enough railway employes, and they are scattered well enough through the various states and Congressional districts, to exert a powerful counter influence. It would surely be as legitimate for railway employes to exert their large political influence against such measures of government as it is for other people to use their large political influence for them. It is a remarkable fact, however, that while for years organized and successful efforts have been

made by other classes to secure governmental action that will take traffic from the railways, there has never been any organized action on a large scale by railway employes to prevent such governmental action, although it is plain that whatever diverts traffic from the railways necessarily reduces the number of persons the railways can have any reason for employing.

It may be conservatively estimated that if the traffic of the railways had grown as much in proportion during the last nine years as it did during the preceding twenty years they would now be employing 500,000 more persons than they are. The number of their employes actually did increase 682,000 between 1900 and 1910, although even during that period great progress was being made in the improvement of plants and operating

methods. But that was before the railways were subjected to such regulation and subsidized competition as they are now. Railway employes are better situated than anybody else to protect their jobs from attacks backed by political influence, and if they will not make any efforts to do so they will have themselves largely to blame if the number of persons the railroads can employ continues to decline.

## Raising Peonies for Pleasure and Profit

A MAN with a hobby is usually a happy man, especially if it happens to be a hobby of an absorbing nature, one which stimulates the creative faculty and develops an inner urge to excel and to succeed along the creative line. And along this line, perhaps nothing is more interesting than flower culture. To grow beautiful blooms and to raise plants of superior quality is a delightful kind of hobby and becomes an engrossing pastime if that particular quality of the creative faculty is a part of one's nature.

Most men have a hobby of some sort and when one can ride his hobby to make it pay it becomes more and more interesting; and so this little story is being written of that special and particular kind of a hobby and it concerns the extensive peony gardens of Chicago Terminal Engineer A. L. Murawska, at River Grove, Illinois, which he has developed into a really "paying" pastime.

Mr. Murawska's gardens cover a two-acre tract, with space out for his home and a very thriving vegetable garden; and while he specializes in high-grade peonies—peonies of rare variety and wonderful bloom—he also goes deeply into the production of splendid iris plants, of marvelous delphiniums, lovely columbines and stately gladiolas and other perennial garden beauties. During the season of bloom his gardens are a wondrous vista of loveliness. Down the long, evenly spaced rows, are thousands of plants set with exact precision, and nodding in the breeze in a gorgeous spectacle of color and floral loveliness, are rare varieties of



Mr. Murawska and His Favorite Delphinium, "Mrs. C. L. Emmerson"

peonies; while when it's iris time to blossom, erect and regal they stand in all their glory of color. Turn again and you see the long lines of delphinium, varied in shade and color almost beyond belief. Delphinium has always been the reigning queen of blue flowers, but gradually the growers have evolved delicate lavender, purple, pink and orchid shades out of the dainty and deep blues of the old-time blossom; and Mr. Murawska's collection contains some of the most marvelous of these floral evolutions. He, moreover, has developed some special varieties of his own, one of which he has named for Mrs. C. L. Emmerson, wife of our own C. L. E. of the Chicago Terminals; and another especially magnificent variety is named The Olympian, in honor of The Milwaukee's crack coast line train.

Of his peonies, volumes might be written, so wide and comprehensive is his collection and they include such well known and rare varieties as Le Cygne, Phillippe Revoire, Therese, and the choicest of all, President Wilson, for which all growers get enormous prices. Of the less expensive, but still choice, he has Phoebe Carey, Reine Hortense, Richard Carvel, Longfellow, Frances Willard, Tourangelle, Mikado, etc.

Among the iris are the much sought for varieties of Asia, Souvenir, Mme. Gaudishau, Lent A. Williamson, Ambassador, Commoner, Seminole, Princess Victoria Louise, Drake, Gertrude, etc. And if you are curious to know the market value of these choice kinds look over any floriculture catalogue.

Mr. Murawska's gardens have long been commercialized and he has developed a fine trade in his roots, seeds

and bulbs, and taken prizes with his blooms. Being a loyal and interested member of the Milwaukee family, this year, he wishes to stimulate interest among the employes who have homes and garden plots, to plant fine varieties and grow better flowers, so he makes a special offer to Milwaukee employes in his "ad" which will be found in the Classified Section on page 48. He also invites us all to visit his garden in "blossom time" and see the extent and beauty to which he has developed his hobby.

September is the month to put in peony roots, so drive out and see Mr. Murawska's gardens and let him tell you how to beautify your own home garden.

## Prosperity in Five Years on Five Acres

In the Puyallup Valley, Washington

C. C. McCormick, Agr. Dev. Agent.

FIVE YEARS ago W. N. Welch began farming for himself after spending a short time working as a farm hand for one of the up-to-the-minute berry farmers of the Puyallup Valley.

At the very beginning, Mr. Welch adopted a motto which was: study the farm practices of the best berry farmers and then see how those methods and practices could be improved upon.

Whether or not this kind of policy has been profitable can well be judged by the results of this year's operations.

Although the farm contains but five acres, only four and a half acres are in berries, three and a half in cuthberts and one acre in blackberries, allowing only one-half acre for buildings. Mr. Welch evidenced much ingenuity in the arrangement of his buildings, having on the half acre allotted to buildings not only all the necessary farm buildings, but a neatly equipped and arranged bunk house that provides comfortable living quarters for pickers during the harvest season.

This year the harvest season lasted approximately six weeks and during the peak season as many as forty-five pickers were employed, or an average of about twelve pickers per acre.

Mr. Welch uses six to eight tons of poultry manure per acre and at the time this farm was visited in company with A. M. Richardson Pierce Co. agent, the canes many of them, were ten feet high.

This farm owner is quite convinced that it will not be necessary for him to increase at any future time his acreage to take care of his family of four, but does feel that he can reasonably expect to increase his acre yield.

The gross returns from this compact and completely organized plant would do credit to many quarter sections, and as given to Mr. Richardson, country agent, were as follows:

Total yield from three and a half acres cuthbert red raspberries, twenty and three-fifths tons, which were marketed



Mr. Murawska's Delphinium Hybrid, "The Olympian"

# HELP WANTED!



## Maximum Loading

FROM now on, grain, flour, coal and similar commodities will probably move in greater volume. In the matter of grain loading we have, generally speaking, made improvements in the average load per car, as is indicated by the figures covering the years 1925 to 1929:

	Wheat		Corn		Oats		Barley and Oats	
	Rank	Avg. Tons Per Car	Rank	Avg. Tons Per Car	Rank	Avg. Tons Per Car	Rank	Avg. Tons Per Car
1929	4	45.5	9	40.7	1	36.3	6	40.4
1928	3	44.6	10	39.6	1	34.0	9	39.8
1927	6	44.0	12	38.7	1	33.5	4	40.2
1926	8	42.9	11	39.3	4	35.0	2	40.1
1925	6	42.6	9	39.4	3	36.2	4	39.8

In wheat loading our rank among all railroads in the United States was fourth in the year 1929, compared with sixth in the year 1925. In corn loading, we improved the average load per car slightly, but still remain in ninth place. In the matter of oats loading we rank first, an excellent showing, but in the loading of barley and rye we dropped from fourth place in 1925 to sixth place in 1929, although there was a slight improvement in the average load per car, indicating that other lines have made greater improvement than we have.

The performance on our railroad in connection with flour, coal, cement and gravel loading is not so good:

	Flour		Bituminous Coal		Cement		Sand and Gravel	
	Rank	Avg. Tons Per Car	Rank	Avg. Tons Per Car	Rank	Avg. Tons Per Car	Rank	Avg. Tons Per Car
1929	11	26.0	44	46.3	21	38.4	19	55.8
1928	18	25.8	45	45.5	18	38.2	26	54.5
1927	17	25.6	54	44.3	28	37.4	36	52.0
1926	26	25.0	50	45.1	30	37.4	34	51.4
1925	22	25.4	44	45.5	20	38.3	28	51.7

We made considerable improvement in flour loading, ranking eleventh in the year 1929, compared with twenty-second in the year 1925; but in bituminous coal we simply held our own, remaining forty-fourth in rank, although there was a slight improvement in the average load per car.

In cement loading our rank was twentieth in 1925, compared with twenty-first

in 1929. A decided improvement was made in sand and gravel loading, the average tons per car being increased about four tons, and our rank reduced from twenty-eighth in the year 1925 to nineteenth in the year 1929.

The campaign to have carload shipments loaded to the "maximum load

limit," particularly with commodities that move in volume, such as those mentioned, is progressing very nicely and we are receiving co-operation from the consignees as well as the shippers and various Shippers' Advisory Boards.

The Northwest Shippers' Advisory Board have distributed the following placard in the territory covered by that board (which includes the states of Minnesota, North Dakota, South Dakota, and Montana) which has been sent to all shippers and receivers of freight in that territory:

### NORTHWEST SHIPPERS' ADVISORY BOARD

Joint Committee on Heavier Car Loading—Carload Shippers, Receivers and Railroads:

SAVE WASTE OF TRANSPORTATION BY—

1. Loading cars to their full carrying capacity, as indicated by "Marked Load Limit on Car."
2. Increasing the commercial unit to match up with the gradual increase

of car capacity demanded by the evolution of present-day business requirements.

3. Adjusting credits to cover larger commercial units where necessary.
4. Increasing loading of the heavier commodities in this territory, such as grain, flour, coal, coke and cement, which, account volume used, should normally be loaded to the marked load limit of cars.
5. Increasing size of coal and other bins to permit storage of at least 50 tons, instead of 30 or 40 tons, and thus reduce your handling charges.
6. Reducing cost of distribution, where two cars may be used instead of three. This is of mutual advantage to all concerned with the transaction, as well as business generally.
7. Receivers checking their requirements closely before ordering and not limiting the shipping unit below a full car, where possible to do so.
8. Shippers loading cars to the load limit, when not limited by the receiver.
9. Railroad agents calling upon receiver, when a light load is received, and ascertain the cause, and report if no limit is placed upon the loading.
10. *We earnestly solicit the utmost co-operation of every shipper, receiver and railroad in the Northwest towards elimination of this waste of transportation, by giving this subject their thoughtful and systematic attention, when ordering or loading cars, with the aim of loading cars heavier when possible to do so.*

J. L. BROWN, Vice-Chairman  
J. C. O'CONNELL, Secretary  
P. F. SCHEUNEMAN, Chairman

Every employe can help in this campaign by talking "MAXIMUM LOADING" at every opportunity!

## Prosperity in Five Years On Five Acres

(Continued)

at nine cents per pound or a total of \$3,708.

The one acre of Himalayan blackberries were estimated at six tons per acre at four and a half cents will bring an additional \$540.00, making a total gross income of \$4,248.00. After deducting picking charge Mr. Welch states he expects very nearly \$3,000.00 return. While this does not by any means represent the average it does show what is possible by using the best methods and practices, and as the owner stated applying business principles to farming.



Rate Clerk L. W. O'Sullivan, General Passenger Dept., Chicago

## CAUGHT WITH THE GOODS

A backwoods mountaineer one day found a mirror which a tourist had lost. "Well, if it ain't my old dad," he said as he looked in the mirror. I never knew he had his pitcher took." He took the mirror home, stole into the attic to hide it, but his actions did not escape his suspicious wife. That night while he slept she slipped up to the attic and found the mirror. "Hm-m," she said, looking into it, "so that's the old hag he's been chasin'!"

—Union Pacific Magazine.

"In a battle of tongues, a woman can hold her own."

"Yes, perhaps she can; but she never does."

—Pullman News.

## "Every Man To His Trade"

### A Short, Short Story

By George E. McKay

IT was five minutes before leaving time. Charlie Putnam, better known as "Old Put," had oiled up a few places he could not reach at the roundhouse. Giving the old mill one more "once over," he climbed into the cab for the first trip of his forty-fifth year behind the throttle.

Bill Hardcastle, his fireman, also an engineer of fifteen years' experience, but back firing because of slack business, had finished oiling his Duplex stoker. Taking the train orders from "Old Put," he read them aloud and gave them back.

The orange light appeared, followed by the green, and then the familiar "A-b-o-a-r-d!" echoing down the train shed. Bill dropped a few scoopfuls around the door and started the stoker. Charlie cut in the headlight, started the bell ringing, and, with his gentle pull on the throttle, No. 7 started on its journey into the night to Omaha.

Western Avenue, Pacific Junction and Galewood soon were passed and the two long and two short blasts of the automatic whistle could be heard as each road crossing approached. The only words exchanged in the cab were the occasional call "Clear Board" or "Green Board" as the electric signals came into view.

Presently, Bill, looking ahead after adjusting his stoker pressures to the increased demands of higher speed, noticed that the headlight was not burning. He crossed the cab to see if the switch had jarred loose, but found it cut in.

Taking a spare bulb from his seat-box, Bill climbed out his side window onto the running board, felt his way through the darkness to the head end of the engine, opened the headlight door and replaced the burned-out bulb.

He returned slowly and cautiously over the same path, and was about to climb through the window from which he had emerged a few moments before, when, glancing across the dimly lighted enclosure, he discerned the figure of a man standing behind "Old Put" and observed that a revolver was pressed against Charlie's ribs. No word was being spoken at the moment.

As Bill had left the cab to replace the electric bulb, Eddie Rasmus, alias "Eddie the Rat," had climbed over the coal pile from the back of the tank, which he had boarded at Western Avenue. He had expected to find two men in the cab, but as he surveyed the situation through the coal gate he could plainly see that there was but one. On either side of the fire door were two slowly revolving cylinders which, by some means, seemed to be delivering coal into the firebox.

The train was fast approaching the crossing where Eddie had told Charlie to come to a stop and where two members of the gang were waiting to cut off the express car. Two miles farther west the rest of his pals awaited his arrival, ready with a stolen motor truck to carry away the express "strong box" with the fat payroll they knew it contained.



Car Foreman C. O. Bross and "Goldie"

### The Milwaukee Road

Composed by Goldie Bross, Age Ten Years, Daughter of Car Foreman C. O. Bross, Mitchell, S. D.

THE Chicago, Milwaukee, St. Paul and Pacific,

The one and only line;  
With rails that stretch for miles and miles,  
And trains that are always on time.

The great long trains,  
I like to watch them speeding so fast,  
With engines and cars and everything,  
And smoke that will never end, but last.

And lots of men a-working so hard,  
Never loafing on the job.  
And my grandfather, car foreman, you know,  
The work around him never goes slow.

Now for a suggestion before I have to go—  
Travel on The Milwaukee and I know  
That satisfaction will be yours,  
For on The Milwaukee you will make good tours.

Eddie had already made his presence known to "Old Put" and told him where to slow down when Bill arrived back at the window and grasped the situation. Knowing he had not been observed, Bill withdrew into the darkness to a point from which he could see but not be seen.

Determining upon his own plan of action, made possible by the fact that they were driving a thoroughly modern locomotive, Bill slipped his arm through the window and removed from its hook a short iron rod, used in poking coal out of the stoker distributors when they should become clogged. Bill's plan was definite but he dare not put it in action as long as the muzzle of Eddie's cannon was parked at Charlie's back.

Charlie always was willing to go the limit, whatever it might be, in protecting the lives of those entrusted to his care, and had proven it on several occasions. However, he had long ago reached the age of discretion, and he told Eddie he would stop the train at the point designated by the bandit.

Eddie seemed to think that things were working out successfully for him. Presently, however, came the momentary slip for which Bill was watching. Eddie's gun was pointing, for a second, toward the deck of the cab. With one quick stroke of the rod he smashed the left water glass and with a report like that of a gun, steam and boiling water filled the cab. Climbing swiftly over the roof, Bill arrived at the back of the cab just in time to meet the stranger climbing the coal gate to escape the scalding shower.

One blow with the iron rod, none too gently administered, and "Eddie the Rat" dropped back into the cab, wholly uninterested in the proceedings. "Old Put" kept his head out of his window and avoided the shower within, at the same time, with his gloved hand, reaching the extension handle that controlled the broken water-glass. The loss of the left glass amounted to little as the right one was in good working order. Both men reflected with gratitude, even though subconsciously, on the fact that the latest locomotives have two instead of one, the second for both safety and convenience.

With a spare bell cord Bill soon had the intruder bound hand and foot. When Number 7, barely a minute behind schedule, dashed past the lonely road crossing where the gang waited, its members realized that something had gone wrong with Eddie's program. Possibly he had been unable to swing on at Western Avenue. Little did they suspect, however, that in doing so he was starting on the long trip back to Atlanta to finish the 20-year hitch that had been interrupted by his escape.

On a page from his time-book Bill wrote a message and threw it off to the operator at Tower B-17. It read: "Have police meet us at Elgin. Putnam."

Bill was turning the water spout at Elgin as the police patrol backed up to the platform. A sergeant and two patrolmen got out. Before taking water Bill motioned the sergeant to him and said: "There is a passenger in the cab for you. He just woke up a moment ago and seems to have a headache or something." And then he added: "You might as well take this along. It's the 'gat' he tried to scare us with."

### Western Dakota Conditions Studied

Dakota Farmer and Milwaukee Road Co-operate

J. T. E. DINWOODIE and A. H. Pan-kow, editors of The Dakota Farmer, published at Aberdeen, So. Dakota, and our Agricultural Agent, Evan W. Hall, made a trip through western South Dakota during the week of August 12, to meet stockmen, farmers, and business men, to learn of agricultural problems and present crop and business conditions so that The Dakota Farmer and our Agricultural Department would be informed as to ways and means in which both organizations could help agriculture in our West River territory. First hand information and personal contacts are necessary to carry out our agricultural program and secure ideas for future work.

# The Agricultural and Colonization Department

R. W. Reynolds

## Agricultural Department Makes Changes in Staff

Evan Hall Becomes Assistant Commissioner

ANNOUNCEMENT of the appointment of Evan W. Hall as assistant commissioner of this department, effective September 1st, has been made.

Mr. Hall has been employed as agricultural agent for the Milwaukee Road since April 1, 1926, formerly with headquarters at Miles City, Montana, and since January 1st, at Aberdeen, South Dakota. He has been in agricultural college extension work since 1911. For five years he was county agricultural agent at Williston, North Dakota, and for six years was county agent at Spearfish, South Dakota, serving also as assistant county agent leader in both North Dakota and Wyoming. He is a graduate of the North Dakota Agricultural College with the class of 1909.

During these years he has kept in close touch with the problems of farmers and stockmen in Dakota, Wyoming and Montana. During the past four years with the Milwaukee Road, he has studied agricultural problems in the Milwaukee territory and comes to his present position with an understanding of the problems which are daily confronting the Agricultural and Colonization Department.

Mr. Reynolds feels that his intimate knowledge of agriculture in Milwaukee territory and his farmer and stockman viewpoint of these problems will be of great value to the department.

Mr. Hall will be followed at Aberdeen by Paul Lewis, who is now county agricultural agent at Miles City, Montana. Mr. Lewis has performed real service to the farmers and stockmen of Custer County during his five years at Miles City. He is highly respected by the people of both town and country. His training is splendid for his new work, as he is a graduate of the Oregon Agricultural College and has served as county agent in Idaho and Wyoming. Before entering the army, he was foreman of seven units of farms and worked with the Great Western Sugar Company as foreman of irrigated and dry land owned by this company at Billings, Montana.

Mr. Lewis is entirely sympathetic with the farmers and their problems, and he will continue the policy of the Milwaukee Road's Agricultural Department, which is to help the farmers do the things which they believe are most necessary for their prosperity.

## Average Yields Best Guide For Homeseekers and Investors in Montana

WEATHER records over long periods of years, show little evidence of changes affecting crop production in Montana, or elsewhere. Farm methods and practices, utilization of land and choice of crops and livestock are the methods by which average agricultural returns may finally be raised or lowered.

The normal summer rainfall and temperatures, in most years, bring favorable crop yields. Some years show wide cli-

matic variations, with consequent unfavorable seasons, as well as seasons of bumper crop production with many seasons of an intermediate type, showing very satisfactory crop yields.

Too often the tendency is to advertise the big crop year and minimize the results of the poor year. Taken together, the years of bumper crops and years of drought are extremes that cancel out in the long run. The true picture of what Montana returns to her farmers is shown by the long-time averages of crop yields.

Comparisons showing Montana's ten-year average yields with comparable states' and with United States' averages, have given to Montana her place among the leading states of the nation in crop and livestock production.

The 1929 Farm Review recently issued by the Department of Agriculture of the state of Montana, makes the very interesting statement that the unsatisfactory yields of 1929 were 77.5 per cent of the ten-year average, while the very pleasing yields of 1927 were 149.4 per cent of the ten-year average.

Every intending homeseeker, or investor should learn the facts which are available from reliable sources as to average climatic conditions and crop production over at least the preceding ten years, as well as learn the proven farm practices and the adaptability of soils in localities he is considering.

## More County Agents

Trained Local Leaders Needed

WE wish that every county served by The Milwaukee Road had the benefit of the services of a county agent. It is clearly evident that the most substantial farm progress is being made where county extension agents are employed.

Our Agricultural Development Department is seeking to aid farmers and communities in localities served by The Milwaukee Road. In this work its representatives are co-operating with county agents, extension service specialists, farmers' organizations and leading farmers and livestock men. The county agent is the "key man" in the county and through his contacts with farmers and other agencies, best results can be obtained.

The most progressive farmers and business men appreciate the need and worth of efficient leadership in community development and are always to be found as supporters of county agents.

Each succeeding year brings a greater understanding of the worth of agricultural development projects. The combined efforts of county agents, state specialists, experiment stations, farmers' organizations and railroads, have resulted in demonstrating the benefits derived from this high type and efficient co-operation.

## Farmers' Tours in the Northwest

Middle West Farmers View Agricultural Progress and Marvelous Scenery of Northwest States

DURING the month of August the farm magazines, "Missouri Ruralist," "Indian Farmers' Guide," and "Ohio

Farmer," conducted tours for their farmer readers through the Northwest over The Milwaukee Road. They were accompanied by representatives of our Passenger and Agricultural Development Departments, who sought to care for their comfort and entertainment and inform them fully and accurately regarding localities through which they passed.

The farmer tourists were greatly interested in the farming and livestock areas, in learning of the crops produced, of farming practices followed, and of prevailing land prices.

Many favorable comments were heard as to opportunities for farmers and stock men in the Northwest and the personal messages carried by these tourists to their home friends will doubtless prove of real benefit in furthering northwestern colonization and development.

## Livestock Feeding Developed Producers and Feeders Helped in Milwaukee Territory

OUR Agricultural Development and livestock agents are making an active effort to develop feeder buyers in the more easterly localities served by The Milwaukee Road, for cattle and sheep produced in our westerly areas where feeding is not economic.

This program is being carried on in co-operation with the agricultural colleges, and with the direct help of county agents in both producing and feeding localities.

In Minnesota, Iowa, and the Dakotas, conferences are held with farmers who are interested in becoming feeders, or in feeding more livestock.

A plan has been evolved whereby reliable feeders who do not desire or are not able to finance their livestock purchases, can arrange with the producer to obtain the feeder stock they desire and are able to handle, on a co-operative basis under which the producer and feeder will receive their proportionate shares when the finished stock is marketed.

Our agricultural development and traffic representatives are co-operating in seeking to learn the number, kind, and quality of livestock wanted and available.

Feeders are given all available information as to markets and market conditions, and, of course, are expected to buy at best prices obtainable.

The Agricultural Credit Corporation, of Minneapolis, offers to buy livestock for feeders and will extend credit for periods of less than one year at 6 per cent, for this purpose, with a maximum credit of \$1,000, to an individual.

The Milwaukee Road is continuing its efforts to place dairy cows, heifers, and breeding ewes through co-operation with the Agricultural Credit Corporation. These animals are delivered at cost, the farmer paying 20 per cent in cash and the balance of 80 per cent in three annual installments at 6½ interest.

This plan enables worthy farmers to secure their foundation herds and flocks with almost absolute assurance of being able to pay for them.

## South Dakota Manganese Fields Development Promised at Chamberlain

THE August issue of "Commercial West" makes some very interesting statements regarding the development by

the General Manganese Corporation, of the ore beds, estimated to contain more than 500,000,000 tons. These beds lie along the Missouri River, near Chamberlain and Oacoma, South Dakota. The deposit contains about four times as much manganese as is known to exist in Russia, which has the next largest supply.

"The development of these ore beds will make this country independent of the Russian and Brazilian deposits, which now furnish the United States with the larger part of the 94 per cent of manganese which it imports each year.

"Manganese is used in the manufacture of steel. When used in the ratio of 14:16 pounds per ton, it acts as a de-oxidizer, neutralizes the sulphur remaining in the steel, and improves the rolling qualities of the steel.

"When used in large amounts, it produces an alloy called manganese steel, which is excellent for resisting abrasion. This steel is used in the manufacture of safes, railroad frogs and crossings, crushing machinery, and agricultural machinery.

"Manganese is also used extensively in the manufacture of dry cell batteries, and has minor uses as follows: De-colorizer of glass, coloring material for ceramics, textile and mineral pigments, chemicals, and fertilizers.

"Research has been made to find a substitute for manganese in the steel industry, but none has been found.

"The last four years' average of the United States consumption of manganese was approximately 900,000 tons per annum. If the burden of meeting the United States' demand for manganese were to fall on the South Dakota field, there would be sufficient ore for 500 years, according to government estimates.

"Until about a year ago, it was thought there was no manganese in the United States, in any great quantity. In fact, this scarcity was keenly felt during the World War when steel mills were in danger of shutting down due to a lack of this material."

In the latter part of 1927, these ore beds in the vicinity of Chamberlain and Oacoma, along the Missouri River, on The Milwaukee Road, were discovered. "The ore was found thickly scattered throughout the shale, and formed beds thirty-five to fifty feet thick, where, on many thousands of acres, the manganese could be mined by steam shovels without stripping any over-burden, as the soil had eroded down to the tops of the beds. Analysis of the ore showed that it contained manganese, calcium, iron, magnesium, nickel, cobalt, and gold."

The promised early development by the General Manganese Corporation should mean much in furthering the interests of South Dakota, of The Milwaukee Road, and particularly of the towns of Chamberlain and Oacoma.

### Livestock Marketing Costs Less Shown by Recent Study, Bureau of Railway Economics

IT costs a farmer less to market his cattle, hogs and sheep today than it has at any other time during the past six years. Out of every dollar spent by purchasers of livestock in 1924, 5.6 cents was paid for freight and 3 cents for all other costs of marketing, such as feeding and bedding, yarding, commissions, etc., while the producer received 91.4 cents. In 1929, the freight cost out of each dol-

lar paid for livestock was 3.7 cents and for other marketing costs, 2 cents, while 94.3 cents went directly to the producer. The cost of marketing has, therefore, declined 2.9 cents on each dollar paid for livestock during the six-year period. This report also shows that, on a one hundred pound basis, the average price paid by the purchaser for cattle, hogs and sheep, combined, increased from \$7.36 in 1924 to \$11.24 in 1929, an increase of 63 per cent, while marketing costs were 63 cents per hundredweight in each year and that therefore, the increase of \$3.38 per hundredweight went entirely to the producer, or the shipper at the shipping point.

### Rich Harvest at Fairfield, Mont. Irrigation Farmer Believes in Future of Project

"THE greatest opportunity I have ever seen."

That is what A. L. Meyer will tell you if you ask him what he thinks about the future of the Greenfields Division of the Sun River Reclamation Project. And Mr. Meyer should know something about what constitutes a good farming proposition. He has been farming since his youth. He was reared in the corn belt of Illinois. He tilled the soil in Wyoming, then in Canada.

Mr. Meyer settled on the project in 1923. He was broke, "but today we could walk off this place with quite a little bit." And it is evident that he could—525 acres in wheat, oats, barley and peas, and that little matter of 165 feeder hogs and twenty brood sows.

The Meyer tract is three and a half miles north of Fairfield. Near the Meyer place are other farms that demonstrate the practical value of diversified agriculture—farms that are proof of the fact that their operators are good farmers.

Mr. Meyer has fifty acres of oats that will average sixty bushels, some of it being estimated at ninety bushels. He obtained the seed a year ago and planted this year from the seed he grew in 1929.

Mr. Meyer has 250 acres of marquis

spring wheat that looks like thirty bushels to the acre.

Mr. Meyer has fifty acres of contract seed peas that he believes should bring him \$35.00 an acre.

Then there is the barley. That goes for hog feed, although he uses other grains if he should be short of barley or a low market and a surplus should be a factor. He finds that the grain fed to the hogs is worth considerably more than when sold as grain.

"The best paying thing there is," Mr. Meyer replies if you should ask him what he thinks of the animals that are transformed into hams and bacon. Mr. Meyer's hogs give him a cash income the year around, especially in the spring and fall. He markets them in Great Falls and he is well pleased with the market Great Falls affords him.

This farmer and many others on the division use sweet clover as a rotation crop. It revitalizes the soil and in an area where there is trouble from soil blowing, it is said to have some advantages over summer fallowing. A stand of grain on land on which sweet clover has been is noticeably larger than under other conditions.

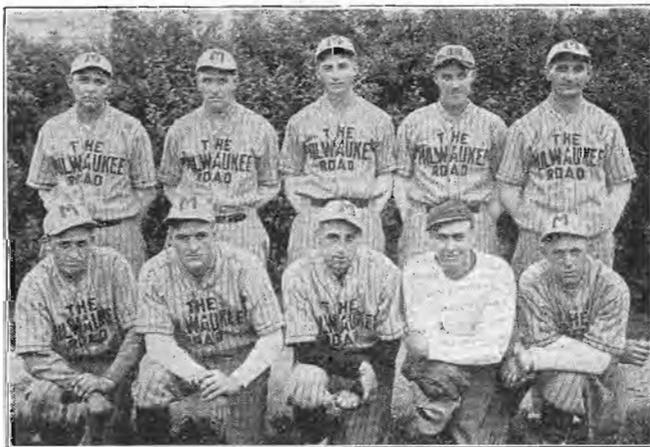
Mr. Meyer does not believe that a farm of his size should have too much power machinery, pointing out that in such cases the investment often is not justified on the basis of good business. He gets along with one steady hired man.

"Ten years from now, folks will be saying, 'In 1930 I could have bought land on the Greenfields Division for \$40.00 an acre!'" Mr. Meyer commented in emphasizing his belief that land values of the project will increase.

The foregoing interview with Mr. Meyer was published in the August 10th issue of the Great Falls Tribune.

### Saving Montana Livestock Practical Relief Plans

LIVESTOCK men along The Milwaukee territory in Montana are making every effort to keep as much breed-



Green Bay Milwaukee Road Ball Team  
Top Row: French Yeager, Captain; R. Hyska, G. Zuidmulder, Leland Wall, Jake Hansen. Bottom Row: Donald Simons, D. Zuidmulder, J. Geyer, P. Larscheid, Ray Margraf.

### Milwaukee Baseball Team

THE Milwaukee Road employees at Green Bay are very proud of their baseball team pictured above. The team was organized in 1924 and has always been a contender for high honors in the Industrial League of this fair city.

Through the untiring efforts of Manager

French Yeagers a wonderful combination was developed which proved its worth right from the beginning of the season. They got started in the right way and have been leading the Industrial League ever since and everyone is confident that they are going to finish the season in first place.

The organization of this club plays its part in publicity of our Railroad in this community.

ing stock as they possibly can, according to word coming in to the Agricultural Department of The Milwaukee Road from many livestock men and livestock associations in this large area. The reason, according to those who are closely in touch with the situation, is that livestock men know that if they sacrifice their breeding stock at very low prices and then have to restock on high prices, it will give this large industry a set-back for many years to come.

With the hay crop short in some areas the following methods are being employed to hold this livestock until prices become more favorable:

1. Stacking low value and low priced wheat without threshing for livestock feed.
2. Saving threshed wheat for livestock feed. (Note: This feed, if mixed with roughage, will go three or four times further than alfalfa, according to the best information received.)
3. Using buncher attachments for combines to save the straw.
4. Planting fall rye or fall wheat to give long fall pasture season and more feed.
5. Stacking combine straw with hay racks.
6. Looking up cheap feed and wintering stock on it on share basis.
7. Ordering sufficient reserve feed in the form of cottonseed cake. Importance of ordering this early is price advantage before increased demand runs it up.

The Milwaukee Railroad, through its several departments, is doing what it can to assist in this program, to help stabilize the stock industry in its territory.

They are assisting materially in conjunction with the Extension Service in locating feed supplies and determining the most practical methods of making the above program possible.

### Irrigation Assures Crops Wonderful Crops in Our Fairfield Territory

WITH severe drought conditions reported over a large area of the United States, and crops being destroyed by intense heat and lack of moisture, word comes from the Greenfields Division of the Sun River Project that crops were never in a better condition. According to the committee in charge of farm management and the project development, alfalfa yields will give a surplus of hay and feed while the seed pea cash crop promises to return a fine income this year. Reports from the committee also show that oats will yield as high as ninety bushels per acre and that sugar beets and tame mustard seed, which are on an experimental basis, will also give some very interesting positive results.

Mr. Dan Thurber, Associate County Agent; A. V. Walker, Project Manager; Leroy B. Kay, local agent for The Milwaukee Railroad; J. E. Young, banker, and a group of seven farmers, are doing what they can to demonstrate the great agricultural possibilities of this fertile area under the sound government irrigation project. Farmers on the committee consist of Sam Ness, Earl Wood, Newt Knudson, Ole J. Olesness, D. L. Davis, A. L. Meyer and Peder Lee. These men invite farmers in burned-out areas, who

are interested in sure and permanent diversified farming, to come to Fairfield and look over their project. As soon as the government opens a few more tracts, which is expected this fall, they will need a few more neighbors in order to develop this area in the most satisfactory way.

The Agricultural and Traffic Departments of the Milwaukee Railroad are co-operating with the Fairfield people, believing and knowing that this is a good, sound project as demonstrated by the many successful farmers now living on it. They believe that this area does offer some nice opportunities for people who are interested in making a home and a nice, comfortable living.

### Montana Association Organizes To Further Agricultural and Industrial Development

AT HELENA, on July 25th and 26th, a large number of representative Montanans attended the organization meeting of the Montana Association.

This is not to be merely a booster organization, helping to extract the dollar from divers and sundry and unwary persons who may fall under Montana's spell. First of all, the Montana Association is to become an agency of Montana people through which they may correct conditions and situations that now retard or delay their own economic or industrial progress. It is aimed especially at such conditions as individuals, firms or even sectional groups in the state are unable to cope with.

Other middle and western states have found good use for an organization capable of determining adverse conditions, devising remedies, bringing them to public attention and having them corrected. They have found ways and means for speeding progress, making high use of advantages and resources. The Montana Association will be put to work for such benefit of Montana people.

The conferences of western governors at Salt Lake have clearly brought out the fact that there are many problems common to all the western or northwest states which should have their united attention and effort. There has been no Montana organization to represent its people at these governors' conferences and at reclamation and other conferences which have been held for the consideration of interstate problems.

Many Montanans have learned of the accomplishments for their respective states of such organizations as the Greater North Dakota Association, the state Chambers of Commerce of South Dakota, Idaho, Oregon and Washington, and realize the acute need for the Montana Association as a direct representative of all its agricultural and industrial activities and of other matters incident to the progress of the state.

At this conference a permanent organization committee was selected and a secretary or manager will be employed, and further carrying out of the organization and financing plans.

### Opportunities for Agriculture and Industry

At Raymond, Wash., on Willapa Harbor THIS territory has rich soil, suitable for many kinds of farming and, in addition, is one of the few places favor-

able for growing cranberries. Its permanently green pastures make livestock profitable. Berry-growing is successful and increasing. Wild blackberries are shipped in large quantities. The poultry business is organized, with promises of large future growth.

The reclamation project, Diking District No. 5, will add 1,530 acres for agricultural purposes.

There are four sawmills, two shingle mills, a veneer plant and a manufacturing plant now in Raymond and its Chamber of Commerce states that fruit and fish canneries, pulp and paper mills, veneer plants, chicken hatcheries and manufacturers of wood in any form, are desired.

In the harbor, bays, rivers and streams are found all kinds of sea food. This harbor has been pronounced ideal for the giant variety of Japanese oysters.

Raymond has three grade schools, with junior and senior high schools, seven churches, two banks, two hotels, one daily and two weekly newspapers.

Its municipal water system is capable of supplying 40,000,000 gallons of fine, soft water daily. A new dam is now being constructed a few miles north of the city which will increase the already ample power available at reasonable rates.

### Artesian Water Development North of Roy

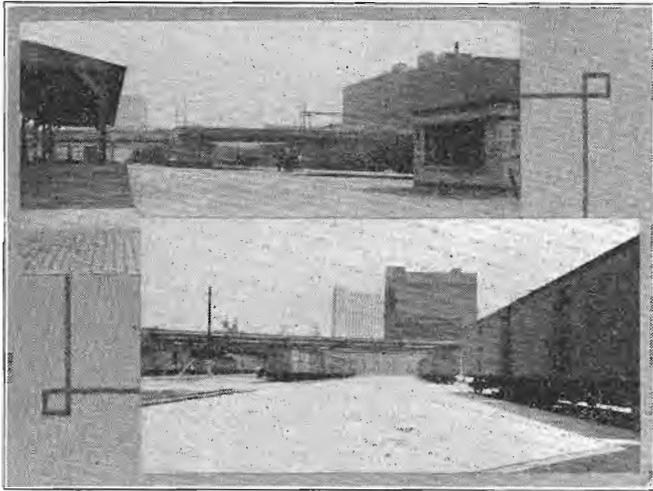
#### Geologists and Extension Service Studying Water Supply

DR. E. S. PERRY, in charge of geological work in the Montana School of Mines, and Dr. Giesicker, in charge of soil survey for the Montana Experiment Station, were among those who visited the northern Fergus County livestock area on August 15th. The purpose of this trip was to discuss with stockmen, business men and farmers, the possibility of water development in their land utilization program, especially information as to its cost, the depth required to get artesian water and the practicability of other means of securing water, which was taken up by Dr. Perry, who has made a survey of this entire area. The other questions of interest were soil variation and the adaptability, together with the purpose of conducting soil surveys, which will be completed in this area some time this summer by Dr. Giesicker.

There are thousands of acres of splendid grazing land to the north and east of Roy which, during the summer and fall months, must be abandoned because of a shortage of water. Since the ranges have been cleared of the mustangs, thousands of cattle or sheep could now be run there if water was available. One good well would serve to supply ample water for an area of ten or twelve miles, adjacent to a creek bed where the overflow would run off.

The community clubs surrounding Roy, together with the Roy Business Men's Club, have been actively interested in working with the Extension Service and the Agricultural Department of The Milwaukee Road in furthering a program which will increase the feed productivity of this area and afford to it an ample all-year-round water supply.

# Current News of the Railroad



The New Union Street Improvements

## The Chicago Team Tracks

F. M. McPherson, Agent, Union Street

IT IS difficult to do justice in writing of the new and modern team tracks of the Milwaukee Railroad Company, that have now been completed at Chicago.

That the service rendered to shippers and receivers may be all that could be desired was the first thought in arranging this big job of placing such modern receiving and delivery facilities at the service of our patrons.

Twenty-one city blocks of wide, smooth clean concrete driveways serving team tracks accommodating 225 cars at each setting, have been completed, and the adequate switching facilities make the capacity unlimited. This added to electric lighted, modern meat, poultry, automobile and machinery platforms and a twenty-five ton electric crane, offer accommodations that will be hard to duplicate.

The driveways are equipped with wagon scales at convenient locations, operated by experienced, courteous and willing employes, and with special attention being given to the handling of perishable freight such as icing, weighing, inspection and reconsigning, offers to the shippers, the best of carload freight handling accommodations.

These team tracks extend from Clinton Street, the Gateway of Chicago's Loop District and the near north side, to Carpenter Street, directly adjacent to the Great Fulton Market, and offers a short haul to the west and south side of the city, giving quick delivery service to Randolph Street Market and the Chicago Produce Terminal, and serves two of the city's prominent cold storage and four other large public warehouses.

This Terminal is also equipped with freight houses for the handling of general merchandise, and specializes in the handling of butter, eggs and cheese in LCL lots.

These warehouses cover four city blocks; are served by wide, paved driveways and Chicago tunnel connections; have a capacity for handling 2500 tons

of merchandise daily; afford quick transfer of freight to eastern and southern connections by truck and tunnel, and are capable of handling 2000 or more teams, motor trucks and tunnel cars every day, assuring prompt transfer at Chicago on eastbound business and quick city delivery on Chicago business.

Also by a special program arranged for the accommodation of our patrons, the arrival of all perishable merchandise and all carload business is reported to the consignee by telephone between 7:00 and 8:00 A. M. each day, and with suitable equipment on hand for outbound loading to supply our patrons on short notice with the class of cars they require, makes the Milwaukee service most convenient and profitable to its patrons.

## Improvements at Rapid City

WHILE at some stations on our Line, our business has not been quite as heavy as in some years previous, Rapid City has shown a nice increase in business every month this year.

As a part of the plan to secure new business and also to secure our share of the old business in Rapid City, a new warehouse was planned and constructed to serve the Wood and Wood Implement Company, on Maple Avenue near our Engine House. This building is 60 x 140 feet with a 20 x 40 feet leanto. The office and show room are on Maple Avenue. The floor is entirely of concrete and makes a very nice building for a business of this kind.

The main track has also been extended about 700 feet in order to make room for a new building to be constructed by Robbins & Stearns, who are now located on our track at Eighth Street. This new track extension will also provide room for more industries to locate and it is anticipated that that space will be filled within a short time. The area to be served by this track extension is equal to 1½ city blocks.

The Old Freight House has been moved to a point near Fifth Street, and has been leased to the Rock Island Plow Company.

A New Warehouse and Freight Office is now under construction, just east of Seventh Street, in the same block with the Passenger Depot, which has been moved East to Sixth Street. The new building will be 50 feet in width by approximately 225 feet in length. The westerly 43 feet of the building will be used for a Freight Office and will have a basement for the location of the heating plant, record room, etc. The balance of the building will be used for Freight House and Warehouse purposes and will have a concrete floor. A new track will serve the south side of the warehouse and the north and east sides are equipped with doors serving trucks. A new track will be laid along the south side of the new building and will extend across Seventh Street, along with the extension to what is called the "Stone Track" across Seventh Street.

West of Seventh Street, these tracks will serve the relocated unloading platform and also will provide a large space for team track. It is planned to complete this work about September 10.

## New Freight Station at Janesville, Wis.

ON Monday, August 11, Janesville's new \$35,000 Freight House located as what is known locally as "Five Points", and in the heart of the commercial and manufacturing district of the city, was formally opened. The freight house and office forces moved in and were ready for business. The building is a one and two-story brick structure, 36x122 feet, with a timber loading platform, 20 x 300 feet. A wide concrete drive extends along the side of the team tracks the length of the house and platform. The loading platform can handle 22 cars and space is provided for an additional 11 cars, when necessary.

The interior of the building is modernly equipped. The office force occupies a second story over the end of the building where the quarters are commodious and specially fitted for convenience, and efficient handling of the company's business. The cashier's cage, vaults and billing counters are of the most approved type. The agent's office and the large room occupied by the clerks are in the second story. They are fitted with steel storage cupboards, wash-rooms for both men and women, bubbling drinking fountains and all other modern equipment.

In the freight house the same attention to convenient handling of business has been attended to. Wide doorways open onto the loading platforms and eight receiving entrances on the sides give access to street and tracks; and these are supplied with collapsible doors. The freight house floor is concrete and the lighting arrangements are designed for rapid and efficient operation.

For Opening Day, Mr. Brown had issued invitations to the business community of Janesville which were very generally accepted. Practically all of Janesville's business folk availed themselves of the opportunity to inspect The Milwaukee Road's latest acknowledgment of Janesville's rapidly increasing importance as a transfer point and railroad terminal.

## The National Air Races

Milwaukee Road Provides Service to the Curtiss-Reynolds Airport at Glenview, Ill.

**A**NNOUNCEMENT was made on August 15, that our Company had completed arrangements to render special passenger train service between Chicago and Glenview, Ill., the station for the Curtiss-Reynolds Airport, where beginning August 23 and continuing to September 1, the great national event in aviation development, the National Air Races will occur. During the meet, trains operate at frequent intervals on a 35-minute schedule in each direction, with the most frequent service between noon and 2 p. m. from the Union Station, Chicago; and between 5 and 7 p. m. from the airport.

The Milwaukee is the only railroad serving this great airport, and to accommodate the crowds, platforms are being built where the tracks cross Lake Avenue, one mile north of Glenview station, and immediately at the entrance to the airport.

## Some Heavy Special Train Movements

**O**NE of the heaviest passenger movements of this summer season over The Milwaukee Road, in the Chicago territory, took place over the first week-end in August, when fifteen specials and many extra cars on regular trains were operated to accommodate a number of special parties. Among them were special trains to move Illinois National Guard troops to Camp Grant, calling for five trains; two specials to Kansas City, enroute to San Francisco, carrying members of the Fraternal Order of Eagles to their annual meeting. A special to Seattle operated as Cappers Missouri Ruralist Farmers' Party; two trains to Minneapolis for members of the National Retail Meat Dealers' Association; a train to Minneapolis for the Boston and Chicago delegates to the annual meeting of the Catholic Order of Foresters; a special to Omaha enroute to Yellowstone National Park for the Indiana Farmers' Guide Party; a special to St. Paul for the Ohio Farmers' Fourth Annual Western Tour; a Travel Guild House Party on Wheels to the Pacific Northwest, and an excursion train from Milwaukee to Chicago and return. Extra car parties included Naval Reservists from Green Bay and Madison, Wis., and Walther League Members returning from a post-convention tour of the Yellowstone.

## Wisconsin Potato Tour

Certified Seed for Southern Markets

**D**URING the week August 4th to 9th, approximately 300 potato growers, county agents, extension service representatives and railroad agricultural development agents accompanied this tour in charge of Professor J. G. Milward, of the University of Wisconsin. Stops were made for numerous meetings and field inspections. Studies were made of fields of varying sizes, of effects of different fertilizers, of the relation of seed selection to disease-free plants, of soil tillage methods and their effects, of the relation of insect injury to plant diseases, etc. Discussions on these subjects were headed by county agents and extension service representatives.

Four meetings, or public hearings, were held for discussion of suggested changes

in the Wisconsin State Grade and Standards for number one Irish cobbler potatoes. These hearings developed that present grades and standards are satisfactory to the growers but not popular with southern seed buyers.

At the Rhinelander meeting practically all parts of the state were represented by growers and the Wisconsin Certified Seed Potato Growers' Association was organized. It is hoped that this association will enable the growers to have the directing power on seed certification in Wisconsin and result in raising the quality of seed stock to meet the requirements of southern buyers.

There is opportunity for profitable development in the Wisconsin potato industry, especially in the northern areas served by Milwaukee lines where soil and climatic conditions are especially favorable.

There are many opportunities for new settlers who are willing to work hard and live with reasonable economy.



The X-Ray Room, Physical Examination Car

## A Car for Physical Examination of Employes

Dr. A. R. Metz and Staff to Conduct Examinations Over the System

**A** CAR fitted up for the services of the Medical and Surgical Department of the railroad has come from Milwaukee Shops during the past month, and been put in service to travel over the System, with a corps of attendants headed by a Company Surgeon, for the purpose of conducting physical examinations of employes engaged in train operation and applicants for this branch of the service.

The exterior of the car is the regulation modern steel coach while the interior is divided into a series of compartments, provided with the most modern equipment available for complete physical examination. Living quarters including dining room, kitchen, shower baths, and sleeping accommodations are provided for the staff. There is a first aid room and an office section where the findings of the examining board are on file. An electrical plant to operate the X-Ray and other apparatus is carried underneath the floor.

Dr. A. R. Metz, chief surgeon, conceived the idea that such a car would greatly facilitate the necessary examinations, and would be a means of promoting greater efficiency among employes whose physical condition is an all-important factor in the safe operation of trains;

and in addition, said Dr. Metz, these examinations will be a means of prolonging the period of usefulness of the employes by giving them an opportunity to learn of any early physical defects they may have, which can be corrected by proper treatment.

The car has been named "METZ" in honor of the Chief Surgeon.



## On the New Kansas City Line

**A**BOVE are two pictures which show the machinery that is used on the new double track railroad which this Company is building between Moseby and Birmingham on the Kansas City Line.

Each tractor pulls three wagons and each wagon contains seven yards. These machines are used profitably on hauls that are not in excess of one-half mile. The contractors are now arranging to build more wagons with 15-yard capacity, but none of this size wagon is shown in these pictures. The block-like looking structures setting outside of the right-of-way fence are the buildings in which the employes live.

## Aromas from the Cereal City

Ray

**S**WITCHMAN S. S. O'TOOLE and wife and daughter Margaret are enjoying a vacation visiting relatives at Long Beach, California. Imagine Si picking oranges and acquiring a sun-tan on the beaches among a bevy of California peaches.

Ticket Clerk F. E. Wiley and wife have returned from a short vacation spent at Edgewood, Iowa.

Engineers E. Keating and Wm. Goff, Switchman D. D. Harrington and Machinist J. E. Kelsh left August 15 to attend the National Convention of the K. of C. at Boston, Mass. They planned on taking in the sights at Niagara Falls and New York City on the way out and return by way of Washington, D. C.

Switchman Carl Powers was instrumental in securing a party of sixty passengers from Cedar Rapids to Chicago and return August 1. Powers notified the Passenger Station several weeks ago when he first heard that the party was going to move and they were successful in landing the business.

Mr. and Mrs. C. L. Sherwood have returned from a month's vacation spent at their summer home at Bay Side, Minnesota.

The M. A. C. have been winning consistently lately and now are perched in second place and have pennant aspirations.

Tommy and Vic and Don all went fishing in the Cedar this week. Tommy and Vic and Don all came back. No fish. No luck.

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Summary of Activities During the Six Months Ending June 30, 1930, as Compared With the Six Months Ending June 30, 1929

	Jan. 1 to June 30, 1930		Jan. 1 to June 30, 1929		Increase in 1930 over 1929	
	Number	Amount	Number	Amount	Number	Amount
Membership June 30th.....	11,766		10,443		1,323	
Donations made in connection with Relief, Good Cheer, Mutual Benefit and Scholarship activities.....		\$11,262.34		\$9,736.70		\$1,525.64
Personal and telephone calls made in the interest of Relief, Good Cheer and Scholarship work.....	12,114		9,607		2,507	
Messages of Good Cheer and Sympathy sent.....	1,265		821		444	
Raised in various ways, exclusive of membership dues.....		\$8,504.98		\$7,615.24		\$889.74
Balance in treasury on June 30.....		\$25,966.01		\$24,255.30		\$1,710.71
Number of books, property of club, in circulating libraries on June 30.....	3,023		2,087		936	
Number of library books loaned to members.....	5,268		3,912		1,356	

In addition to the expenditure as shown above for relief, mutual benefit, good cheer and scholarship work, food, clothing and other articles valued at approximately \$1,025.00, received by chapters from members and friends, and not requiring an expenditure on the part of the chapter, have been distributed.

### Prize Winners

The General Executive Committee takes pleasure in announcing the following prize winners of membership prizes, and extending its congratulations to these chapters:

Winners of Prize of \$15.00 Offered to Every Chapter Securing by June 30, 1930, a Membership Equal to Its December 31, Last, Total Voting Membership and Its Grand Total Membership.

Chapter—	Voting Membership—			Total Membership—		
	Dec. 31, 1929	June 30, 1930	Increase	Dec. 31, 1929	June 30, 1930	Increase
Bensenville.....	73	76	3	92	114	22
Butte.....	30	30	..	70	70	..
Channing.....	42	43	1	68	100	32
Council Bluffs.....	97	110	13	214	223	9
Des Moines.....	71	76	5	192	212	20
Green Bay.....	149	149	..	259	289	30
Harlowton.....	63	63	..	77	79	2
Janesville.....	158	158	..	245	250	5
Madison.....	106	114	8	173	190	17
Marion.....	109	111	2	224	253	29
Marmarth.....	58	67	9	82	126	44
Marquette.....	46	48	2	73	83	10
Milbank.....	55	56	1	84	94	10
Miles City.....	245	250	5	534	588	54
Ottumwa.....	136	143	7	264	294	30
Sanborn.....	58	68	10	170	172	2
Sioux City.....	187	208	21	513	563	50
Tomah.....	187	190	3	311	338	27
Wausau.....	85	117	32	173	226	53

Winners of Prize of \$10.00 Offered to Every Chapter Securing by June 30, 1930, Its Total Membership of December 31, 1929, But Not As Many Voting Members As It Had on That Date

Chapter—	Total Membership—		
	Dec. 31, 1929	June 30, 1930	Increase
Chicago—Fullerton Avenue.....	1,153	1,161	8
Dubuque.....	532	623	91
La Crosse.....	133	212	79
Tacoma.....	363	373	10

### "Doing Our Bit"

*Mrs. J. D. Lidders, Tacoma, Wash.*

HAVE you heard of the band of people  
Whose aims are high and fine;  
They are members of the Women's Club  
Of the old Milwaukee Line.

They hear the wail of the infant  
Whose father is out of work;  
Clothes and care are quickly provided,  
This duty they do not shirk.

They hear the cry of the orphan  
And the widows whose hearts are sore;  
For death has taken their loved one,  
His check they'll receive no more.

To the homes and to the hospital  
Where sickness has laid its hand;  
And the all "too frequent" accident  
Goes this cheerful, willing band.

With their rummage and their food sales,  
And their monthly penny drills;

They gather together the money  
To combat these many ills.

The Good Book has faithfully promised  
A reward or a punishment sure;  
For either we did or did not  
Remember the sick and the poor.

Each member will some day pass on  
And find in eternity,  
That the Father in Heaven will say to them  
"What ye have done, ye did unto Me."

### Union Station Chapter

*Mrs. O. P. Barry, Historian*

WE regret that Mrs. Allgeier is going to move out of the city, necessitating her resigning as chairman of our Welfare and Sunshine Committee, which will feel the loss of her valuable services. Many of our Milwaukee people, who have been laid up in hospitals, have been made happy through Mrs. Allgeier's kind words and thoughtful remembrances of fruits, magazines, or flowers. She also administered to the needy in the way of fuel, cloth-

ing, and food; all on behalf of the Milwaukee Railroad Women's Club. We hope that sometime in the near future we may again have the active support of Mrs. Allgeier as a member of the Union Station Chapter.

### Bensenville Chapter

*Kate W. Sutherland, Historian*



*Mrs. Wm. A. Rands,  
President of  
Bensenville  
Chapter*

AT the regular business meeting in May it was decided to hold our June meeting in the evening instead of the afternoon, so as to give our members who are employed an opportunity to attend. It was very successful and well attended and we expect to hold another one in the fall. This being our last meeting until fall much business was to be attended to; committee chairman making reports for the first half of the year, which were very gratifying.

Our membership chairman, Mrs. Bodenberger, reported that our membership had nearly reached the total qualifying us for the \$15 prize offered by the General Governing Board, and we expect to be one of the lucky chapters.

Ways and Means chairman reported \$18 from card party at club house. Welfare and Sunshine committees are doing splendid work. With the help of the General Governing Board we were able to be of great assistance to a very needy family, who have been out of work since February.

After the meeting we welcomed five new members and refreshments were served and a short program, consisting of a reading by Ruth Beyers, small daughter of our secretary, and a violin solo by Laurelle Ball accompanied by Lucille Crouse. Though we have not met in regular session, the various committees have been very busy all summer. Flowers and cards were sent and calls were made at the homes of two of our members, Mr. and Mrs. Guy Sampson, who had the great misfortune to lose their son, Gerald, in an auto accident, and Mrs. Albert Perry. Mr. Perry was operator at Western Avenue Tower and passed away at his home on July 14. His loss is felt by a great many neighbors and friends. The entire Milwaukee family extend deepest sympathy to both families in their sorrow.

On July 8 our annual picnic was held at Lincoln Park. Mrs. Tonning, social chairman in charge, and each member took a well-filled basket and their families by train and auto, and a very enjoyable day was spent. The zoo proved, as always, interesting to grown-ups as well as the children. Riding the ponies, boating and baseball kept all entertained until about four-thirty, when rain drove the happy picnickers home.

On July 23 the stork visited the home of Mr. and Mrs. Donald Smithurst and left them a nice baby boy. Congratulations!

A farewell party was given at our club house for Mr. and Mrs. A. W. Hervin, trainmaster, who has been transferred to Green Bay, Wis. The evening was spent in a variety of games and the awards were given to Mrs. Hervin, Mrs. Elliott, Mrs. Miller and Albert Tompkins; consolation to Wm. Rands. Geo. Pittsley of Chicago and Mrs. Harris of Austin, Minn., an out-of-town guest of the evening. Mr. and Mrs. Hervin have made many friends during their two years in Ben-

## Summary of Activities, by Chapters, for Period January 1 to June 30, 1930

Chapter	Paid-up Membership on June 30			Cleared on Parties, Dances, Raffles, Libraries, etc.	Balance in Treasury on June 30	Expended for Relief, Good Cheer, Scholarship and Benefit	Estimated Value of Articles Donated not Requiring Expenditure by Chapters	Relief and Good Cheer Calls Made			Cards and Letters of Sympathy Sent
	Voting	Contr.	Total					Pers.	Phone	Total	
General Governing Board.....		3	3	\$189.73	\$11,030.71	\$1,586.68	\$ 50.00				
Aberdeen, S. D.....	101	206	307	77.32	1.46	171.54	13.00	25	64	89	
Austin, Minn.....	136	163	299	127.95	98.66	220.37	145.80	810	321	1,131	69
Beloit, Wis.....	68	30	98	84.72	288.95	107.97	19.00	54	103	157	8
Bensenville, Ill.....	76	38	114	165.45	209.87	124.48	....	97	8	105	4
Black Hills, S. D.....	37	42	79	40.93	147.72	46.89	8.15	289	211	500	17
Butte, Mont.....	30	40	70	63.05	45.18	84.50	....	12	146	158	6
Cedar Rapids, Iowa.....	35	18	53	65.86	73.22	19.33	....	26	72	98	9
Channing, Mich.....	43	57	100	64.08	131.41	42.53	8.00	156	..	156	35
Chicago—Fullerton Avenue.....	664	497	1,161	708.25	1,392.29	846.76	19.00	35	31	66	7
Chicago—Union Station.....	255	116	371	497.70	744.74	294.85	10.40	102	39	141	34
Council Bluffs, Iowa.....	110	113	223	52.29	121.57	112.07	7.25	128	56	184	14
Deer Lodge, Mont.....	72	40	112	60.05	173.60	26.05	....	23	37	60	
Des Moines, Iowa.....	76	136	212	31.75	113.15	201.23	3.00	66	30	96	5
Dubuque, Iowa.....	133	490	623	123.28	793.05	224.64	3.80	906	..	906	106
Green Bay, Wis.....	149	140	289	170.66	85.96	356.60	17.50	147	73	220	7
Harlowton, Mont.....	63	16	79	24.65	160.79	12.00	10.94	58	12	70	17
Janesville, Wis.....	158	92	250	333.51	144.70	402.00	198.00	253	382	635	83
Kansas City, Mo.....	69	50	119	74.15	186.51	144.50	3.55	119	152	271	38
La Crosse, Wis.....	96	116	212	148.15	345.84	83.73	....	60	106	166	10
Ladd, Ill.....	20	5	25	32.67	110.70	.85	....	..	..	..	8
Lewistown, Mont.....	48	64	112	96.75	255.62	22.64	....	18	32	50	6
Madison, Wis.....	114	76	190	132.39	199.95	219.59	29.25	67	5	72	13
Marion, Iowa.....	111	142	253	313.84	1,133.47	85.18	18.00	145	138	283	19
Marmarth, N. D.....	67	59	126	40.25	159.42	28.76	8.60	19	6	25	18
Marquette, Iowa.....	48	35	83	31.27	214.13	60.58	....	54	43	97	..
Mason City, Iowa.....	74	90	164	67.37	101.27	312.16	25.10	167	61	228	19
Milbank, S. D.....	56	38	94	113.50	81.94	97.00	1.95	79	4	83	5
Miles City, Mont.....	250	338	588	571.98	1,025.97	394.82	86.75	454	339	793	97
Milwaukee, Wis.....	302	101	403	907.49	980.66	956.83	....	50	55	105	44
Mitchell, S. D.....	39	21	60	64.30	11.90	191.21	34.25	56	81	137	30
Mobridge, S. D.....	214	279	493	195.84	363.36	624.26	92.55	395	176	571	73
Montevideo, Minn.....	28	28	56	107.91	169.18	52.50	31.00	31	9	40	1
Murdo, S. D.....	10	10	20	45.25	76.41	9.75	....	16	16	32	..
Ottumwa, Iowa.....	143	151	294	362.43	215.73	393.04	45.50	225	320	545	35
Perry, Iowa.....	250	160	410	36.75	549.42	92.75	17.75	44	30	74	45
Portage, Wis.....	82	127	209	148.85	392.37	212.74	....	139	90	229	7
St. Maries, Idaho.....	65	94	159	44.00	33.33	79.95	9.05	259	39	298	..
Sanborn, Iowa.....	68	104	172	24.35	203.47	47.13	6.40	151	38	189	31
Savanna, Ill.....	137	317	454	517.89	563.40	183.30	9.40	356	19	375	94
Seattle, Wash.....	76	26	102	....	232.24	19.00	11.75	54	52	106	..
Sioux City, Iowa.....	208	355	563	222.03	623.84	372.30	5.00	677	463	1,140	27
Sioux Falls, S. D.....	36	91	127	187.14	169.93	99.00	32.30	27	50	77	1
Spokane, Wash.....	174	81	255	12.50	366.99	235.45	....	26	52	78	40
Tacoma, Wash.....	189	184	373	128.20	126.99	147.37	13.00	244	107	351	82
Terre Haute, Ind.....	56	130	186	73.38	214.44	220.14	....	90	89	179	8
Three Forks, Mont.....	19	6	25	19.00	25.14	23.06	28.00	63	47	110	16
Tomah, Wis.....	190	148	338	184.69	602.01	151.39	....	230	60	290	30
Twin City, Minn.....	200	232	432	492.00	115.40	722.27	1.40	54	64	118	32
Wausau, Wis.....	117	109	226	227.43	358.25	98.60	....	127	103	230	15
<b>Total .....</b>	<b>5,762</b>	<b>6,004</b>	<b>11,766</b>	<b>\$8,504.98</b>	<b>\$25,966.01</b>	<b>\$11,262.34</b>	<b>\$1,024.39</b>	<b>7,683</b>	<b>4,431</b>	<b>12,114</b>	<b>1,265</b>

senville, and all regret Mr. Hervin's transfer, which necessitates their moving. Superintendent and Mrs. Whiting of Chicago were among the guests.

The president, Mrs. Rands and board of managers acted as hostesses.

Our next regular meeting will be held September 3.

The membership prize we are to receive is due greatly to the untiring efforts of Mrs. Rands, our president.

### Tacoma Chapter

*Mrs. M. A. Seivert, Historian*

THE Milwaukee Woman's Club held the regular July meeting at the home of Mrs. George Peyette on Lake Steilacoom, Monday, July 28.

Mrs. F. E. Devlin, president, conducted a brief business session. Mrs. George Loomis reported for the benevolent committee that relief had been given nine families. The amount paid for medicine, groceries, fuel, etc., was \$137.70, and used clothing valued at \$49 was donated. Appreciation was expressed for the fine co-operation of the Sherman Pre-School Circle that furnished a complete layette; also to the Family Welfare Association that furnished milk to children of two families.

Mrs. W. G. Densmore reported for May, June and July twenty new members (8 voting and 12 contributing), which makes a total of 378 members for this year.

Three guests from the Seattle club, Mrs. Ralph Cummings, Mrs. Wm. Campbell, and Mrs. F. N. Hicks, were present. The social time was spent enjoying the beautiful garden, boating and swimming. Members of the executive board presided for a delightful tea service. A profusion of beautiful flowers were used about the rooms. Red and white sweet peas centered the tea table. At the close of the afternoon all motored back to the city.

### Council Bluffs Chapter

*Ruth Hollingsworth, Historian*

IT won't be very long before the Council Bluffs Chapter will begin its meetings again. Everyone I am sure will be very glad to resume their club work.

Families who have had new arrivals are: Mr. and Mrs. Ted Rice; Mr. and Mrs. Joe Murphy; and Mr. and Mrs. Duke Logan.

All of the sick are reported to be convalescing.

The club had a picnic at the "Fish and Game" club in June. Every one had a wonderful time and those who wished went boating in Lake Manawa.

The next meeting will be the first Wednesday in September, which falls on the third. We hope everyone will be present to make our first meeting of the season the friendliest and peppiest one we have had. The meeting will be held at the Railroad Y. M. C. A. at two o'clock sharp!

### Sioux Falls Chapter

*Mrs. Tom Cavanaugh, Historian*

DUE to the extreme weather during this month, our chapter has very little to report. However, the executive board met and the chairman of the welfare committee made report.

Our club lost one of its members when Mrs. Harry Jory and family moved to Sioux City to live. Mr. Jory will now run out of Sioux City, and although Mrs. Jory will be missed at the meetings we all hope that she will enjoy her new home. Mrs. Jory has not been well for some time, and we all hope that time and care will bring her back to good health again and that she will be able to visit our chapter whenever she comes to our city.

The ice cream social held on the lawn of one of our members, Mrs. J. R. Bankson, was a complete success, \$9.60 being cleared.

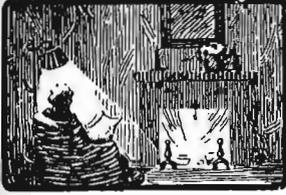
Mrs. Byram, president-general, passed through our city this month and the club presented her with a beautiful bouquet of flowers.

Biology Professor: "Where do all the bugs go in the winter?"

Absent-Minded Student: "Search me!"

She had been under a slight operation, and was telling the nurse how she felt on recovering.

"I felt so happy when I was waking," she said. "I thought at first I was in heaven. But when I saw the doctor standing over there, I knew I couldn't be."



# AT HOME



## The Early Fall Showings

Elinor Corcoran

THE last of August—summer on the wane—as this is being written, and even as it will be read, early September is putting its yellow leaf stamp on nature. And with summer days, go the summer joys—swimming, vacations, outings and the summer sports—in come the indoor activities, the school days, etc., and unless we are forehanded, we are likely to arrive at that threshold stranded—"nothing to wear." However, if we bestir ourselves, there is still time to make a start in the right direction so now we look about to see what the predictions are for fall and winter clothes. We find a suggestion that sombre colors are to predominate—dark greens, dark red, and of course, dark blue, brown and black. How simple that is going to be, say we, with the limited number of colors to choose from, but perhaps not so simple after all, for while the color problem is readily solved, we turn again to find a number of new fabrics, or perhaps fabrics posing under new names—among them many new soft wools with smooth finish, broad-cloths, a new variety of tweed, etc. That does not mean that silk, satin and crepe are entirely in the discard, for women love their silken gowns, so they are to be present in such numbers as to put us in a quandary to know from which of all these enticing materials to make a choice.

While all fingers point to femininity, it is a different femininity from that expressed by the dames of olden days—days when ladies rode forth in the coach and two or sat over the tea things at afternoon tea. This modern femininity has all the grace and elegance of the olden day, and something else, too—simplicity and sophistication if you know what I mean. Skirts are longer than last year by several inches, and still they remain at a comfortable distance from the ground for daytime wear. They are flared and pleated, but not in a way to make a difficulty in entering and leaving one's automobile or going through a doorway.

Suits, which have been popular all summer, still retain their ascendancy, but of course they will be in the fall materials—the lightweight wools, the new, heavier tweeds, etc. On these suits the waistline remains where nature intended it to be, and it is often accentuated by a belt sewed all the way around. Overblouses promise to overshadow the "tuck-ins" we have seen during the season passed, because they are more formal and "dressier" for fall wear.

While suits will be very much the vogue, they do not entirely supplant the coat dress, but these follow the course of fashion's trend in modern style, as a glance at our pattern page will show.

Gowns for evening clear the floor, and the most popular mode is the Grecian. Many of the dresses have all the trimming on the waist, leaving the skirt simple, though full and flaring.



Switchman Claude Bradbrook and Twin Daughters, Kansas City, Mo.



Edward, Little Son of Assistant Car Foreman E. W. Berndt, Galewood Yard



Katherine Lorraine, Little Daughter of Operator J. F. Dickens, Tacoma

From such a variety of styles and materials we may attempt to segregate those which will do for us individually—all the time bearing in mind that color has much to do with our smartness. One fashion authority tells us that in choosing we are to be careful to bring out "that reddish tint in brown hair, or that bluish tinge in black hair; and one that lends charm to dull eyes, as well as puts magic in the beautiful eyes. Dark blue

and green will bring out the brightness in light hair, while black and dark green or dark blue will make even black hair look brighter.

I saw a snappy traveling outfit the other day which would make a chic young woman even smarter, and a dull one, really chic. It was navy blue silk crepe, the skirt was half way between knees and ankles and the fullness was made by some slightly circular pieces set in four places. The jacket had a small collar and two narrow lapels; it was fitted at the waist line, closed with a narrow belt and was just long enough to make it look like a peplum. The hat worn was of navy blue ribbon, close-fitting and brimless in front, with just a suggestion of a brim at the sides and back. The blouse, of which very little was showing, was of white handkerchief linen and had a V neck to match the jacket. The shoes were black kid slippers with Cuban heels and one strap fastened with a small buckle.

It will be time to think about the fall and winter coats, and the forecast is "flared and belted," so flared and belted they will probably be; and along with these two requisites goes another—the length, which is a little longer, say two or three inches.

The lightweight wools seem to be taking the place of the jersey suits for sports and school wear, although it is inconceivable that the college girl will ever give up her jersey suit. But the woolen materials are really very beautiful and they will surely have their place for the slightly more formal suits and daytime dresses.

Prints are not so decided now as they have been all summer. The patterns are a bit hazy and indefinite, but their popularity is still undimmed.

Now after all the forecasts and dictums, the important thing, as always is—bring out your own individuality, wear the colors that cater most to your charm, wear the styles that do most for your own type, wear the skirts at the length most becoming to your height and figure and put the belt line where it does the most for you.

### Hats

Paris says hats shall be fancier, with wider brims and perhaps trimming, but they will still have the quality of comfort which women require and for which they have been seeking with determination for the past decade.

While some hats have more brim (the close-fitting style is going rapidly into the discard) the brim is often mostly in the back, sweeping down several inches below the nape of the neck. The front brim will be narrower and often turned up. It is also forecast that velvet hats will be much worn (and perhaps there will be feathers) but it is also probable that nothing will be able to supplant the chic and "comfy" felt hat.

### A DOG'S LIFE

Henry: "What is puppy love?"

Eddie: "The beginning of a dog's life."

## 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.

**6909. Ladies' Coat.** Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $2\frac{1}{2}$  yards of 54-inch material. To line the coat requires  $3\frac{1}{4}$  yards 39 inches wide. Price 12c.

**6930. Boys' Suit.** Cut in 4 sizes: 2, 3, 4 and 5 years. A 4-year size requires  $\frac{3}{8}$  yard of 35-inch material for the blouse, and 1 yard for the trousers. Price 12c.

**6915. Ladies' Dress.** Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires  $4\frac{1}{4}$  yards of 39-inch material. For contrasting material  $\frac{1}{4}$  yard 39 inches wide cut crosswise is required. Price 12c.

**6759. Girls' Dress.** Cut in 5 sizes: 1, 2, 3, 4 and 5 years. To make the dress as pictured in the large view, for a 4-year size requires 2 yards of 35-inch material. Without collar and with sleeves it requires  $2\frac{1}{8}$  yards 35 inches wide. To trim the dress with frills or ruffling, will require  $\frac{3}{8}$  yard of material cut crosswise and in strips  $1\frac{1}{4}$  inches wide and best finished with picot. The shoulder bow requires  $1\frac{1}{8}$  yards of ribbon. Price 12c.

**6919. Misses' Dress.** Cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires  $5\frac{1}{2}$  yards of 39-inch material. For contrasting material  $\frac{3}{8}$  yard is required. Price 12c.

**6926. Girls' Dress.** Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{1}{4}$  yards of 35-inch material. The collar, belt and a tie four inches wide will require  $\frac{1}{2}$  yard of contrasting material 35 inches wide, cut crosswise. Price 12c.

**6412. Ladies' Morning Frock.** Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $3\frac{1}{4}$  yards of 32-inch material. To face the belt with contrasting material requires  $\frac{1}{8}$  yard, 40 inches wide, cut crosswise. The width of the dress at the lower edge with plaits extended is about 2 yards. To finish with narrow bias binding as illustrated will require about  $2\frac{3}{4}$  yards. Price 12c.

**6807. Ladies' Slip.** Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $2\frac{3}{4}$  yards of 39-inch material. To finish the lower edge with lace requires  $2\frac{1}{4}$  yards. To finish with bias binding requires  $2\frac{1}{2}$  yards  $1\frac{1}{2}$  inches wide. Price 12c.

**6781. Girls' Dress.** Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size as pictured in the large view requires  $1\frac{1}{2}$  yards of 39-inch material for the blouse and  $1\frac{1}{4}$  yards for the skirt. Price 12c.

## Good Things to Eat

**Raised Loaf Cake.** Cream one-half cup butter and add, gradually, beating constantly, two cups of brown sugar. Add two well-beaten eggs, two cups of bread sponge, two teaspoons of cinnamon, one teaspoon of allspice and nutmeg, mixed, two teaspoons of soda and one teaspoon of salt, mixed and sifted; two cups of seeded and chopped raisins and one cup of flour. The raisins may be mixed with the flour. Turn the mixture into two well-buttered and floured brick loaf tins and let rise three hours. Bake in a moderate oven one hour. Remove from pan and cover with a frosting

made as follows: Two tablespoons of cream, two teaspoons of melted butter, one-half teaspoon vanilla. Sugar to make right consistency to spread evenly.

**Apple Ginger.** Core, pare and chop sour apples to make about two and one-half pounds. Place in stew pan and add one and one-half pounds light brown sugar, juice and rind of one and one-half lemons, one-half ounce ginger root, a pinch of salt and enough water to prevent scorching. Cover and cook slowly four hours, adding water when necessary.

**Grape Marmalade.** Wash, drain and stem the grapes. Mash sufficiently to separate pulp from skins. Put the pulp in preserving kettle, heat to boiling point and cook until seeds separate from the pulp. Rub through a fine sieve, return to the kettle with the skins, add an equal measure of sugar and cook slowly thirty minutes, stirring frequently to prevent burning. Put in jelly tumblers, cover with paraffin and store.

**Deviled Tomatoes.** Peel and cut three tomatoes in slices. Sprinkle with salt and pepper, dredge with flour and saute in butter.

Place on hot platter and pour over the following sauce: cream four tablespoons of butter, add two teaspoons of powdered sugar, one teaspoon dry mustard, one-fourth teaspoon salt, and a few grains of cayenne. Rub the yolk of a hard-boiled egg to a paste and add to the first mixture, then add one whole raw egg, beaten slightly, and two tablespoons of vinegar. Cook over hot water or in a double boiler, stirring constantly until it thickens.

**Pastry for Custard and Cream Pies.** There are few kinds of pies so generally liked as those "open face" custard and cream pies our mothers used to make, where the pastry was light and flaky after the custard had become set and cold. This quality of pastry may be accomplished without prodding the crust full of holes before it is baked, if the crust, after rolling out, is fitted into the pie plate, the edges duly scalloped and then another pie plate of the exact size fitted into the crust-lined plate, the whole inverted and baked. This gives a delicate brown, flaky crust, which after being filled with the custard may be slow-baked to a perfect finish.



# SPECIAL COMMENDATION

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

On the night of July 27, Wausau and vicinity was visited by a very severe wind storm, and during the evening a large tree was blown over our tracks near the residence of Mr. Clem Helling. Mr. Helling immediately went to the passenger station regardless of the heavy wind and rain and reported the condition to the ticket agent; and arrangements were made to have train No. 152 flagged until the tree was removed.

On the afternoon of August 2, a fire occurred at the Simondson Lumber Yard, Mont Clare, Ill.; and through the alertness of the engine crew consisting of Carl E. Woodcox, foreman, Emil Kieser, engineer, Robert Bettie, fireman, and Edw. G. Stockwell and Fred Carlson, switchmen, two cars in on the tracks to their plant were taken out before the fire had done any damage to either car or contents. This good work on the part of the crew probably saved the Company considerable in value.

H. & D. Brakeman C. O. Christie, while inspecting a train at Glencoe, July 20, discovered a broken arch bar on one of the cars, thus averting a more serious damage.

S. C. & D. brakeman on train No. 173 at Chatsworth, July 15, noticed a dragging brake beam on head end of No. 76 train, and immediately signalled the train down, allowing the defect to be removed without further damage.

H. & D. Division Section Foreman Pat Dumphy, on June 12, while inspecting a passing train, observed a dragging brake beam and signalled the crew, then assisted in removing the defect.

Mr. C. S. Brown, signal maintainer on the H. & D. Division, while inspecting train No. 21, August 15th, between Webster and Holmquist, observed a fire above the truck in a car in a passing train. He succeeded in getting a signal to the rear end and when train was brought to a stop it was discovered a piece of waste in a crack in the end of the car had become ignited. Mr. Brown's close observance of passing train saved a property loss.

## Those of Us Who Do G. P. F.

MR. J. D. MANHART, employed as clerk at Wausau, was instrumental in securing three passenger from Chicago.

Mrs. Atkinson, employed in a clerical capacity at Wausau, influenced four passengers to our Line from Woodruff, east.

Train Dispatcher J. W. Held at Wausau secured a steady customer who travels frequently between Wausau and Milwaukee, and has also solicited this gentleman for freight business.

Mr. Charles Swan, machinist at Madison, Wis., reports securing three passengers from Omaha to Chicago.

Chief Caller Max Siebert at Madison, Wis., is credited with eight passengers from a point in Nebraska via Omaha to Janesville, and these are people who formerly traveled over a competing line.

Division Master Mechanic Kenney at Madison, Wis., tells us that Engineer Wilson was instrumental in getting five passengers to use our Line to Seattle.

Our old friend Bob Young, machinist at Madison, Wis., turned in a tip on a passenger going to Los Angeles.

Roundhouse Foreman G. J. Ryan at Madison, Wis., prevailed upon a number of his business acquaintances to use our Line between Chicago and Sioux City, and Mr. Ryan reports his friends were very well pleased with our service.

Car Repairer Harry Van Matre at Madison, Wis., was instrumental in getting eight passengers from Portland, Oregon, via Plummer to Madison, Wis.

Mr. Charles Beyer, employed as equipment maintainer at Bellevue, Iowa, influenced to our Line a carload of coffee from New Orleans to Dubuque, getting the long haul routing via Linton on the Terre Haute Division.

The Operating-Traffic Meetings at Aberdeen always have a large attendance of employes representing all Departments. In their meeting July 23, the following reports of business secured were cited:

Mr. Mountain, employed in the Roundhouse at Aberdeen, So. Dak., secured three passengers from Pennsylvania via Chicago, and two passengers from Aberdeen via Chicago to Jersey City.

General Passenger Agent Dixon commends the following employes for their interest and assistance in securing passenger business as follows:

Name	Title	Division
J. M. Gillim	Agent	Bellingham
Frank Shook	Car Foreman	Bellingham
Jas. Orchard	Switchman	Bellingham
Walter Boyard	Switchman	Bellingham
Earl Woody	Bridge Carpenter	Bellingham
John W. Mulrennan	Roundhouse	St. Paul
Wesley Nehl	General Freight Department	Chicago
Miss Mary Maney	Nurse, Fullerton Ave.	Chicago
Mrs. E. W. Hall	Wife, Agr. Divp. Agent	Aberdeen
Chas. Woelffer	Clerk, Frt. Auditor's Office	Chicago
C. R. Sutherland	Asst. General Solicitor	Chicago
Mr. Beltman	Switchman	Galewood
E. A. Rollert	Agent	Faithorn
D. D. DeVore	Agent	Donahue
L. J. Miller	Agent	Springville
John Corbett	Engineer	Beloit
Elmer Stewart	Engineer	Beloit
Felix Rane	Asst. Accountant	Beloit
Miss Mary Howard	Stenographer	Beloit
Mr. Ellison	Telegraph Department	Chicago
Mr. Brady	Dining Car Waiter	Kansas City
Miss C. Bisenius	Office of Genl. Bag. Agent	Milwaukee
Miss G. R. Schoyer	Legal Department	Chicago
P. J. Gaffney	Dining Car Steward	Chicago
C. J. Robbins	Conductor	Iron River Line
J. Schumacher	Office of Asst. Comptr.	Chicago

Division Storekeeper Jay Gove secured two carloads of Kentucky coal. Mr. Gove also said he has the assurance of a large industry at Aberdeen, that quite a number of carloads of manufactured products from points east and south of Chicago would route over The Milwaukee. Mr. Gove is quite active among concerns at Aberdeen with whom he places orders for Company account.

Mr. Gove reports Mr. Bonnell, clerk in his department, secured a passenger from Aberdeen to Omaha.

O. S. & D. Clerk Frank Faeth secured a carload of plums, long haul to Aberdeen. Mr.

Faeth goes to the extent that in making local purchases he solicits the seller and carries a Routing Order Book with him for that purpose.

Special Officer Roy Mulhern secured a carload of furnaces, for a long haul.

Mr. William Mertz, employed in the Car Department, secured a passenger from Sioux City to Aberdeen.

Brakeman William I. House on the C. & M. Division, secured a passenger from Milwaukee to Houghton.

Chief Clerk Marrin at the Twin City Transfer is commended by the Traffic Department account excellent service rendered a very heavy shipper at Minneapolis, which has resulted in the concern referred to favoring The Milwaukee Road with 85 to 90 per cent of all their competitive tonnage.

Operator E. J. Vaught at Ottumwa is so interested in the Company, that he recently sent me a Postal Telegraph wire regarding two carloads of business moving from the Chicago District to Ottumwa, on both of which we received the routing.

The passenger agent at Cedar Rapids commends Switchman Carl Powers for his assistance in securing a party of sixty people to travel from Cedar Rapids to Chicago and return.

Superintendent N. P. Thurber sends in the following, indicating that employes of all departments are wide awake to secure business:

Fred Jones secured two tickets, Beloit to Chicago.

Marvin D. Brick secured one round trip,

Beloit to Los Angeles, via our line and the Omaha gateway.

Mrs. Bob Smith, wife of engineer, secured two tickets, Beloit to Columbus, Ohio.

Wm. McKoo secured one round trip, Beloit to Belleville, Ontario, via our Line and Chicago.

Anthony Bozoi secured one passenger, Elkhorn to Beloit, solicited in competition with Bus Line.

From Sioux City, we have the following: James B. Shoemaker, dispatcher, secured three "first-time passengers" for The Arrow, Sioux City to Chicago. All three of these customers make frequent trips to New York.

From the Wisconsin Valley Division:

Yard Foreman W. R. Billington, has been very successful in soliciting freight in addition to attending to his regular duties as yard foreman; he having recently secured several carloads of oil which would have been shipped over a competing line had it not been for his solicitation.

Agent J. A. Steele at Sayner, is also up-and-coming, as is his custom, and has worked up some nice business for our passenger revenue by going to the northern lake region.

Through a tip given to Agent A. O. Sundett by Mr. R. H. Janes of the General Manager's office, a car of flour was secured from Salina, Kansas, to Wisconsin Rapids.

Mrs. Carpenter Kendall, Editor of The Magazine, influenced the shipment of a carload of steers from Union Stock Yards, where previously this business had moved by truck.

## Service Makes One Glad He Is Alive

THE following letter to Superintendent B. F. Hoehn, from a satisfied shipper indicates that service is appreciated:

Dear Mr. Hoehn:

I wish to thank you for the splendid service your railroad gave us this morning in expediting of Car CMStP&P 702609 to our Bay West Division at Green Bay. With your cooperation and help this rush order was so arranged that the car will be spotted at the Bay West plant some time this evening. It is service such as this that makes one glad he is alive; and makes us more mindful of the real cooperation which you and your organization are giving your customers. Will you convey my most personal and sincere thanks to your dispatchers who so kindly handled the matter.

Yours very truly,

(Signed) Mosinee Paper Mills Company.

## The California Elks Lodge Express Appreciation

IN the following letter the president of the California Elks Lodge, who enjoyed special train service to the recent session of the Grand Lodge at Atlantic City, take occasion to commend the attentions and services of Traveling Passenger Agent E. I. Johnson, and City Passenger Agent A. C. Stewart:

Mr. W. B. Dixon, General Passenger Agent.

Dear Sir:

On board the special train which conveyed the representatives of the California Elks Lodges to the recent session of the Grand Lodge at Atlantic City, I was requested by everyone present on the train (the subject having been discussed at assembly) to express to you our appreciation of all the kindness, attention and help of your Mr. E. I. Johnson, T. P. A., who traveled with our train all the way from Omaha to Chicago; and of your Mr. A. C. Stewart, C. P. A., who traveled with our train from Oakland to Atlantic City.

We were all keenly appreciative of this additional feature to the service of our special train.

Yours very truly,

(Signed) FRED B. MELLMAN.

## He Likes "The Rector Way"

MR. J. L. BROWN passes on the following letter written by the vice-president of the North American Car Corporation, a patron who appreciates good eating and likes "the Rector Way."

Chicago, July 18th.

My Dear Mr. Brown:

I had occasion last Wednesday evening to go to Austin, and returned from Mason City the following evening.

I have not seen this train for some time, but can see a material difference for the better in the dining car, which indicated that the "Rector Way" of service is being absorbed by the employes.

I enjoyed my dinner leaving Chicago and my breakfast returning, very much.

Yours sincerely,

(Signed) C. O. FRISBIE.

## Helpful and Efficient Service Brings Praise from U. S. Army Officer

IN a letter to President Scandrett, Major General Frank Parker, U. S. Army, expresses his appreciation and satisfaction with the services rendered himself and staff recently on a trip to Camp McCoy, Wisconsin. The letter says:

Mr. H. A. Scandrett, President.

C. M. St. P. & P. R. R., Chicago.

My Dear Mr. Scandrett:

Please permit me to express my deep appreciation of the courtesies shown by your company in connection with the recent travel of myself and staff from Chicago to Camp McCoy and return, July 14th to 17th. I also appreciate very much the helpful and efficient services rendered by your representative, Mr. W. C. Klomp, and shall be obliged if you will kindly convey my thanks to him.

Very sincerely yours,

(Signed) FRANK PARKER,

Major-General U. S. Army.

## Milwaukee Terminals

Ann

THE Bowling Season is in full swing again.

At a meeting of the Milwaukee Road Bowling League held Thursday, July 24, Mr. E. A. Brock and Bill Cary were again elected as President and Secretary-Treasurer. Mr. Cork was elected First Vice President with Mr. F. Olson being elected as Second Vice President. The league also voted to change alleys for coming season and decided to bowl at the Wisconsin alleys located at Sixth and Wisconsin Avenue. There are sixteen alleys located in this building and the league officers are hopeful of increasing the league to sixteen teams. This can easily be done if the membership of the league will give their full cooperation.

All eyes are turned to Mr. Stubbe whom we know will make a marked standing.

In the death of George Bloedorn the Company loses a competent switchman.

Switchman Paul Patin has some good news about good sparklers.

The Milwaukee Terminals are proud of their record for July—No Reportable Injuries.

The new yard is now in full swing.

Fireman Timothy Ryan and Walter J. Griffin passed away during the past month. Our deepest sympathy is extended to their relatives and friends.

## TRUTH IN ADVERTISING

Installment Collector: "See here, you're several installments behind on your piano."

Purchaser: "Well, the company advertises, 'Pay as you play.'"

Collector: "What's that got to do with it?"

Purchaser: "I play very poorly."

## Twin City Terminals—Mechanical and Stores Departments

N. A. H.

TRAVELING ENG'R. F. G. HEMSEY, of the River Division, is spending a delightful vacation touring the West in the vicinity of Glacier Park and surrounding. At this time we have no report from him as he has not as yet returned, but presume we will hear some good bear stories and some narrow escapes upon his return.

Fuel Supervisor E. D. Jefferson is contemplating a trip up in the northern part of the state and maybe beyond the border line.

Roundhouse Foreman Chas. Lundberg has returned from his vacation in the northern part of the state. He sure enjoyed his vacation, traveling about in his Marmon.

Mr. Herbert Allen and wife are spending a real vacation together this year, for since his last vacation he has taken to the sea of matrimony and this is their belated honeymoon. They motored about the Black Hills, also spending part of their vacation at Lake Minnetonka. Here's wishing you both the best of luck and a long, happy voyage.

Emil Jelinek, clerk at St. Paul roundhouse, returned from his vacation, a trip to the north in a collegiate Ford. Why do they all go north? They say the fish bite better up there. Emil now wants to sell the Ford. He paid \$25.00 for it but is holding out for \$30.00, but anyone offering him \$19.95 will get the car. Emil reports a wonderful time as well as bringing back a coat of brown.

We are all sorry to hear of the accident to Mr. Bjorkholm, and he has the wishes of the Twin City Terminal employes for a speedy recovery.

Mr. J. A. Anderson, A. S. M. P., was a caller at Minneapolis and St. Paul.

Mr. and Mrs. George Rushlow traveled from Long Beach, Calif., to Minneapolis to find out that there will be no Veterans' Convention this year. While it is a disappointment to the Rushlows yet they have plenty of relatives and friends who will take up their time and entertain them royally.

Mr. A. W. Novak spent his vacation this year along a different line than past years. He started to golf and is rather enthused about the game, and each day of his vacation one could find Mr. Novak with his son on the golf courses in Minneapolis.

Miss Agnes Robertson, stenographer in the general foreman's office, Minneapolis, spent a delightful vacation through Yellowstone Park and reports a wonderful trip.

## Strange Accidents

"A YOUNG MAN on his vacation, was sitting on a piazza with a lady on his lap and in getting up, legs gave way under him (they being numb). Sprained left ankle."

"While leaving office slipped on rubber heels, fell on left thigh, breaking a glass flask which severed two arteries in hip."

"At a party, a young lady who was quite an athlete was showing her strength in lifting one of the men guests. She pressed his ribs so hard that she fractured two of them."

"Standing in a bathtub a man touched a pipe, received an electric shock and fell out of the window."

"While playing with his three-year-old son lying in the bed, the baby struck his father in the mouth with a milk bottle, breaking two front teeth."

"While dancing at a club a young man sat down on some broken glass which was on a chair, sustaining lacerations requiring seven stitches."

# ON THE STEEL TRAIL

## S. C. & D. Items

M. F. Kasak

**TOM CAVANAUGH**, second trick operator, asks to have corrections made to the statement about the weather in the last issue. Tom insists that we have had about four times eight days of hot weather. Guess that we will all have to agree with Tom, and now we hope you are satisfied.

**Jens Mathison**, who was cinderpit man prior to being laid up account of sickness last January, has returned to work as yard cleaner in Sioux Falls Yard.

Here is a transcript of a clipping concerning Engineer Joe Scott of Sioux City. "Mrs. Louise M. Brock became the bride of Joseph Scott, an engineer residing at 1907 Jones Street, at a simple wedding in the First Methodist Church at 6 o'clock Wednesday evening. Rev. C. H. Kamphoefner, secretary of the Retired Methodist Ministers' Fund of the Methodist Church, officiated."

Congratulations!

Miss Alice Butcher of the Superintendent's Office is relieving in the cashier's office at the freight house during the illness of Miss Elsie Hansen, cashier. Miss Florence Johnson is taking Miss Butcher's place in the Superintendent's Office.

**Leo O'Brien**, recently of the Stock Yard's office at Sioux City, has taken the maintenance clerk job in the Superintendent's Office.

"Sandy" Rowland, division traveling engineer, has a straw hat which he has slightly used for the last 24 years, and he would like to trade for something of value. The hat would make a wonderful breakfast for a goat—that is, if the goat was hungry and not too darn particular.

**B. & B. Foreman W. G. Hintz** recently had the misfortune to fall off a bridge and break his wrist and a few assorted ribs.

**Mr. C. P. Kinsler**, agent at Akron, was a recent visitor at the Superintendent's Office.

If any employe on this division is able to get within a half a mile of Superintendent Buechler and get away without hearing a Safety sermon, we would like to know his name.

Operator **Nance** at Tripp, S. D., was very much terrified the night of July 11th when a hobo went wild and broke the windows out of the depot on the north side, with rocks. Nance disappeared across the country and about three hours later reappeared disguised as a farmer, wearing a large hayseed hat and a pair of overalls. Nance was much relieved on learning that the sheriff had the hobo safely tucked away in the iron cage.

**Hank Hoyer** has been flitting from job to job since the force reduction in the Engineering Department. First Hank was swinging a hammer with John Fisher's B. & B. crew and now he is with W. S. Morton on the new terminal job displacing Jamison who was a younger man in seniority.

We are pleased to know that **John J. Stone** was instrumental in securing three tickets, Vermilion to Chicago. Each of us should prevail upon our friends and acquaintances to use the Milwaukee Road at every opportunity; we need the business and they are missing

much in modern travel by not using the Milwaukee. Do not forget that we operate just as good and better trains as our competitors.

We will all be pleased to know that **Earl Jefferson** is still going up the ladder. Earl was recently promoted to the position of fuel supervisor of the Northern District. We are glad to hear of it, Earl, and wish you continued success.

**Mr. and Mrs. J. F. Kasak**, parents of ye scribe, spent their vacation visiting the scattered members of the family. They spent a few days at Sioux Falls, Milwaukee and Liberty, Mo. Dad said that it was so hot all of the time that they couldn't keep the (root) beer cold in Milwaukee. It's a hot day when they can't keep beer cold in Milwaukee! Might be that the drought which we are having dries up the beer supply about as fast as it is made.

**Engineer W. W. Bowers** resumed his run on the "Sioux" after a few days' lay-off. Bill is our crack engineer on a crack train.

Conductors must be getting pretty scarce again, as **Mr. Glenn Hauser** was noticed working in that capacity on the West End lately.

**Mrs. Geo. Wean**, daughter **Margaret** and son **Lawrence**, left for Pittstown, New Jersey, to visit relatives.

**Willard Foster**, assistant section foreman at East Yard, Sioux City, resumed work after being in the hospital six weeks account of an operation.

**Emil Popper**, roadmaster's clerk; **F. R. Doud**, trainmaster; **S. B. McCauley**, captain of police, and **James Robinson**, special agent, attended the Veterans of Foreign Wars Convention which was held at Waterloo, Iowa, June 21st and 22nd. Mr. McCauley was elected department commander for the states of Iowa and South Dakota.

**Section Foreman Kosis** of East Yard and **H. Miller**, Section No. 14, all of Sioux City received new motor cars and surely are proud of them.

**Division Engineer Munson** and **Chief Carpenter Nichols** have just completed the annual bridge and building inspection and report the building renewals as heavy and the bridge renewals as light.

The Sioux Falls Construction Company is getting along very nicely with the new six-stall roundhouse at Sioux Falls. Foundations have been poured and the timber framework erected. **Mr. Morton**, assistant engineer, who is locally in charge of the work, saw **Roundhouse Foreman Forsberg** on the ground looking at the new foundations and the framing of his future roundhouse, and asked him if he now thought that he would get a roundhouse. **Mr. Forsberg**, prefers however, to wait until about September 15th before making a public statement, as according to rumor he has been waiting fifteen years and he will not believe that there is to be a new roundhouse until he has seen it.

There seems to be considerable rivalry for the golf championship of the division at the present time. Sioux Falls maintains that they are entitled to the cup for excellence in golf, while the pill pounders at Sioux City have an

entirely different attitude about it, feeling that the golfers of Sioux Falls made a serious mistake in claiming the championship without consulting Sioux City. Several bales of correspondence have passed between the two camps and at this writing a contest for survival of the fittest is scheduled to start about 10:30 a. m., Sunday, August 17th. The scene of the battle will be one of Sioux City's golf links. The goal is an undisputed division championship for one team, and for both teams, sunburn and a good healthy appetite for the Women's Club picnic which is to be held at Riverside Park. Complete details on the contest will be in the next issue.

We present herewith a picture of **Mr. Geo. H. Mueters** who has been agent at Tyndall, S. D., for the past fifteen years. **Mr. Mueters** entered the service on February 25, 1865, and has been in continuous service ever since, nearly 65½ years. During all these years of faithful service, **Mr. Mueters** has not met with an accident



George H. Mueters

which is certainly a lofty mark for we "kids" to shoot at.

Don't forget to send in your items for the Magazine by the 12th of the month. Let's have some more about old-timers, new babies, automobiles, marriages, Safety records, promotions, humorous selections, and in fact anything of general interest. I want to thank all of you who were kind enough to assist me gathering notes for this issue and hope that you will have a new lot of them for next issue. Send all notes and news items for the Milwaukee Magazine to **M. F. Kasak**, c/o **J. M. Murphy**, Roadmaster, Sioux Falls, S. D.

## Squeaks from the C. & M.

H. E. W.

OUR deepest sympathy is extended to the family and relatives of veteran Engineer **John Dooley** who passed away recently after a long illness.

We can expect to see another new uniform on passenger in the near future as "Bill" House has decided to quit the boys on freight and is only awaiting orders from his tailor.

The best wishes of all for a speedy recovery are extended to retired veteran Conductor **O. P. Taintor**, who is confined to his home at Walworth by sickness contracted while visiting friends and relatives in Los Angeles, Calif.

**Engineer Christoph** has resumed work after a very enjoyable vacation spent by himself and wife visiting their daughter and son-in-law in California.

Our best wishes for a speedy and complete recovery are also extended to Conductor **C. A. Roesch**, who has been confined to his home for more than a month by an injury to his arm,

suffered while on his vacation touring the eastern state.

Conductor E. F. Bailey has been the captain on the way freight while Conductor H. L. Jewell was enjoying his vacation.

Don't know what is wrong, but fish stories are pretty scarce this summer. Guess, maybe, the hot weather has something to do with it. What seems to be the trouble boys, have the fish all gone on their vacation?

Brakeman Joe Hardina says that as fishermen, he and Brakeman Tom Morrell make pretty good carpenters, as they went fishing recently and the only things biting were the flies. Better luck next time, boys.

Haven't heard from Conductor Henry Furman lately, so don't know whether he and Mrs. Furman have made their annual pilgrimage to Clinton, Ill. this year.

Has anyone heard Conductor "Bunco" Riley's latest song over the radio or at the movies?

Passenger Brakeman "Mickey" Bell claims it is easy to keep cool in the hot weather. But then you know he sells Frigidaires, so maybe that accounts for it.

Our deepest sympathy is extended to Brakeman Glenn Thomas, in the loss of his mother, who passed away at her home in Ontonagon, Mich. recently.

## News from the C. & M. and Janesville Line

C. F. A.

IT is reported that Griswold crossing signals are to be installed at the Milwaukee Avenue crossing at Libertyville, in place of the wig-wag signals now in use.

Mrs. Edith Hildebrand, of the Roadmaster's Office, spent her vacation at Minocqua, Wis. Assistant Signal Maintainer H. J. Hady, of Rondout, has been relieving Signal Maintainer Kohl on the Northern Division, at Horicon.

Agent Voltz, of Avalon, has left for an extended automobile tour of the west. The last reports from him were from El Paso, Texas. Mr. R. R. Jacobs is relieving him.

Signal Foreman Stakeley's crew began work August 4, installing remote control interlocking at the cross-overs and Milwaukee "Y" switches, at Sturtevant. This improvement will do much to expedite the movement of R. & S. W. and C. & M. trains through that busy station.

Extra Gang Foreman Fred Mallas' gang has been moved to Glenview and is engaged in putting in two cross-overs and connecting up the east end of the first track at Lutter's brickyard with the main line, in order to handle the crowds which will attend the Air Meet, to be held at the Curtiss Flying Field at that station, August 23 to September 2.

Foreman Lang's signal crew, which has been overhauling the interlocking plant at Rondout, has been moved to Menominee, Mich., to install a new automatic interlocking plant at that point.

The Wrought Washer Manufacturing Company of Milwaukee, has purchased the old Beaver Motors' plant east of Stowell that has been idle for a number of years, and is making extensive alterations in order to move their manufacturing plant from the Bay View District, in Milwaukee. The tracks serving the old plant have been removed and new ones will be constructed to handle the business of the plant.

Considerable interest has been manifested during the summer at Rondout in the series of ball games between the "Grown-ups" and the "Rondout Kids." Nick Mobilia has served as the "Quin Ryan", and does his broad-

casting from the slopes of the embankment of the North Shore Line.

Signal Foreman Lang's outfit was entered by robbers on July 24. Clothing and money belonging to members of the crew were stolen.

Section Foreman Sie Shadowns, of Libertyville, has resigned his position. Frank Allen is acting as foreman in his place, pending bulletin.

A temporary spur track 800 feet in length was put in at Belden by Roadmaster Allen's section forces during July, to accommodate the Harrison Engineering Company, of Kansas City, this company having the contract for paving the highway between Harvard and Richmond, Illinois, and which crosses the Janesville Line just east of Belden. Quite a heavy movement of road materials will be handled at that station until late in the fall.

Car Foreman Emil Sawisch, of Rondout, spent his vacation motoring about the countryside in the vicinity of Rondout.

The Nordberg Manufacturing Company of Milwaukee, has closed the old Oklahoma Avenue grade crossing and extended the track which paralleled the C. & M. main line, to the east, in order to erect some additions to their plant, made necessary by the increase in their business of the past few years. In addition to the manufacture of heavy machinery, this company has gone into the track appliance business on a heavy scale.

Agent Chas. E. Willey, of Hebron Tower, is on an extended vacation, his place filled by Relief Agent A. D. Campnell.

The Western Union has a large gang of linemen re-constructing the pole line between Pacific Junction and Rondout. The work has now been completed as far as Morton Grove.

Rail Inspector Franklin made an inspection trip over the Janesville Line with the roadmaster early in August.

Chief Carpenter Smoot has been laid up with tonsillitis for the past week.

Bridge and Building Department Foreman Nelson and his gang has been on the Janesville Line for the past two weeks.

## Wisconsin Valley Division Notes

Lillian

WE think the August issue of the magazine one of the most interesting and attractive ever sent out. Through these intense hot days just a glance at the front cover would make one feel cool and very much refreshed. It is only one of many beautiful spots in and around Wausau, the beauties of which can only be fully appreciated when actually seen.

The Honorable Victor F. Miller, mayor of St. Louis, is visiting at the summer home of Col. Brinkman at Minocqua.

Fishing is getting better every year, according to O. J. Knoebel, Decatur, Ill. who has been spending his vacation at the Narrows, owned by Oscar Shape. Mr. Knoebel has reason to be enthusiastic since he caught a northern pike weighing twenty and one-half pounds and measuring forty-five inches. He hooked the big fish in Tomahawk Lake.

One of the beauty spots of the northern woods is Big Woods Lodge, on Little St. Germaine Lake, owned by Ed Cummings and set in stately virgin timber. Ed and his sister are both suffering from deafness and are planning this year to help many who are similarly afflicted enjoy a real vacation at a place where their difficulties are thoroughly understood and solved.

Julie Manhart, roadmaster's clerk, spent a few days in Chicago.

Mrs. A. W. Warner visited a week with relatives at Superior, Wisconsin.

John T. McCutcheon, the famous cartoonist of the Chicago Tribune, is spending part of his vacation at Minocqua. Mr. McCutcheon has always been interested in our Northern Country, and this is his first visit and he expressed wonderment over its beauties. His son is enjoying himself at Camp Minocqua, also.

Miss Dorothy Dexter has returned to Wausau after a three weeks' outing spent at Hurley, Wisconsin.

Mrs. C. H. Conklin has returned home from St. Mary's Hospital, where she had undergone a serious goiter operation. She is recuperating slowly and we hope to see her in the very best of health within a short time.

Mr. H. F. Dell, division storckeeper, has been transferred to Janesville, where he will take up his new duties immediately. Mr. W. F. Freebern was transferred to Wausau from Madison. We hope that both Mr. Dell and Mr. Freebern will be pleased with their new surroundings. We send with HFD best wishes for his success and bid a hearty welcome to Mr. Freebern.

The following are some of the best catches made recently in and around the northern lakes: A nineteen and three-fourths pound northern pike was landed by Jack Manion, in Tomahawk Lake. Ten bass weighing from two and one-fourth to four and one-half pounds, and measuring from fourteen to eighteen inches, were caught in Lake Alice by Arthur Layton, of Kenosha, Wis. He was a guest at Nickel's resort near Tomahawk. Mr. T. R. Phillips of Chicago, hooked a muskie weighing eighteen pounds and measuring forty inches. This was taken from Lost Lake Resort. Another good catch out of Lost Lake, was a muskie weighing twenty pounds, and a pike weighing eight pounds, by L. M. Sawin, Chicago.

Dustless Road Reality.—A dustless highway, long believed to be impossible to attain, has been achieved and is nearing completion, leading from the southern part of the state to the north woods. The highway which is concrete to Merrill, will be covered with a coating of oil from Merrill to Ironwood following state highway 51, and will offer to tourists the ideal way to reach the state's great vacation land. This news will be received with delight by many who have long felt the need of an improved condition on this highway.

Safety First Meeting held at the Women's Club House, Wausau, on Thursday evening August 7, was attended by 72 employes, and the meeting in general was one that was of benefit to all those present.

We handled about twenty-five cars of road oil for points between Merrill and Boulder Junction, which was used in oiling Highway 51. Very good revenue in this business.

We received three cars of wild horses from Interior, South Dakota, which were enroute to Marathon City for the Fromm Brother Fox Farm.

Emil Kragenbrink, Jr. and W. M. Hoelt, while fishing early one morning at Lake Wausau, each landed a good-sized fish. Junior brought in a northern pike thirty-two inches long, and Mr. Hoelt landed a muskellunge thirty-six inches in length.

Mrs. J. P. Horn is visiting with relatives at Portage, Wis.

Relief Dispatcher Leo Fredricks is making preparations for a vacation upon the return of train dispatcher H. L. Vachreau, who has spent a month around among the woods and lakes.

On August 30, the Wisconsin Passenger Club will make a trip to the New Log Cabin Station at Woodruff, and have made reserva-

tions at Wawona Lodge. We understand this party consists of a party of about 25 people from our Passenger Traffic Department, and we are sure that they will have a very fine outing in the vicinity of our New Log Cabin Station.

Division Engineer L. R. Boettcher has been transferred to Beloit, Wisconsin and expects to move his family about September 1. We regret very much to see them leaving Wausau, and wish them much luck and success in their new surroundings.

Billy Wescott, little son of Mr. and Mrs. E. A. Wescott, was operated upon for appendicitis. He came through the operation just fine and has sufficiently recovered to be up and around again.

Mrs. E. B. Stoddard, and granddaughter Helen Dexter, are visiting with relatives at Elgin, Ill.

Roadmaster R. H. Cunningham, while working with the section crew near Sayner, claims he saw a pretty good-sized bear. He called to some of the men working with him but the animal had disappeared so we are without witnesses. However, a short time after that, some of the men saw a little boy walking near the woods with a big black dog. Now then, did RHC, or did he not, see the bear. It has been said that the heat might blur the vision, still the ease and confidence in which the story was told should merit some credit.

The Milwaukee Freight House has taken on a very neat appearance with its new coat of grey paint with brown trimmings. Both the entrance to the Freight Department and the Division Offices have been changed and are now available from Scott Street. The interior has been washed and partly redecorated and we think the offices now compare favorably with other division offices. We feel proud to invite people up to see them and a sure way to keep happy and enjoy your work is to have pleasant and neat surroundings which the Valley Division certainly can boast of and believe me, we do.

We are looking for movement of early potatoes from the Gleason Line about August 15, and also from the Harshaw territory. The indications are that the potato crop will be very good.

On August 8 and 9 we had an excursion rate in effect to Chicago and Milwaukee, and were successful in getting 157 passengers who took advantage of the attractive rates.

Mr. and Mrs. B. F. Hoehn and their guests, Mr. and Mrs. R. H. Cunningham of Wausau, and Mr. and Mrs. D. Kennedy of New Lisbon, attended the Indian Pow-Pow at Pittsville, Sunday, August 10. They report it to be one of the largest gatherings ever held in that vicinity. The program was most interesting, being represented by Indians from Iowa, Kansas, Minnesota and Wisconsin. One of the outstanding features being an Indian quartette, with one of the members being able to imitate almost any kind of a bird. This is an annual affair and brings throngs of people out every year.

Mr. B. H. McNaney is expected to spend next week on the Division to examine a class of candidates for the promotion to conductor.

The Jordan road oiler was in operation between New Lisbon and Star Lake, making a dustless ride over our Division which is very much appreciated.

## I. & D. Items

M. G. B.

MR. G. I. IGOU and daughter Dorothy, of Rapid City, spent a couple of weeks the middle part of July, at the home of Mr. Igo's parents at Mason City, Iowa.

Mason City was honored by a visit from Mr. Byram and party, here July 31. He arrived Thursday morning, and left for the west on No. 11, Friday the 1st.

Leo Montgomery, material clerk in the Superintendent's Office at Mason City, was away on his vacation from July 20 to the 21. He took a trip to the Dells in Wisconsin.

Our sympathy is extended to the family of A. A. Ricks, formerly employed as roundhouse foreman at Murdo and afterwards as engine maintainer at Murdo, who died July 19.

O. N. Harstad and party in Car Washington stopped off at Mason City, July 23, en route from Sioux Falls to Chicago.

Albin Groth, file clerk in the Superintendent's Office at Mason City, left July 23 for Northern Minnesota, where he spent a week of his vacation, fishing, etc.

Understand two of our Division officials encountered some little difficulty while on a motor car trip recently. In spite of the fact that one of them is a trainmaster and the other a car foreman, I am reliably informed that they had to get off and push. The pushing was rather tough as it occurred on Ft. Atkinson hill.

Mrs. R. K. Ferris, wife of Engineer Ferris at Mason City, was called to New York City August 1, on account of the illness of her sister.

J. A. Larkoski, roadmaster at Mason City, was away on his vacation the first week in August.

R. W. Howard, fuel supervisor, and G. R. Hannaford, district safety inspector, are ready to consult any good fortune teller, well recommended, who can tell them about their office space.

B. F. Finegan, agent at Bassett, Ia., has been appointed agent at Okaton.

A. F. Mikes, operator, is working third trick at Jackson Junction.

L. R. Meuwissen, chief dispatcher, took his vacation the early part of August. He didn't go away; instead he stayed at home keeping the ice box full of refreshments.

V. K. Drury, operator, is relieving at New Hampton, and V. P. Sohn is at Mason City doing relief work.

It is understood by those "in the know", that Mac from the Dispatcher's Office, took his two weeks' vacation at Postville, August 10.

Guy Davis, conductor at Mason City, was called to Clinton, Iowa August 5, on account of sickness.

We started coaling engines at Mason City, August 11, with a burro crane, gasoline operated.

Mr. and Mrs. Mark Ramsey of Mason City, took a trip to Milwaukee, August 10, to visit friends.

By the way, did you hear about McLaughlin treating Monty to a bar of nice home made candy? We always knew Mac was a generous soul. If anyone wants to know who is the Candy Kid—ask Mac.

L. D. Crane, yard clerk at Mason City, and family are taking a trip through the Black Hills. They expect to return about the middle of August.

Bill Woodhouse, Sr., is having a little tough luck with his cars. At the present writing he has a coupe, a Buick, I believe.

All of which brings up the matter of Jay's new car, a Chevrolet coupe, with the latest dash of color. It's quite a car!

Mrs. V. P. Sohn took a trip to the Tri Cities the first week in August.

On account of the changes at Austin, Cliff Oeschger, chief clerk at Austin displaced Art

## "MADE A NEW PERSON OF ME"

Conductor on M. & S. Railroad Relieved of Severe Case of Hemorrhoids (Piles)

Railroad men and members of their families who are afflicted with Hemorrhoids (Piles) or other rectal trouble cannot help but be impressed by the following letter written to the McCleary Clinic, 2651 Elms Boulevard, Excelsior Springs, Mo., by Claude Hungerford, 1212 Eleventh Ave., S., Fort Dodge, Iowa, conductor for the M. & S. Railroad:

"Dear Dr. McCleary:

"I want you to know how very grateful I am to you and your entire staff of physicians. Only those who are afflicted as I was will ever know how terribly I suffered before coming to you for treatment. I went to work on my run on Monday following my return home and since that time I have worked every day and am experiencing the best of health.

"Your treatments made a new person of me and I am going to take care of myself. Your treatments were less painful than the suffering I went through in the past. I will gladly recommend your institution to my railroad friends and I assure you I appreciate the very kind way in which I was treated by you."

If you or any member of your family are afflicted with any form of rectal trouble, write The McCleary Clinic, 2651 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book. The McCleary reference list of former patients contains more than 20,000 names.—Adv.

Holmgren in the Store Department at Mason City, and Freda Catlin displaced Naldrea Hodges, also of the Store Department. We are sorry to see Art and Naldrea leave us, but also wish to welcome the newcomers.

J. C. Hart rode the supply train, leaving Mitchell Monday, August 11, and going east.

Howard McLaughlin has been quite well known as a tennis player, but is now going in strong for golf. He played in the Mason City American Legion Tournament, August 10, but was eliminated by Carl Harmanslascher.

S. E. Kvenberg, Engineer, is making building inspection with Wolf on the I. & M. Division the middle part of August.

Ned Taylor, formerly employed at Mason City, is working in place of L. D. Crane in the Mason City Yard Office. He was called here on account of the death of his sister-in-law.

We are informed that we have a Mutt and Jeff at Mason City. Can you find them? Help, help!

## Tacoma Shop Notes

"Andy"

VACATION time seems to be in full swing now. Mr. J. A. Wright, division master mechanic, has just returned from an enjoyable vacation spent on the Olympic Peninsula, and from the photos he showed us they sure must have had a good time, and the fishing great.

Peewee golf seems to be quite the thing for the bon-tons here now. Miss Lulu Keyes

# Watches, Jewelry and Diamonds

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Watch Inspector for C. M. St. P. & P. R. R.

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Easy terms to railroad employes

spends most of her evenings with a club and a ball pounding up the fairways and byways. F. Buchanan, our traveling engineer, is also in the same mess, and understand he has dragged Mrs. Buchanan into it also. In the daytime you will find them digging sod on the regular course and at night using rare language on the miniature.

Walter M. Evans, Jr., quit his job of messenger in M. M. Office, and with his folks has moved to Kittitas, where W. M. Evans, Sr., is second trick operator in substation.

The gentleman taking W. M. E.'s place as messenger is none other than Elmer Swalley, who formerly did some of the heavy work at the depot.

Gill Garrison and Cliff Anderson, car checkers, have just returned from a trip to Halifax.

Chas. Kellerman, cabinet maker, has retired on a pension.

Gus Hagen, patternmaker, seems to be related to old man hard luck himself. He just got out of the hospital from a series of operations, and back to work, when he had to go back to the hospital and be operated on again. We understand that he is getting along fine, however, and we are glad of that.

We have a report that John Mack broke a chunk out of his store teeth. Don't know how it happened; might have stepped on them; but, anyway, he is on the usual soup diet while the teeth are in for classified repairs.

We also have it from very good authority that our old friend, Dick Nofke, has a new patent hook, supposedly for the purpose of catching croppies. He calls it a "trix-irano." I suppose because it is full of tricks and he don't trust it out of his sight, he keeps it in his pocket; and not only that, we heard that he has caught nothing on it as yet, but he still has faith.

Speaking of fishing, Wm. Delaney and Carl Johnson are regular visitors at Lawrence Lake, feeding the fish. They have claimed to have made some great catches, but we have had no visual evidence of same.

Mr. and Mrs. Marshall La Vere were seen recently at Longmire, headed for the mountain.

Harvey Snyder is a pretty busy boy these days. He is checking up, greasing, and what not, to his Dodge sedan, preparatory to leav-

ing on his vacation. He expects to motor to Montana.

Ambrose Anderson was seen at Clear Lake, dolled up in a 1930 bathing suit and having a great time.

J. E. Brady, our roundhouse foreman, is traveling in the east, visiting with friends and relatives.

P. R. Horr is relieving Wm. Hense, roundhouse foreman at Port Angeles, who is on his vacation.

Understand that Len Hogan is going to take Safety Inspector Vandiburgh out to the Narrows to show him some plain and fancy fishing. Better watch your step, Van.

Al Simmons has been cautioned in regard to playing croquet at midnight at his American Lake home, so he has taken up horseshoes, so as not to disturb the neighbors.

Geo. Girard, accompanied by Mrs. Girard, is taking a motor trip to Canada.

## Kansas City Terminal

S. M. C.

AUGUST 12, almost everyone got wet while coming to work, but there was no grumbling, as it was the first rain we had had for over a month. Likewise, the temperature was 56 degrees by the thermometer outside the yard office, at Coburg, just half what it was a week before. Yardmaster Janes says after all this heat, it doesn't make any difference where we go from here.

Now that the business depression is reported to be about over, we can look back and think how it might have been worse, also of the good times we have had. We know there are more to come, so be an optimist and smile—smile—smile, and with every smile, boost "Our Railroad."

Bill Johnson says they might just as well cut out Christmas as the Vets' Convention. Mr. Owens says "check and double check."

The Bowling Season is about to open and the Milwaukee boys will as usual be on hand bright and early, eager for the fray.

We are glad to report that Mrs. Jas. Talbott has almost completely recovered from the effects of a recent operation.

Roscoe Ralls, our switching clerk, who has been off duty for some time account of an operation, expects to return to duty shortly. Here's hoping so, Roscoe.

Helen Layton says St. Louis is no place for a fat girl when it's 103 in the shade. Kansas City with official 107 degrees temperature is better. Not that Helen is fat but she was there and . . .

Messrs. Larson, Schutte, Talbott, Beem and Baker are the local golf bugs this year. Haven't heard anything about what they can do on a miniature course.

The sympathies of the Milwaukee Family are extended to Traveling Engineer E. J. Kervin and family, in the loss of their daughter Jean, seven years old.

Wm. Lang, one of our yard clerks, was passing out cigars the other day, the cause being celebration of his marriage August 5.

E. V. Smart, assistant yardmaster, reported for duty August 1, after having been absent for some time account of sickness. Glad to see you back, Earl.

E. Singleton and wife, are being congratulated on the birth of a baby girl, August 11.

Vacation time will soon be over. Everyone comes back reporting having had a good time. Bus Beem spent his vacation in Michigan. He took the Hupp along to accommodate the girls who liked the night air along the

lakes. We are wondering when Bus intends to step out of the bachelor ranks.

D. R. Davis, R. H. F., has placed his order with General Yardmaster Dignan for some ducks this fall, from Dawn. Tigerman was heard to say if he gets any ducks he will have to buy them.

Switchman Skaggs, Leach and Rhodus, returned empty-handed from a fishing trip. And after all the fish they promised to bring back!

Mrs. Hammon, mother of Katie Hammon, who formerly worked at the Liberty Street office, passed away recently. Most of us remember Katie, as well as her mother, and extend our sympathy to the family in its loss.

Mrs. Lipp, clerk in Roundhouse Office, is back at work after having spent a vacation in Yellowstone Park. The trip was made by motor.

A conductor on a passenger train needs must be a versatile man. We understand that Bert Bagley was able to rise to the occasion recently, turning jeweler, and helping one of the passengers cut a ring off which was too tight and causing considerable pain.

Tigerman says that he is going out to Colorado on his vacation this year and get a deer. Just recently he got a deer in Wisconsin, "Abie's Irish Rose."

## Fullerton Avenue Building

A. M. D.

IN previous Magazines we called your attention to articles relative to a "movie" scened along The Milwaukee, which, according to information received at that time, was to be named "The Record Run." In the Chicago Evening American of August 8 there appeared an article covering an interview with Mr. Geo. K. Spoor, inventor of the Spoor Berggren Natural Vision Camera System. Mr. Spoor stated that he had just previewed a picture named "The Danger Light," seventy per cent of which was made in the Rocky Mountains. He stated further that "The Danger Light" is the first three-dimension movie (whatever that is), and will have its premier in ten of the leading cities by the middle of September.

As Miss Jean Arthur and Louis Wolheim are among the stars, we have every reason to believe that it is the same picture formerly known as "The Record Run." Let's watch for it and see.

Grace Seleske has been receiving the congratulations of her friends on the fortunate escape from more serious injury resulting from an accident occurring to her during the latter part of July while alighting from an automobile in front of her home. She avers the driver of the other car was evidently testing the fine pick-up of his car, clearing a three-foot space in a broad jump and making a perfect four-point landing right in front of her. She is confident it would have broken the world's broad jump record for that class of car had it not been for her. The doctor has just recently removed the stitches from her knee and she is otherwise doing well.

H. Martin, chief clerk of the Ticket Auditor's Office, toured the Great Lakes during his vacation.

Loretta Farmar of the Typing Bureau was married to Joseph Drews of the Freight Auditor's Office on Wednesday, July 30. They are spending their honeymoon in Colorado.

Miss Nettie Barlett of the Freight Auditor's Office has taken a leave of absence to regain her health.

Miss Eleanor Ott of "C" Bureau was the recipient of a worth-while shower on July 2 in the Women's Club rooms, at which she was

presented with an end table and a very handsome magazine holder. Miss Ott was married August 9, and has left the service to take up her new duties as housewife.

Elsie (Ott) Nelson, sister of Eleanor, also left the company's service on August 15 for the same reason, namely, to devote her entire time to her household duties. Friends of Elsie and Eleanor unite in offering their good wishes.

We also would like to have said something about Eileen Fuller, our gallant key punch operator, but she absolutely refuses to get in the limelight. However, we'll get you yet, Eileen.

Florence Bollman of the Freight Auditor's Office is sporting a new diamond ring. Who's the lucky boy, Flossie?

Mr. F. J. Lawler, our paymaster, is recovering from a fractured bone in his right leg. We sincerely hope that by the time this is in print you will be with us again, F. J.

Ralph Dukes of the Statistical Bureau has returned from a two months' tour through Europe.

Mr. E. A. Ludwig has just returned from an operation for appendicitis. He is regaining his health rapidly.

M. Mortensen, chief clerk of the Freight Claims Department, spent his vacation at Pelican Lake. For bigger and better fish stories, see M.

We understand that Mr. W. Kruckstein picked up a nail in one of his balloon tires while motoring through Lincoln Park.

Ann Shanesy of the Switching Bureau is back again after her recent accident.

Margaret Kryschka of the Typing Bureau was married to Francis Schuessler, Jr., on Wednesday, August 6, at 9:00 A. M., St. Alphonsus Church. Honeymoon in Wisconsin.

It has been rumored that P. Meyer of the Ticket Auditor's Office is engaged to a young lady from Washington. How about it, Pete?

Carl Larsen of the Freight Claims Department is sporting a new, shiny Ford.

Morrie Weinstein of the Ticket Auditor's Office was relieved of his car by two bandits. We hope it was insured, Morrie.

Hazel Weyhe, now Esidor, of the Freight Auditor's Office, was married last week. We all wish her an enjoyable trip on the sea of matrimony.

B. Barnett of the Freight Auditor's Office is spending a perpetual vacation out at a "frat" cottage in Michigan City, Indiana.

#### NOTICE

Bowling activities in the Freight Auditor's Office are just about ready to begin. Another successful season is predicted by all who were participants last year. Anyone in the Freight Auditor's Office who desires to join please see Secretary E. A. Ludwig of the Interline Bureau, as soon as possible.

### Iowa (Middle and West)

*Ruby Eckman*

FRIENDS on the Iowa Division were shocked July 28 to learn of the sudden death of Dan J. Crowe, first trick operator at Perry Dispatcher's Office. Dan has been on the Iowa Division over twenty-five years, and was one of the best-known and most popular operators on the Division. Dan died after an illness of half an hour, he having suffered a heart attack. The remains were taken to Gilman, Ill., for burial in the family plot. Conductor Frank Dow and wife accompanied the remains to Chicago. First trick, Perry, now on bulletin.

Engine Inspector William Barker was off duty for a few weeks in August on account

of an attack of appendicitis. Machinist Jesse South was assigned to Mr. Barker's work during his absence.

Robert Kindig, son of Chief Dispatcher J. J. Kindig, and Wilton Banyard, son of Engineer Frank Banyard, were among the eleven hundred young men from Iowa and vicinity who attended the Citizen's Military Training Camp at Fort Des Moines in August. The boys had a wonderful experience. Robert enters Iowa State College at Ames this year and Wilton will resume his studies at Perry High School.

Antone Vesley, for many years section foreman for The Milwaukee at Vining, died at his home the fore part of August. Mr. Vesley retired from work as a foreman a few years ago when his health failed, and for a couple of years he held a position as helper, from which he recently retired and went on the pension roll. Mr. Vesley was one of the most faithful workers for years and will be missed by the many friends he made on the Division. He is survived by a wife and several grown children.

Jack Hopkins of the Milwaukee Shops force, while visiting in Perry was taken seriously sick and was removed to a Des Moines hospital for treatment.

L. Leinhert, boiler foreman at the Perry Shops, was laid up at home with an infection in his foot, the result of stepping on a rusty nail. The accident happened at his home, where some repairs had been made to his newly-purchased home on his acreage.

Mrs. Blanche Ellsworth, mother of Conductor Marvin and brakeman Paul Ellsworth, was married July 30 to J. A. Pardun of Anita, Iowa.

D. A. Bowen, agent at Van Horne, was off duty in July and August, trying to get rid of an attack of rheumatism. O. J. Atkins, Jr., was in charge of Van Horne station during his absence.

A daughter was born to Mr. and Mrs. Raymond Wilcox of Perry, July 29. The young miss is a granddaughter of Engineer Earl G. White.

The Iowa Division handled ten of the new engines recently purchased by the Union Pacific. They were larger than any in service on the Iowa Division and were handled at restricted speed, so as to be broken in when delivered at Council Bluffs.

Engineer Lon Morgan was in Chicago in July and had a cataract removed from his eye.

A big change is being made in the equipment at the shops and roundhouse at Perry. The steam boilers and direct current motors are being changed for new motors which will carry in current from the high tension lines, which will be purchased from the Light and Power Company. Thirty-seven new motors will be installed at the various machines and at the wells. The local force of machinists and electricians is making the change.

Engine Hostler Ethan Johnson and family were in Charles City the fore part of August to attend the funeral of a sister of Mrs. Johnson.

Mrs. Wallace Rawson, wife of Iowa Division engineer, died at the hospital in Perry August 9, following an illness which had extended over a period of six months. Burial was made at Perry.

On August 7 the marriage of Miss Lillian Briggie, only daughter of Conductor and Mrs. John Briggie, and James Francis Brannen, of Lincoln, Neb., was solemnized in Council Bluffs. The ceremony was witnessed by the families of the young people. They will make their home in Council Bluffs for the present.

## Early Fall Clothes Sale! SPECIAL INDUCEMENT TO EARLY BUYERS

Suits of \$65.00 Value Made in Our Own Shop to Your Individual Measure for \$50.00.

*Very fine imported or domestic woolens in the newest shades for men and young men.*

ALSO

Ready-to-wear clothes of the finest quality in the latest styles and fabrics at unusually low prices.

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Now is the time to look over your Fall and Winter garments and see what you need to have done.

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Miss Dorothea Franks, daughter of Switchman George Franks, spent the latter part of the month of August in Renton, Washington, visiting with Robert De Groate and family, who have been living there for a few months.

Chief Dispatcher J. J. Hennessey and son of Madison, Wis., spent a part of their vacation in Perry at the home of R. C. Dodds, assistant superintendent of Iowa Division.

Mrs. John Wagner was called to Duluth, Minn., in July by the serious sickness of her sister.

Engineer W. J. Overton returned to work the latter part of July after a several weeks' layoff following an operation.

C. J. Anderson, formerly telephone and telegraph line maintainer at Aberdeen, S. D., has transferred to the Iowa Division and displaced Richard Shover, who has held a similar position on the Iowa Division for a couple of years. The consolidation of some territory adjacent to Aberdeen made it necessary for one of the maintainers to move, so Mr. Anderson displaced the Iowa Division man. Mr. Shover will do relief work for a while and then go back to work with a crew until he can hold a maintainer's job again.

The death of Freeman Doyle, one of the veteran agents on the Iowa Division, having left Neola station open, H. C. Gustafson was appointed on bulletin. Portsmouth station was open when W. W. Stahl, who has been on sick leave for some time, gave up the job and it was bulletined. E. T. Corbett, who has been at Bouton station, took the Portsmouth agency and R. C. Hedlund, who was at Dunbar, took the Bouton agency in Mr. Corbett's place. Dunbar now on bulletin.

La Verne McLaughlin, who worked for a number of years as a caller, has a new son. Whether Bob will make a call boy out of the lad or not is not known, but we think it would be better to make a grocery man out of him, as Bob has worked for several years and still can't hold a regular job.

The following note was mailed to the correspondent: "Roberta Bair, on page 26 of the August Magazine, took twenty-one lines to tell us about Eddie Hollis' new Nash, but don't say a thing about what kind of a pick-up a Nash has." Am passing this query on to Roberta, as it is apparent that she has not been "in the pick-up." Maybe the inquirer wants to know how quick a Nash can get away, but then the question arises, from what? Still being in the Ford class, with never a desire to pick up anyone, or make a fast get-away from any place, I can't even answer by comparison.

Switchman Homer Lyon and family were called to Perry from Miles City, Montana, in July, on account of the death of Mr. Lyon's father, Alva Lyon. Mr. Lyon, who at one time worked in the Track Department for The Milwaukee, had been in poor health for a number of years.

The Car Department at Perry was moved a short time ago. When the new yards and shops were built a number of years ago, the Car Department was placed northeast of the roundhouse. This has resulted in a lot of lost time for the car inspectors going from their inspection yard to the repair yard, so a short track was put in and the buildings housing the office, blacksmith shop and tool room were moved to a location west of the yard office. The force at Perry has been reduced so much that the change was necessary to keep the men close to both kinds of work at the same time.

Clarence J. Dettman, Jr., is the name given a son born to Machinist and Mrs. Clarence

Dettman, August 3. The boy is the second baby in the family.

Due to the fact that the clerical work in the Roadmaster's Office at Perry has been distributed among the chief carpenter's clerk, the clerk in the Assistant Superintendent's Office and the clerk in the Chief Dispatcher's Office, and the position of roadmaster's clerk abolished, Merwin Taylor had to go to Marion to exercise his seniority over a junior clerk.

Frank Murphy, who has been in the United States Naval Training Academy at Annapolis, Md., was home for a vacation with his parents in August.

Sheldon Majers, for a number of years a caller for The Milwaukee, has been home on furlough this summer. Sheldon is in the United States Navy, attached to the U.S.S. Idaho. When the fleet returned from Honolulu Sheldon got a furlough and came home, returning to San Francisco to rejoin the fleet.

John Bristle, father-in-law of Everett Evans, the water supply man, died at his farm home near Perry the middle of July.

Engineer Fred Wagner, who was the Perry delegate to the B. of L. E. convention in Cleveland, recently had the pleasure of a visit with an old-time Milwaukee man. An Engineer Conroy, who is now on the M. K. T., came up to Cleveland to see some of the delegates and seeing Fred J. Wagner's name on the delegate list, thought he would see James Wagner, who is still in engine service in Perry, and who was firing here when Mr. Conroy worked in Perry thirty years or more ago. Fred told him about all the old-timers who are left at Perry, who worked here with Mr. Conroy years ago.

Engineer Archie Lafferty and wife are the parents of a son, born August 6 at their home in Perry. Machinist Frank Fulhart and wife welcomed a little daughter into their home on the same date.

Train Dispatcher Ralph Wright's wife and daughters returned home the first of August from California, where they had been for several weeks on account of the sickness and death of Mrs. Wright's sister, Mrs. George Overton. Mrs. Overton's husband will be remembered by many former Perry folks, as he worked for a long time as a freight conductor until an accident cost him the sight of an eye.

Le Roy and Billie Koch, sons of Engineer Gus Koch, Frank Wicheal, son of Engineer F. E. Wicheal, and Frank Hoes, son of Assistant Foreman F. R. Hoes, all had operations for the removal of their tonsils in August, so they would be in good physical condition to return to school.

Engineer Earl Townley is now listed among the Perry business men, as he has recently purchased a restaurant at Perry and has opened for business. Mr. and Mrs. Townley were custodians at the Perry Country Club a number of seasons and were successful in that work, and their friends are expecting them to be equally successful in their own business venture. Edward Jordan, another Milwaukee employe, is also in business for himself, having started an oil station in Perry.

Mrs. M. B. Moran has been at a Council Bluffs hospital a few weeks for an operation and treatment.

Brakeman E. T. Poole, who has made his headquarters at Manilla for some time, moved to Perry in July and at the same time made the announcement of his marriage, which had taken place at Kansas City on June 20. His bride was Miss Emma Pulliam of Centerville, Iowa. Ed has the best wishes of his friends on the division for a long, happy life.

News of the death of Engineer W. H. Dahl, which occurred at the home of his daughter, Mrs. A. J. Elder, in Marion, July 16, was learned with regret by the many friends of the family in Perry.

Vacations were in order during the last few weeks, with most everyone but the clerks being able to get away to enjoy themselves. Traveling Engineer Einerson and family went to Northern Wisconsin to visit his folks; Conductor L. G. Honomichal and family to Kansas; Assistant Yardmaster E. E. Banyard and wife and Terminal Trainmaster W. L. Schmitz and wife to Minnesota; Engineer Duane Gardner and wife to Austin, Minn.; Mrs. H. Colburn and granddaughter to Bloomington, Ind.; Yard Clerk Marlow Stotts to Milaca, Minn.; Conductor Jesse Townley and family to Wyoming; Conductor A. E. Peterson's wife to New York; Operator E. McGuire and family to Marion; Operator Irene Rogers to Chicago; Engineer E. E. Clothier's family to Spokane, Wash.; Robert Wilcox, son of engineer, to Chicago; Brakeman Arthur Heiser and family to South Dakota; Dispatcher Byrd's wife and daughter to Winslow, Arizona; Dispatcher Wright's son to Colorado; Conductor Briggie and wife to Minnesota; Engineer W. H. Young and wife to Yellowstone and Estes Park; John Gilligan to Milwaukee; Engineer Snipe and family and Boilermaker Bradley and wife to Minnesota; Roundhouse Foreman Kresen and family to Wisconsin; Assistant Superintendent Dodds and family to Minnesota; Conductor Ralph Goodwin's folks to Nebraska; Kenneth Taylor and Raymond Reel to Minnesota; Ticket Clerk E. Needler and wife to California; Operator Swenning of the Western Agent's Office, to Portland; Conductor Francis Cummings and his mother to California; Engineer Wasson's son and Fred Ling, extra caller, to California. Part of the railroad folks made the trips in their autos and others by train.

### Drafts from the Drafting Room

C. R. O.

THE latest formula for automobile fuel is equal parts of water and gasoline. Of course it might not work the first time, as some of our boys have found out, but then your car might get used to it in time.

Thursday, August 13, was Art Hampel's birthday. Lucky for him it didn't come two days later. Anyway, Art's wife sent an apple pie down to the boys of the Pattern Storage, and from all reports they had a real feast and said they wouldn't mind if his birthday came more often as that was a real apple pie. Congratulations, Art, and may you have many more. (We mean apple pies).

The Pattern Storage and Foundry extend their sympathy to relatives of Mr. John Marshall of the foundry, who died July 15, after a long illness. Beautiful flowers were sent by the two departments. Mr. Marshall was buried in Valhalla Cemetery.

Ruth Forrest says Model "T" Fords are the only cars. Ruthie is the owner of one and now she doesn't have to worry about getting to the golf courses and beaches.

Congratulations are extended to Jos. Mazanec and Al Jung of the Test Department. They are both proud daddies of baby boys. Gerald Al Jung born July 16, and James Jos. Mazanec born July 19. The smokes were enjoyed immensely.

Vacation time is in full swing and everybody seems to be returning happy and ready for work. So far Old Man Sol must have been right on duty for everyone has acquired a delicious coat of tan, sunburn or what have you.

Auto news is plentiful this month. Friend Einar has had his car repaired and runs like new again; says it's good for another thousand miles. Bob Borucki has bought a new Chevy and is breaking it in on his vacation touring the country. L. D. Horton has inherited a family heirloom from his brother, a patriarchal old Studebaker.

### Twin City Terminals

Mac

MR. H. E. BYRAM visited the Twin Cities the latter part of July. He called on firms in both cities in the interest of business conditions.

Mr. M. P. Graven, agent, St. Paul, was a caller at the Local Freight last month.

Demurrage Inspector Jack Woodward spent his vacation visiting Seattle and other points in the west. We note from the snapshots he brought back, the scenery wasn't all he was interested in on his trip.

Local Freight Office is exhibiting two "Sparklers". Will have more to tell later.

Mr. Frank Foster, cashier Local Freight, and Mrs. Foster took a trip through the Canadian Rockies. They visited Seattle and other points in the west.

Miss Jennie Goss spent her vacation at Lake Minnetonka.

Leda Mars was under the doctor's care for two weeks. She underwent a minor operation on her nose.

Tom Moffitt spent two weeks motoring through northern Minnesota.

Harold Beringer, bill clerk, spent two weeks visiting relatives at Dubuque, Iowa.

Archie Benolkin, bill clerk, took a month's leave and visited Los Angeles and other cities in the west.

Elizabeth Hessburg spent a week visiting friends at Shell Lake, Wisc. and one week at a summer resort near International Falls, Minn.

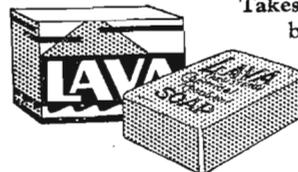
Roy Burns, Commercial Office, and his family, took a trip to New York last month. He says New York is all right to spend a few weeks there, but St. Paul is the best place to make your home in.

Art (Yo Yo) Gerber has traded his combination Ford fire truck for a Chrysler 52

When your hands look like this-



try LAVA SOAP!  
58 seconds with LAVA'S rich, pumice-filled lather, changes 'em to supper-table hands.

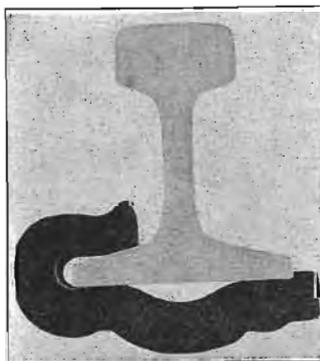


Takes the dirt, but leaves the skin

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## THE FAIR RAIL ANTI-CREEPER

ONLY ONE PIECE



SIMPLE TO APPLY

CHICAGO

THE P. & M. CO.

NEW YORK

sedan with only 32,000 miles on the speedometer. It is just like new and runs fine, but he is going to throw out the front seat so he will have enough leg room.

"Frisby Noot", Shorty Schwaab, and "Lighting" Hortenbach went fishing the other night and came back with a string but were insulted when a fellow wanted to get a minnow for bait. "Some String."

Carl Holmgren inserted an ad in a local newspaper that he had a Ford, in good shape, and would sell it to the highest bidder. Guess Carl will have to give it away since no one called and made him an offer.

If Switchman Ahern would cut some holes in his hat so his ears can come through, he wouldn't have so much trouble with his ears. They hate to be boxed up in hot weather.

Elmer Peterson has solved the problem of how to keep his trousers up. He is going to invest in a pair of suspenders.

## Des Moines Division Items

### *Frenchy*

**M**ESSRS. VISSEY AND SUMMERS operated the chemical weed machine over the Des Moines Division. We understand that Mr. Summers is the originator of the present spray used this year.

Mr. and Mrs. Ed Olson of Dubuque are the happy parents of a new daughter who has been given the name of Ruth Ann. Said daughter arrived on July 26.

The Misses Jean and Kathaleen McGovern visited relatives in Dubuque during August. Mr. L. L. McGovern spent the week end of August 2 in Dubuque.

Mr. Ray McGovern has been on the Des Moines Division recently checking the time-keeping.

Mrs. Lenora Moran is at present in Council Bluffs recovering from an operation and report is that she is getting along very nicely.

A Safety Meeting was held in the Women's Club rooms at Des Moines, on August 14, which was very well attended.

Mr. and Mrs. Carl Taubert of Rochester, N. Y., report the birth on Tuesday, August 5, of a 7-pound boy. Everybody fine.

Glenn Hughes has just returned to work at Panora following a siege in the hospital with appendicitis.

Robert H. Conrad, city freight agent, and family have returned from vacationing in Chicago, Cedar Rapids, and points north, south, east and west. Bob has a nice coat of tan from golfing.

T. F. & P. A., J. F. Kane and family have returned from a vacation.

T. F. & P. A., P. Van Maren and family have departed for Chicago on a vacation trip.

Engineer W. D. Chase enjoyed a visit from his mother, Mrs. W. D. Chase of Winslow, Ariz., during July. Bill who is a very modest chap, says his mother is very proud of her "Billy."

Conductor C. E. Elliott has been vacationing in the east recently.

Agent H. Pearl was off duty a few days and was relieved by Paul Calhoun. G. J. Foxhoven was also off a few days and relieved by Paul Calhoun.

## District Accounting Bureau

### *R. R.*

**J**OE STRASSMAN paid us a visit during June and we were mighty glad to see him. Milwaukee must agree with Joe as he sure looks fine and we wouldn't be surprised if he tipped the scales a little more—but just the

same he looked good to us, the same "Jolly old fellow" and we'd like to have him with us again as of yore.

We had a visit from A. E. (Archie) Long, the once upon a time AFE clerk in the DAB, now in business ("Insurance" don't forget). We were glad to see Archie looking so well after a recent illness.

The Clerks' Picnic which was held June 20 was a huge success, everyone had an enjoyable time—the DAB was well represented. Frank Opie the B & B timekeeper had us believing that he was a smart boy and knew his ABC's by winning second prize in the program's misspelled word contest, which was ten tickets to one of the local theaters—but later the rumor was spread that many of the guests helped Frank but got no reward—and we do think he ought to pass the tickets around. Congratulations are due Mrs. A. E. Long who won the first prize in the contest, an electric doughnut iron.

Howard Reynolds was on the sick list the latter part of July.

We are glad to have Tom Hughes with us again after a recent illness.

Helen Amidon will spend her vacation at their summer camp on Horse-head Bay, getting a coat of tan and complete rest.

Frank Opie and family motored to Portland July 26, spending the week-end in that city visiting friends.

Miss Sybel Hobart of the Superintendent's Office at Deer Lodge, was the guest of Ruth Rundle during the latter part of July.

Louis Bay and Cal Snyder are the latest converts to the golf course, and no fooling, they, too, have the bug.

Mr. and Mrs. W. Morton Eshelman spent a few days in Portland visiting friends and relatives.

Mr. and Mrs. H. C. Johnson spent their vacation at Long Beach, Wash., and came back with a healthy coat of tan.

Mrs. Dorothea Strong is with us again, during the absence of Helen Amidon.

It sure is hot in Tacoma, and one of the main topics at 4:30 is the "Old Swimming Hole"—and there are several nice cool ones around Tacoma—and the water is fine.

## Iowa (East) Division and Calmar Line

### *John T. Raymond*

**W**ILLIAM A. DAHL, age 62 years, passed away at Marion, Thursday evening July 16, at the home of his daughter, Mrs. A. J. Elder, following an illness of eight weeks. Mr. Dahl had been in failing health for about four years.

He was born February 23, 1868 at Pottsville, Penna., and came west with his parents when he was about five years of age. For many years he lived on a farm near Waterloo, Iowa.

He was married June 14, 1891, to Mary Cornelia Stanton of Waterloo, and to them two children, Grant and Alta were born. Mr. and Mrs. Dahl began housekeeping at Savanna where they had since resided.

They came to Marion, April 22, to visit their daughter Mrs. Elder, and her family.

Mr. Dahl had been with the Milwaukee Road for forty-five years and had been an engineer since 1898. During all these years he was ever ready to co-operate in promoting a high standard of efficiency and his efforts to this end were substantial and sustained throughout his entire career. He was widely known on the system, and held in highest esteem by his associates. His passing is deeply regretted by his many friends.

He was a member of Mississippi Lodge No. 385, A. F. & A. M., Mississippi Chapter No.

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CHICAGO

200, R. A. M., Chapter No. 384, O. E. S. and B. of L. E. Div. 200.

He is survived by his widow, one son, Grant W. Dahl of Savanna, one daughter, Mrs. A. J. Elder of Marion, two sisters, Mrs. Mary Danner and Mrs. Geo. Crittenden of Minneapolis, one brother, Charles Dahl of Waterloo, and three grandchildren, Janet Elder of Marion, and Max and Keith Dahl of Savanna.

Brief funeral services were held at Marion Wednesday evening. The remains was taken to Savanna in Superintendent Elder's car, where funeral services were held at his late home.

The Masonic Order conducted the services at the grave at the Savanna cemetery where burial was made.

On behalf of everyone on the Division, The Magazine extends deepest sympathy to the surviving members of the family in their bereavement.

Mr. and Mrs. John C. Smith, Mr. and Mrs. Phillip Shoup, Mr. and Mrs. William D. Shank of Marion, attended the funeral services of Engineer W. H. Dahl at Savanna.

Mr. and Mrs. W. Holdorf and daughter spent a two weeks' vacation in Green Lake, Wis.

Mr. and Mrs. F. W. Bowers of Sabula visited their daughter at Cleveland, Ohio.

Mr. and Mrs. James Tobin of Marion, spent several days visiting relatives at Columbus, Wis.

Mr. and Mrs. Edward Clausen of Oxford Junction, were called to Vining, Iowa, on account of the death of Mrs. Clausen's father. They have the sympathy of many friends on the Division in their bereavement.

The third trick operator at Sabula has been taken off. Operator Fred E. Day has been on this job for some time.

While Chief Dispatcher H. C. Van Wormer was away on vacation, Willis Jordan was acting chief, L. S. Dove swing job, E. E. Edwards second trick.

The second trick job at Paralta has been abolished.

Mr. and Mrs. L. S. Dove and daughter Nadine of Marion, spent three weeks in August, at their cottage at Lake Pequot, Minn.

Merwin Taylor has been transferred from Perry to Marion, and has a clerical position in Roadmaster G. Barnoske's office, displacing Mrs. Blanche Corwin.

Mr. and Mrs. Chas. T. Rowe of Marion, went to Piney Ridge, Minn. the latter part of July for a week's outing.

J. N. Hutchins has resumed work as agent at Spragueville.

Agent M. F. Emerson of Martelle, left August 12 for a two weeks' trip to California. He will join his family who have been visiting there and accompany them home.

Train Baggage Sam Cooper, resumed work July 13, after spending some time at Brainerd, Minn. F. L. Pierce, who relieved him on Nos. 7 and 20 between Chicago and Marion, has resumed work on his regular run on Nos. 19 and 8 between Marion and Omaha.

Train Baggage P. Arbuckle spent a week fishing in Minnesota the latter part of July, A. F. Hutchins relieving on the north end passenger.

Passenger Brakeman R. C. Seager was called to Toronto, Canada, July 19, due to the death of his wife's mother. Mrs. Seager had been with her mother for some time prior to her death.

Conductor J. F. Higgins was off duty a few days the middle of July visiting relatives in Marion.

Passenger Brakeman L. E. Mathes was off for a week the last of July visiting relatives in Chicago.

Train Baggage B. C. Sears and family have motored to Massachusetts to visit his mother for a couple of weeks. G. E. Fenlon is relieving on Nos. 3 and 4 between Marion and Council Bluffs.

Conductor W. D. Shank just returned from a motor trip to Pearl City, Illinois, where he visited a brother and sister. Conductor W. I. Farrell relieved on Nos. 8 and 19 between Marion and Chicago.

The Iowa Division now have a trainman on Nos. 125 and 126 between Milwaukee and Davenport, and Brakeman C. E. Farrington has gone to Milwaukee to take this run.

Conductor J. F. Briggie has gone to Minnesota on his annual fishing trip and expects to be gone about three weeks. Conductor Lee Tolbert is relieving on Nos. 4 and 3 between Omaha and Marion.

Conductor Thos. Costello is on the north end passenger trains while Lee Tolbert is working on the west end.

Ernest W. Failor and family of Marion visited at Lincoln, Nebr., latter part of August.

Mr. and Mrs. C. S. Cornelius of Marion were away on a vacation.

Lester F. Cleveland of Marion was away from duty several days account of illness.

Agent C. A. King of Miles was away several days, going to Omaha on account of the death of a relative. Russell Tarr relieved him.

Agent J. R. Harding of Hawkeye resumed work August 13, after a three months' vacation.

Agent C. S. Morton of Hopkinton was away on a three weeks' vacation at Templar Park.

Miss Anna May Lafferty of Atkins Round House office force, was away on a two weeks' vacation visiting in New York City.

## A Letter from the West H. & D.

D. S.

DEAR GANG:

Well, folks, about the first thing we see when we walk into the passenger depot is the daily Safety Bulletin and this one coined by Agent W. T. Spriggs of Woonsocket isn't so bad: "The time to get out of trouble is before you get into it. Practice Safety First and save yourself and others much trouble."

Speaking of trouble, Fireman Tom Tracy is a bear for punishment. We consider ourselves fortunate in securing a "scoop" this time. One of the most beautiful weddings of the season took place on July 21st when Mr. Thomas Tracy and Miss Esther Ingeborg were united in marriage. In the presence of a host of friends and relatives, the bridal party marched down the flower-strewn aisle to the strains of Mendelssohn's Wedding March. The bride was attended by a matron of honor, Mrs. George White. The groom was attended by James McGovern.

Following the ceremony a four-course dinner was served in the Alonzo Ward Hotel dining room, after which the bridal pair departed for Niagara Falls on their honeymoon.

Mrs. Tracy is a graduate nurse and is an alumna of St. Luke's Hospital. We all wish Tracy and his' bride good luck and happiness in the future.

Joe Seward and Conrad Detling, better known as "Red," returned from the east a few days ago. We understand the boys have been working in and around Chicago for the past few weeks. Is it surprising that Chicago has witnessed a new crime wave? No doubt visitors like "Red" and Joe caused old lady O'Leary's cow to go haywire way back in the Gay '70's or thereabouts, thereby starting the well known conflagration. That may account



## Pulling Up the Old Water Tank

to fill up the engine is just one of the many duties that make up the day's work for Victor Willette of the Rock Island Railroad and—he wears INDIANAPOLIS GLOVES. Better protection for his hands increases efficiency and makes the job easy.

*"The Workman Is Entitled to the Best."*

**INDIANAPOLIS GLOVE COMPANY**  
Indianapolis Indiana

We asked Railroad Men what they wanted in a Cigar... then produced

**OBSERVATION**

Better than any 10c Cigar you ever smoked... and costs

Only \$3.75  
BOX OF FIFTY

Offered on Open Account and Free Inspection to Employees of the

**Milwaukee Road**

OBSERVATION must please you, or you don't pay. Order a box at special introductory price of \$3.75, box of fifty—smoke several and decide for yourself. Buying direct you save 25% on your smoke bill. If you give us the name of your railroad and your position [no further reference required] we'll make shipment on open account, and bill will follow after you've had a chance to actually try out the cigars... Be sure to let us know whether you prefer perfect or straight shape.

OPEN A BOX AT OUR EXPENSE



THOMPSON & CO., Inc.  
200 No. Edison Avenue  
TAMPA, FLORIDA

"FRESH FROM OUR SUNLIGHT FACTORIES"

for "Big Bill" Thompson's "bull," too. We've often heard that cows don't like "Red."

Louis Youel has returned from Minneapolis after spending two weeks in the U. S. Veterans' Hospital, and reports that he is somewhat improved in health.

The Milwaukee Diamondball Team, under the tutelage of Gus Reuland, won the pennant in the Commercial League and will play the winner of the Fraternal League sometime in August to decide the City Championship. July 27th the team was victorious over Montevideo, bringing in a score of 5 to 1. The old jinx stepped in, however, for the boys lost to Mitchell, 7 to 11.

Miss Rose Cummings of Burke's office and Miss Flossie Rehfeld, stenographer for the Claim Department, are enjoying vacations. Inspector A. M. Phelps is spending his vacation in Wisconsin.

Mr. George F. Baker of Chicago made a trip to Aberdeen on July 16.

You folks, who are interested in Wild Oats, can pass these crop estimates. Along the main line we find wheat averaging 10 to 15 bushels per acre, oats 20 to 30, barley 20 to 25, rye 10 to 15 bushels. One farmer near Sisseton reports a 30-acre field of wheat yielding 30 bushels per acre.

We like to please everyone so we are inserting this little fashion note. The new backless bathing suits and sport frocks enable the girls to get a lovely coat of tan on their shoulders. Can't you just hear "Tod" Smith say "they need a good tanning farther down the back"?

Harvey Ryan has completed a fine new paint job on Murphy's house. When it comes to painting, Harvey should have been an artist's model.

Charlie Boland spent a few days in Washington, Iowa, attending the funeral of a relative.

W. F. Kramer, who has held the position of clerk in the Superintendent's office, and previous to that in the Trainmaster's office, has accepted a position with the Chief Surgeon, Chicago, and will start about August 1 on the new specially built and equipped medical examining car.

The H. and D. Division holds eighth place in Safety First, with a rating of 7 reportable

injuries in 1930. H. C. Blake, maintainer of way is in first place on the System.

Richard Murray, manager of the Interstate Lunch Room, is planning a fishing trip, and has been spending his spare time digging worms. He has patented a device for catching caterpillars. Mr. Murray claims the use of caterpillars is a more humane system, as the fish merely get tickled and die laughing, and besides it's much easier than digging angle worms.

Mrs. Murray has returned from her vacation. Ed. Soike, yardmaster, has been incapacitated for some time, due to an infection in his eyes.

Frank Tschol, car department foreman at Aberdeen, will leave soon for St. Paul where he will fill a similar position.

W. J. Heydt has returned from a vacation of two weeks spent in St. Joe, Missouri. He says the corn is good there.

Conductor Fred Brown spent his vacation in Yellowstone Park.

"Buck" McGovern has been confined to his room in the Schaeffer Hotel for the past few days. "Buck" was overcome by the heat but at the present writing we are unable to ascertain whether it was canned or otherwise.

The Extra Board has moved from the "Hump" to the railing of the Citizen's Bank Building where they now do their railroading. It is almost impossible to walk down Main Street without getting cinders in your eyes.

When the Medical Car comes to Aberdeen, "Bill" Smith is going to look up the Medico and give him some pointers. "Bill" is an advocate of Plastic Surgery. He suggests that an operation should be performed upon every student brakeman to have the bone removed from his head and placed in his back.

This one is on Ripley. Believe it or not! The Orient Line has been on time several days this month. For definite proof of this statement, send a stamped, self-addressed envelope to Guy Wynn, Roscoe, S. D.

"Buck" McGovern and Harvey Ryan are going into the wrecking business.

In addition to raising silver foxes, Emil Bechtle is raising homer pigeons for Christmas gifts again this year.

Fishback took a two weeks' layoff and is working for a Scotch farmer. Fishback says

those Scotch jokes aren't jokes. He says a healthy appetite at a Scotchman's table is as appropriate as hat checking privileges in a Jewish synagogue.

Jim Grimm, director of cuisine on the Linton Line, is becoming quite proficient as a chef and is thinking of "bumping" George Rector.

At a recent Courtesy Meeting held in Aberdeen, July 23, Mr. R. A. Drum advised that his wife when making purchases uptown, mention to the merchants that it is Milwaukee money with which she is buying. This would be a fine habit for more of us to acquire. We must remember that our fight is not so much with the chain store as with the trucks and busses!

So long, Gang!

S. M. East

V. J. W.

THE many friends of Robert Galligan, former division accountant at Austin, were surprised to hear of his marriage to Miss Marjorie Dunn of Deer River, Minn., which occurred August 5. At the present time Robert is connected with the Interstate Commerce Department with headquarters in St. Paul.

Switchman H. B. Hinkley and family, returned from a vacation trip at Clear Lake, Iowa, the first of the month.

Beatrice Hazeltine, daughter of Engineer Geo. Hazeltine, has gone to Berkley, California, to enter the University of California. Mr. Hazeltine accompanied her as far as Omaha.

Engineer John McCarthy has been ill for the past few weeks, but is reported as improving.

Car Inspector Thomas Mork and son Thomas Jr., returned from a week's auto trip through the Black Hills July 20. They also journeyed over into Wyoming and returned via Pierre and Aberdeen.

Chester, Iowa can have its "Pants Works"; Lanesboro its "Sylvan Park"; but Erie, Ill. has its "GOOSE" (106 years old). For further particulars inquire of H. C. (Chauncy) Scott.

Munson to McCoy: Is Hogan leaving for his trip to Evanston, Ind. on Labor Day? No, on payday.

Mrs. G. A. VanDyke returned August 1, from a seven weeks' visit with relatives in Los Angeles.

Miss Gweneth Hinkley is home for a short visit from Tuscon, Arizona.

John Schultz made a trip to Postville for a visit with relatives July 25.

Dwight (Tang) Kneeskern has returned from a trip to Iowa. We have no doubt but what the farmers in the vicinity of Tang's visiting area are now well supplied with many new ideas on Farm Relief.

Dudley Z. Robinson, a veteran of the Austin Shops, resigned his position and retired on pension July 12, and has moved with his family to Santa Ana, Calif. The boys at the shop presented him with a gift as a remembrance of his many years of service here.

Mrs. Bernice Sherman, Master Mechanic's office, has returned from a trip to Port Arthur, Canada.

Engineer and Mrs. Matt Lang returned August 10 from a two months' visit in Tacoma, Wash.

Mrs. Ordella Boutillier, clerk in the General Foreman's office, accompanied by her son Wayne, and her sister Mrs. Wm. Torbert drove to Seattle, where the Torberts are now located.

"Hiz Zonner" the Mayor, Engineer Jacob Becker, attended the Legion Convention at Crookston, Minnesota.

## A GOOD INVESTMENT

Life is a Fog of Uncertainties

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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

Rose Krulish and Eleanor Moran of the Superintendent's office left August 16 for a trip east. They will stop at Washington, New York and Boston. They will be accompanied by Edna McCarthy and Mrs. Jack Cambren.

Albert Rubel of the Austin Shops has been appointed on the police force at Austin.

We are very sorry to hear of the illness of Mrs. Hermann Wunderlick, who has been confined to her home for the past week, with pleural pneumonia.

Machinist Helper Wm. Boggus and wife are planning an extended trip throughout the East.

Mrs. W. B. Groome, wife of engineer inspector, and Mrs. Jake Herzog, wife of Machinist Herzog, are leaving in the near future for a visit to Marysville, Kansas.

Sympathy is extended to Mrs. F. L. Peck, wife of Engineer Peck, in the loss of her mother, Mrs. M. O. Erickson, who passed away at the home of her daughter, Mrs. A. G. Class, in Sioux City. Mrs. Erickson was born in Ohio in 1851. She was a direct descendant of Cotton Mather. Interment was made in Egan, South Dakota.

The morale of American Youth is slowly being raised according to the observations of certain members of the Austin Freight House Force. In the good old days, Moco, Chauncy, Bone Crusher, and a few others gained their exercise by rough and tumble horseplay of one kind or another, but now all that rough stuff is taboo. For any evening you will find the above mentioned trio, either engrossed in the exciting exercise of yo-yo-ing, or the more exhilarating form of menial activity, that of Pee-Wee Golfing. Who says that they are not above the PAR of the youth of yesteryear?

### From the Cross Roads of the World

Roberta Bair

THE chance taker is the accident maker. Statistics show that about 90 per cent of the accidents are man-made. We are either making accidents or preventing them. We are either for or against Safety. From now on let's try harder than ever to prevent accidents.

Luck can't help you—Carefulness can.

He traveled fast in his new Ford.

He thought no one was hotter,

He tried to best the fast express—

They picked him up with a blotter.

—Selected.

Fire prevention was preached in all departments during the recent dry weather and every precaution was taken to prevent this great destroyer.

#### West Clinton

We forgot to mention our roundhouse foreman last month. We wish to say that Mr. Pfeifer is fully established now and seems to like West Clinton and the general surroundings and we are glad to have him with us.

Miss Eleanor Faris of Terre Haute, is now employed as clerk at the Roundhouse.

Our genial Trainmaster J. H. McDonall and family returned the first of August from a restful vacation. He has more enthusiasm and vigor than ever.

F. C. Hunnicutt brings us word from the sunny south, where he has been vacationing, that there are poor people up in the Tennessee mountains who live in such dilapidated shacks that when it rains they have to run out and get in their sedans.

Donald, the son of Mr. and Mrs. George Bain, was operated on at the county hospital for a major operation last month, and we are glad that he is on the road to health again.

We are glad to report that two sons of Jay Thomas, who have been on the sick list for the past several weeks, are improving.

We are glad to report that Lillian, daughter of Mr. and Mrs. Guy Milligan, is greatly improved from a very serious illness.

Miss Mary Williams, daughter of Mr. and Mrs. Daye Thurman, is reported seriously ill, and we hope she will soon improve in health.

The little daughter of Robert Stewart was quite ill last month, and we are glad to hear that she is again able to be out.

Harry Ferguson has been seriously ill for several weeks, and it is sincerely hoped that he will soon regain his health.

The little daughter of Chief Clerk Homer McCown, had the misfortune to fall and break her right arm last month. We are glad to report that she is almost fully recovered from the accident at this time.

Lawrence McKay, our aggressive hotel manager, made a business trip to Mt. Carmel last month.

The Rusmeiser boys entertained with some good guitar music at the hotel one evening last month, and the dining room took on an air like the "Ritz" or Hotel Deming. Good music of this kind is always appreciated.

I. G. Boyd and family of Indianapolis, spent several days with friends here, last month. I. G. was brakeman here about five years ago. He is now with the Big 4 at the Capital City. Mrs. Boyd and daughter Jane, remained for a week's visit.

Mayor Reesch of Meeks, says he believes work is getting better up in that locality.

Mrs. Oscar Concoe and little son, and Mr. and Mrs. Frank Hunnicutt and family, spent several days last month visiting in the south.

We are glad to report that John Grimes, who submitted to an operation for appendicitis last month is improving, and we hope to see him back on the job soon.

Mr. and Mrs. Raymond Duncan, with several relatives and friends, spent several days last month at Clifty Falls, in the southern part of the state.

We note that "Special" Inspector Elza Hale, is doing real labor on the Rip Track with

**IN** controlling scale formation, the Dearborn Treatment supplied not only stops new formations but also disintegrates scale already present, bringing it down gradually while the boilers remain in service.

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"Irish" Carmody. This is a good balanced team, and they ought to get lots done.

LeRoy Fultz, of the west side, is the latest to accept the ball and chain, taking unto himself a wife. The first ten years are the worst, Roy. Outside of these hard words, we wish you much happiness.

Our Agent M. H. McCandless, started on a two weeks' vacation August 9, after working all through that unmerciful hot weather. We noted that it rained, and the thermometer dropped considerably on the first day, so we feel that he really enjoyed his vacation.

Tom Goucher, foreman of the Blanford Section, returned the first of last month from a visit and hunting trip out in Montana. He saw several horses out there, something he doesn't see around Blanford any more, as I think the last one was killed last spring.

During the hot weather, we noted that G. F. Lundwall ran out from under his hat. Revis Males lost eight pounds. Herbert Picks had to leave his toupee at home, and we all nearly blew up when we discovered Charley Franeis sitting in front of that big electric fan, and right next to the best water in the country.

Sympathy is extended to Mr. and Mrs. Melvin Phillips in the death of their daughter, Mrs. Hazel Rogers, of Helena, Okla.

Bernard Carmichael, son of William Carmichael, former conductor here, received fatal injuries while swimming August 3, and his death occurred two days later. All employes were grieved to learn of this great misfortune, and wish to extend their sympathy to Mr. and Mrs. Carmichael.

We wish also to offer our deepest sympathy to Mr. and Mrs. Guy Sampson, of Chicago Terminals. We were very sorry to hear of their great bereavement in the loss of their son.

At this writing we are all looking forward

to more business. Every department is eager and ready to shout—LET'S GO!

"Why take life seriously?"

You'll never get out of it alive."

### Station WLE

Harriet

A SQUARE DEAL

Smile into the face of the world,  
And a smile will come back to you.  
Show a spirit of helpfulness,  
And that spirit will surely send back aid to you.  
Render good service to others,  
And good service will be returned to you.  
The only way of getting a square deal,  
Is by giving the world a square deal yourself.

SAFETY WATCH

W. R. W.

Day Dreaming and Railroadng

Do not mix,

A Clear Mind and Safety

Always win.

CRACKS

In the July issue, Mr. Wilson asked us the question: "Why do they bury a Scotchman on the side of a hill?" Well here's the answer: "Because he's dead!"

When Al Gardenhire returned from his vacation, he reported everything fine and dandy down home in Temple, Texas. However, he still has one or two Wild Cats to tame down there, and had a determined look on his face when telling us about his latest experience.

Ray says: "Most of the modern women of today believe in up-to-date clothes, but they are not entirely wrapped up in them." "And that 'he who laughs last', sits in the \$1.10 seat."

Question: "What is the greatest contribution chemistry has given the world?" Answer: "Blondes!"

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

D. H. A.

MRS. FRANK WILLIAMS and daughter Francis, accompanied Mr. and Mrs. John Larson and Miss Marie Larson, on an auto trip through the Black Hills, Yellowstone Park, and also visited Denver and Salt Lake City. They report a very enjoyable time. Frank hopes to be able to take his vacation soon.

Mrs. Wm. Catey, and son Fred, are visiting friends and relatives in Indiana and Chicago.

The Organized Labor Unions gave their usual Labor Day Picnic on Monday, September 1, at Riverside Park, with a dance in the evening at Lincoln Park pavilion. Races and sports of all kinds were indulged in and free refreshments served to all youngsters under ten years of age.

Mr. and Mrs. Kellum and daughter Corrine, spent their vacation touring through the Black Hills, Yellowstone Park, and visiting points in the West. During his absence his position was filled by Harry Glenn of Miles City.

Miss Marie Blake spent a few days here visiting friends before leaving for Spokane, where she has accepted a position at the courthouse there.

Sincere sympathy is extended to the Rollin Crandall family in the death of Mrs. Crandall, which occurred on July 14, from a paralytic stroke.

Mr. and Mrs. Martin Walsh of Miles City accompanied the Gillicks on a trip to Mobridge, where they visited with friends.

Our popular Night Ticket Clerk, Walter E. Ball, has returned from an extended vacation trip spent in Canada. "Nuff said."

Mobridge, as usual, is up and coming. We now have two miniature golf courses in our fair city, one being operated by Bernie Wrenn of Miles City, and the other by Mr. and Mrs. J. L. Caldwell. Both courses are very up-to-date, and nice, will afford amusement for old and young alike. They are being well patronized.

Miss Mildred Risch, clerk at the Roundhouse, enjoyed a visit from her mother, Mrs. Chas. Risch, of Deer Lodge, Montana.

The C. M. Bono family are spending their vacation in northern Minnesota, his position being filled by Fred Schetzle.

Earl Conrath of Morrystown, is a guest at the home of his mother, Mrs. R. S. Lewis.

Mr. and Mrs. Ed Harville have returned from a business trip to Mena, Arkansas.

Switchman Robert Woligram and family are on an extended visit to California and other points.

Mr. and Mrs. A. G. Fuller spent their vacation touring the Black Hills.

Enemy Swim is becoming more popular every year according to the number of people who spend their vacations there. Among our Mobridge people who have been there at various times this month are: Mr. and Mrs. Moran and family, Mr. and Mrs. Leo Swanton, the Harry Conger family, Mr. and Mrs. I. Dickey, Mr. and Mrs. C. H. Cartmell, the Thos. Milligan family, the Harold Winship family, Mr. and Mrs. Norman Anderson, and Mr. and Mrs. Martin Tasnady.

Charles Paschen and son Clarence are spending some time on their farm at Wessington Springs, South Dakota.

Phil Richardson of St. Mary's, Idaho, a former roadmaster at Trail City, has been transferred back there and Leo Blanchard will be roadmaster at Stratton.

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Mrs. Lela Reed of Faith, South Dakota, has been visiting at the home of her sisters, Mrs. R. L. Knott and Mrs. H. L. Benz.

The Lon Green family, Mr. W. E. McCafferty, and Miss Marie Blake took in the Fair at Aberdeen.

Mrs. Ivan Kern of Harlowton, Montana, spent a few days here with old friends.

Mrs. A. F. Manley and daughters, Helen and Frances, are spending the summer at Portland and other points on the west coast.

Mrs. Mildred Richardson spent Sunday at Lemmon with "Red."

## Splinters from the Wooden Shoe

*Browning*

NEWS this month is going to be scarce. Guess the weather has been too hot for anyone to send in a little gossip.

Mr. T. W. Proctor, assistant traffic manager, E. A. Lalk, assistant general freight agent, spent three days on the Division calling on all of the Industries and found a rather optimistic outlook in the ore territory which developed a feeling of confidence that the business outlook was comparatively good.

Everyone was very pleased with the lovely party that was given at Bay View Beach for Mr. and Mrs. H. A. Grothe and Mr. and Mrs. W. J. Hotchkiss, which was a farewell party for the two men who have been transferred from the Superior Division. The Milwaukee Road Women's Club sponsored the little basket lunch party and in the evening dancing was enjoyed by those present. Both Mr. and Mrs. Grothe and Mr. and Mrs. Hotchkiss were presented with a little token of friendship.

W. J. Hotchkiss, trainmaster, came to the Superior Division the latter part of 1928 and since that time has made a good many friends on the Division. On August 1, he was transferred to the Illinois Division and Mr. A. W. Herven from Chicago Terminals is taking Mr. Hotchkiss' place at Green Bay.

Everybody is enthusiastic about the passenger business that we are enjoying on the Superior Division, particularly No. 9, the New Copper Country Limited, which train now carries nine cars regularly, including dining, parlor and sleeping cars as compared with three cars a year ago and train is crowded every night.

Mr. Sol Farley was a caller in the office the other day and spent a few days checking time.

Mr. J. A. Scharbarker, safety inspector, gave a very interesting Safety First talk at the Lions' Club, Plymouth, on July 22, which was well received and the people of Plymouth expressed their appreciation most heartily because of the timely talk that was given.

The passenger station platform at Green Bay has been extended 300 feet and is well illuminated in order to take care of the long trains on Nos. 2, 3 and 9.

Jos. Berenden of the Store Department has taken a leave of absence and is now working for the National Biscuit Company.

Eddie Allard and Cecil McAbee have the golf bug. They are starting out in a small way and just playing the miniature courses, but before long will be out to the Country Club and we suppose will play in the tournament in September.

We understand the heating plant at Channing will be constructed shortly and we know that it is going to be a matter of great satisfaction to the force in the Channing Dispatcher, Roadmaster and Agent's Offices to know that they don't have to keep their desks

next to the stove next Winter in order to keep from freezing.

Martin Cayemberg and Joe Berendsen represented The Milwaukee Road in the Horse Shoe Pitching League of the Green Bay Industrial Athletic Amateur Association, and understand did some very clever horse shoe pitching, carrying off the honors for the League.

Francis Meyer of the Engineering Department had a narrow escape from being stung by hornets. He missed the hornets, but in doing the running act, tumbled and ran a stick through his hand. He is now wondering which would have been the worse, the sting by the hornets or the sore hand.

The ore season which started off very slowly during this year has recovered, and during the month of July it is practically the same as handled during July, 1929, which was a banner year. Indications for August point that the tonnage will compare favorably with the same month a year ago.

We understand that Train Dispatcher Bob Held made two trips to Canada during his two weeks' vacation, and then walked through the Dells of Wisconsin. He surely ought to be well ready to start back to work after such a wonderful vacation.

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

*Nora B. Decco*

WELL, since I am not spending eight hours of my twenty-four on the railroad right-of-way I spose there are some things that have gotten by me the last few weeks, but I'll find them out and tell about them in some other number—never fear—nothing can be hidden from a real good correspondent, ahem. And later on, here and there, first one and then another will say—"Why we thought you knew that, or we would have told you about it." Just the same, no notes, no news.

Last month there was a young lady named Mildred Mahan from Des Moines who came our way after a trip through Yellowstone and one thing I could not help but notice, there was an awful delay seemed like, to 264 getting out of town. Later I discovered, that while she was standing on the station platform, looking at the powerful electric locomotive that was on the head end of said train, the engine crew were so busy watching Mildred they could hardly take signals from the rear end, or at least that is what I heard. Considering what Mildred looked like, I don't blame them a bit either. Are they all that pretty back there, we wonder.

We regret to write of the very sudden death of heart trouble of Mr. Max Obst in Butte, July 19th. Mr. Obst was well known on this division, coming here, from the Northern Montana, from Lewistown as chief clerk for Mr. E. F. Rummell, and later as chief clerk for Mr. D. E. Rossiter, in which position he was at the time of his death. He leaves his wife to mourn his passing and the entire division extend to her their heartfelt sympathy.

Mrs. Flynn, wife of Engineer Flynn and daughters, Martha and Katherine, and Miss Evlyn McCormick, daughter of Engineer McCormick, have returned home from a trip through Yellowstone Park. Wonder if they were like little Betty Merrill, when they went through last month. Betty wanted to go back so she could feed some more bears, but Fireman Bill, who is her dad, said we have to get home so I can start in to feed you—the mean thing, if that isn't just like a man.

Mrs. S. R. Sprecher and two children are visiting at the Earl Wilson home and will stay



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17

17

several weeks. The lady is Mrs. Wilson's sister and is not a stranger here, having spent many summers in our city. She comes here from Dodge City, Kansas.

Mrs. R. G. Griffith has as her guest a cousin from Manhattan, Kansas, Mrs. Morris, who will probably remain most of the summer.

Miss Lucy Barnes, daughter of Engineer and Mrs. Barnes of this place, who has been nursing in Cleveland the past year, has arrived for a few weeks' vacation at her home in this city. While here the family expect to spend most of the time camping and in the park. Antrim Barnes is also home for his vacation from Purdue University.

Mr. and Mrs. Arthur Fairhurst of Chicago, are visiting at the home of T. A. Fairhurst here, and while out this way expect to take a trip through Yellowstone. Mrs. Vaninwegen from Seattle is here with them for a short visit.

Due to changing around a bit on the two divisions our Trainmaster A. C. Kohlhase has been moved to Deer Lodge, where the family will make their home from now on. We regret to lose this popular family and can only say that Deer Lodge is just that much ahead. However, we hope we will not forget how A. C. K. looks as we hope to see him around this end of the East subdivision now and then, and if he has anything to say to us we hope he will call and tell us and not bother to write about it.

Dr. Steel, father of Conductor Steel, has been quite ill at the local hospital, but he is very much better at this writing and we all hope for his quick recovery.

Bud Torgrimson, son of Fireman Torgrimson of this place, was very badly injured while riding with another boy in Butte the morning of August 5th. Both boys were on a motorcycle and were struck by an automobile, and Bud had several bones broken. He was resting easily when Mr. and Mrs. Torgrimson returned home a few days later and will be brought to Three Forks as soon as he can be moved from the hospital in Butte.

Mrs. Iva Bergquest and Adolph Gorsky were united in marriage here August 2nd, at the home of the bride. Mrs. Gorsky has lived

in Three Forks for a number of years and Mr. Gorsky has been lineman for the Milwaukee for the past year at this place. The Rocky Mountain Division extend best wishes for a long and happy life to this couple.

Mrs. Henry Richards of Miles City is visiting at the home of Matt Voss. Mrs. Richards is a daughter of Mrs. Voss. She is accompanied by her two daughters.

Mr. and Mrs. H. O. Switzer of Fort Wayne, Ind., are the guests of Mr. and Mrs. A. E. Workman.

Fireman Sam Haffner and wife have gone to Butte for the winter. Mr. Haffner will work on one of the Butte helpers.

Conductor Pogreba and family are camping at Potosi for a week. This is the life, nothing to do but sleep and eat and wonder what the boys are up to when they are out of sight.

## Illinois Division

M. J. S.

DEEPEST sympathy is extended to Engineer John McFadden and wife account the sudden death of their eight-year-old daughter the latter part of July.

Deepest sympathy is extended to Baggage-man A. O. Simpson and wife, in the double grief they have been called upon to bear account the death of two step-daughters in the lapse of two weeks. Mrs. Geo. Zimmerman, twenty-six years of age, passed away at Tucson, Arizona, July 27. Burial was made at Dubuque, Iowa, July 30. Mrs. Naomi Grigg White, twenty-three years of age, passed away August 3, at Los Angeles, California, due to heart failure. Burial was made at Dubuque, Iowa, August 10. It was necessary for Baggage-man Simpson to return to Tucson immediately account the illness of Mrs. Simpson, who was not able to accompany the remains of her daughter from Tucson to Dubuque.

Engineer Wade Williams, wife, and daughter Helen, are enjoying an extended visit through the west for their vacation, and at Yellowstone National Park.

Illinois Division Engineer James Bailey and wife returned to Elgin, July 22, after a three months' trip abroad. They toured in France, Italy, Bavaria, Austria, Germany (attended

the Passion Play), Switzerland, Belgium, Holland, England, Scotland, Ireland and Wales.

Mr. Bailey was born in Lancashire, England, and when one year old his parents emigrated to America in 1863. Mr. Bailey went to see the house he was born in and found 1616 cut in the cap stone over the door. All buildings and fences in that locality are made of stone.

The principal cities and places of particular interest in the various countries are too numerous to mention. They went with an American Express Company conducted tour; and the party had a courier from Havre, France, to Glasgow, Scotland, which relieved the tourists of all care such as transportation, hotels, sightseeing and languages.

Mr. Bailey suggests that anyone wishing a tour abroad to go as soon as possible after May 1, so as to be ahead of warm weather and to get better service before the usual tourist season.

## Tri-City Terminals' News

C. F. Wylie, Nahant Correspondent

Another eligible has joined the ranks of the benedicts at Nahant. Chris Jager certainly can keep a secret, for he was married over a month before he spread the glad tidings.

Bill Sass, veteran hostler, is still on his vacation. Never mind, Bill, it will soon be cool enough to return to work.

Business on the Kansas City Division into Nahant is increasing again, owing to the movement of wheat which averages two or three trains per day.

The extended drought has caused Old Man River to be at lower stage than it has been for a good many years at Davenport, but even at that the fishing is good as Carl Ferris, blacksmith, went fishing last Sunday and returned with forty-six fish.

Miss Anna McDermott, roundhouse clerk, spent her vacation in the West, stopping at the Grand Canyon, Los Angeles, San Francisco and Salt Lake City, and reports a wonderful time.

The evening of August 1 saw quite an interesting and comical indoor baseball game staged between teams supposed to represent the Roundhouse and Car Department. The game finally ended with a score of 21 to 14 in favor of the roundhouse men. John Levsen umpired behind the plate and we must hand it to old John, for he handled everything in nice shape and everyone is now convinced that John is an old timer at the game. This fact was brought out more convincingly by the snappy game George Levsen played at second base for the roundhouse. Bill Gippert umpired the bases and he was not so hot. Bill seemed to enjoy called them safe or out to satisfy himself. Bill, as an umpire, is a good fire builder. Chas. Van Alten played the game with his usual line of chatter. If Van could only learn to throw the ball with his mouth—what a player he would be! Jim Lord played a good game and ran around the bases like some youngster just out of school. The prize of a spring chicken offered by Ray Roefeldt for the first home run on his side was taken by Chet Wylie, who cracked out a homer early in the game. Eddie Dittmer gave the spectators a thrill when he made a pretty catch—Eddie fell catching the ball and it seemed an awful long time before all of Eddie was on the ground. The Roundhouse Pitcher Hugh Zimmerman lasted the entire game, but the Car Department used Ferris, Shoulty and some more before the game ended. Everyone reported a good time. Quite a number of the employes brought their families along and enjoyed their evening meal on the island.

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## Coast Division

"Kirk"

THE Clerks' picnic at Redondo Beach on July 20 was a huge success from every standpoint. Provision had been made for 80 tables, but 136 were needed to accommodate the crowd which consumed 105 gallons of ice cream. Forty pounds of coffee were used to make the Java and then they topped it off with 100 gallons of pink lemonade. The boat from Tacoma to the beach was well patronized, and many of the clerks came in their cars, or someone else's. All manner of sports were indulged in from 1:30 to 5 p. m., and the prizes were too numerous to mention.

Our chief dispatcher has obtained that degree of popularity and prominence where even the newspapers take notice of his doings, some of them at least. August 9 was Sam's birthday and due cognizance of the fact was taken by the News-Tribune in its birthday column, giving him quite a write-up.

Eddie Herzog, clerk to Mr. T. J. Hamilton, is the proud father of a seven-pound baby girl. Eddie celebrated the event by acquiring a sedan in place of the coupe, so that they would have lots of room. A boy and a girl make a fine family but need lots of room to grow. Mrs. Herzog is quite a fisherwoman, and will soon have the children out to the Point, teaching them the fine points of trolling for salmon.

Mrs. J. W. Corbett, wife of Dispatcher Corbett, has been in the hospital for an operation, which I understand was a complete success and that she is now doing nicely.

Superintendent Devlin has been in the hospital for several days with a touch of pneumonia, but is now at home, and we trust will soon be strong enough to be up and around again.

Daisy Webb left on July 17 for California, more particularly Los Angeles, to visit with Margaret Olson, formerly of the Superintendent's office, Tacoma. Daisy reports a fine time and looks it. Might say for the benefit of those who know Margaret, that she still intends to marry the sheriff.

Section Foreman Chris. Atkinson passed away July 10 after suffering for some time with asthma. Mr. Atkinson had been a foreman for about eighteen years and had made a fine record as such.

Mike O'Connor took his vacation recently by going up to the Mountain for a few days, and while there, was right on the job soliciting for the Milwaukee, even bringing the patron to the depot by automobile and seeing that the ticket was sold to him. Mike said the man already had a ticket and reservation over one of our competitor's lines, so you can see the kind of an agent he is. He is that way about everything though—always talking someone out of enough to fill his dudder.

Mr. E. L. Cleveland was in the office last part of the month, and will soon take charge of the Bellingham Division as assistant superintendent.

Mrs. McMahon and "Bobbie" took a trip to Deer Lodge on the 22nd, and left Mac to shift for himself. Don't believe it hurt him much though, as he did not miss any meals that I heard of.

The following have been instrumental in securing business for the road since my last publication: Leo F. Kord, Geo. A. Loomis, Miss Laura Babcock, Ed. R. Pesek, W. J. McMahon, Earl Woody, Walter Bovard, Jas. Orchard, Frank Shook, J. M. Gillim, besides others who are always saying a good word for the railroad, but never telling anyone about it, and sometimes we don't find it out.

Walter Evans, substation operator, Kittitas, has been in the office several times in the past few weeks, the last time to ship his family and household effects to Kittitas, where he is firmly entrenched, and likes it. I'm going over some week-end and help him shoot jack rabbits or whatever else he has locked up.

The warm weather has just reached us and everybody is enjoying the swimming and fishing just as much as possible.

B. & B. Foreman W. E. Palmer died in St. Joseph's hospital on July 28. "Bud" had been discharged from the hospital once and we all thought he would soon be at work, but had to return for further treatment, and lacked the necessary strength to recover. He had worked with the Road since construction days, and left a host of friends. The remains were taken to Christiansburg, Virginia, where interment was made at his old home.

Ernest Bublitz, pump repairer, Coast Division, passed away at Tacoma, July 25, from a heart attack. Mr. Bublitz was another "old timer" on the Coast, having worked since construction days, finally locating on the Coast where he had been continuously employed since. In addition to being an excellent mechanic his genial disposition made him a host of friends who will mourn his loss.

Section Foreman B. G. Sautter, of Doty, died on July 31, after a very short illness. Mr. Sautter had been section foreman on the Idaho and Coast Divisions for the past fifteen years and had an absolutely clear personal record,—something indeed to be proud of. He leaves a widow, daughter, and a son, the latter employed as signal maintainer at Piedmont.

## Chicago Terminals

Guy E. Sampson

ANOTHER month has rolled around, and most of the employes have already enjoyed their vacation. All are now getting settled down for a big fall business which we expect to handle.

Mrs. G. E. Sampson and two children spent a month in Wisconsin where the mother recuperated somewhat from her sad loss of their son, Gerald. Time and a change in surroundings alone could even partially heal the wound left by the sad accident. Mr. Sampson who has been trying to enjoy another attack of inflammatory rheumatism took a two weeks' vacation and went to the old home and returned with the family. He is again able to resume duty and is working in place of third trick Director Frank Reed, who is taking his vacation.

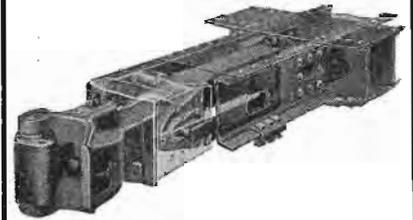
Switchman Donald Smethurst and wife are rejoicing over the arrival of their first born, a son. Daddy Smethurst says they have decided to keep the youngster who seems to be perfectly satisfied with his new home.

Switchman N. P. Kosloski took a few days off duty this month and hastened to Wausau, Wisconsin, and other dandy fishing grounds in that vicinity, in search of "muskie", "bass" or any other one of the finny tribe who cared to meddle with the enticing bait he threw into the lake attached to a sure catch fish hook. At time of mailing these items, he has not returned, but we are sure he will return with some big fish—stories at least.

Eugene Lewin and family enjoyed a few days down state, where they attended a family reunion the first part of the month. A few days' rest sure does a fellow lots of good, Gene says.

And two more switchmen and their families got the fishing craze and hied away by auto to the Dells of The Wisconsin at Kilbourn City,

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TACOMA, WASHINGTON

Wisconsin, for a few days. And they were none other than Stone and Weidenbacher. And what a time they had in "Weidies'" old home town where everybody was glad to see him and his friends. Fish? Yes, some, is the report they brought back.

Y. M. LaVern Smethurst and his family, accompanied by his two sisters, Mrs. Harry Miller and Mrs. Harold Klaven, attended a reunion of their family at Fennimore, Wisconsin, Sunday, August 10.

Trainmaster A. W. Hervin who has been transferred to the Superior Division in a like capacity, moved his family and household goods to their new location the middle of the month. During their stay in the Chicago Terminals and their residence at Bensenville, where they made their home, the Hervins have made a host of friends who wish them every success in their new northern home, where work and pleasure both abound for those who enjoy either.

Our absence from the Terminal so much this month has caused our column to shrink a little in length, but we will try and keep better posted in the future. And again let us say that any item of interest for The Magazine, mailed to us before the 13th of the month will be greatly appreciated.

#### Chicago Terminal Car Department H. H.

BACK home again after a most wonderful trip along the Pacific Coast, Mrs. H. Hewing, formerly Miss Tishabell Andress of DMCB, Mr. Snell's office, and Mr. H. Hewing, car foreman at Bensonville, who were united in marriage at Chicago, on June 28, 1930, with pretty church ceremonies, want to take this opportunity of expressing their most sincere appreciation to their very many good friends in the Chicago Terminals for the beautiful wedding gifts given them by the Supervisors and office forces of the Terminal; and from the employees of the Bensonville Repair Track and train yard. These gifts, expressing friendship and good will, are their most prized possessions. Among the many attending the ceremony were: DMCB, F. J. Swanson and wife of the Northern District, Mr. Wm. Snell

and wife of the Southern District, General Car Foreman L. B. Faltinsky and wife of the Chicago Terminals, and many others of the railroad field, made this young couple happy with their attendance.

The writer has been interesting himself on the splendid co-operation and solicitation work being given by the freight and passenger departments in securing additional business via our line by employes on divisions on our railroad. These tips which secure added revenue are greatly appreciated by the management, and there is no reason why the Car Department employes in these large Chicago Terminals can not do just as well if not better than their brother divisions. Each and everyone of us should interest himself in our fine railroad and what it has to offer in the line of equipment, freight and passenger service, and broadcast this information to everyone in our community and city, keeping informed as much as possible on intended rail trips by friends, boasting our splendid railroad facilities to them, and suggesting they use all of our line or as much of our line as possible in planning their intended trip. The same goes for freight business, whether carload or less than carload lots. Get familiar with the factories and industries located on tracks or near your community, inquire if possible in a neighborly manner of which railroad they ship and receive their products. And if The Milwaukee Road is not in on the business on hauls where it can be, boost your railroad and its fine modern equipment and facilities; and if you can get any tips whatever where our railroad may get business, even though you cannot convince industry yourself, please, by all means, quickly pass these tips on to your foreman or drop a line direct to General Car Foreman Faltinsky, at Western Avenue, who will see to it that our Freight and Passenger Agents and solicitors get after the parties quickly. The employe who furnishes these tips and he only, will be given the credit and commendations if business is secured. Come on, let's see what we can do in furnishing freight and passenger business tips to our Foremen or direct to General Car Foreman. Don't forget to boost our direct routes to Omaha, Kansas City, Sioux City, Milwaukee, Twin Cities, Duluth and all

points on the Pacific Coast, as well as all Eastern Connections which we make with our C. T. H. & S. E. Division. On any Yellowstone Park trips which your friends intend to make, they should be thoroughly informed of our wonderful service to the park via Gallatin Gateway. "Let's All Be Boosters". We need business and we will get it, and what we get and have must be securely held by our good will and 100 per cent efficient handling.

Car Inspector C. Friend of Bensenville, has been observed spending his drag days fishing in the Fox River near Elgin. Charles states he has been having luck catching silver bass.

Interchange Inspector Steve Tisnai of Bensenville is still batching it at this writing, Mrs. Tisnai not yet having returned from her trip to Europe.

At this writing, ACF Wm. Bennett of Bensenville and Mannheim, is on his well-earned vacation. Bill informs us he is going to motor his family to Sioux City (Home Town). We would like Bill to tell us why he is taking Inspector Buck Sawyer along. We do know that Buck is single, and, well, you know, Bill may know somebody down in Sioux City.

We are happy to announce that Air Brake Foreman H. Brandt of Chicago Terminals, was married August 2, wedding taking place at his folks' home in Bartlett, Ill. Best wishes and congratulations from his many friends in the Chicago Terminals. Thanks for the cigars, Harvey, you and the wife must come over.

#### Safety Section

Keep the Safety Guards in Place AND REDUCE ACCIDENTS. Operating a railroad shop is a big job, but operating it safely is a bigger one. In order to effect a no-accident record, the full and earnest co-operation of every worker is essential to accomplish this end, each and every employe must be earnestly safety conscious. Our railroad no longer is a place for a careless worker. Accidents which cause suffering and misery of the victims and their dependents can not be measured in dollars and cents. Let each and everyone of us in the Car Department keep safety and safe practices continually in mind, and instead of merely reducing accidents, let us abolish them. It is easy if each and everyone of us co-operate.

The sympathy of the entire Chicago Terminals Car Department is extended to the family of Machinist Aubrey Dainton, who was fatally injured at the Galewood Wheel Shop, Wednesday, July 30, 1930. Please, fellows, remember, in this case, the misery of the dependents cannot be measured in dollars and cents.

Get out your Red Book of Safety Rules and get more acquainted with its contents and follow instructions outlined fully. Review the Safety Instructions put out by your Supervisors, report unsafe practices whenever you see them to your Supervisor; attend at least one Safety First Meeting on your own time every three months at least. In other words, if you are not in the Safety Line-up, get in and get in quick.

#### River Division News

M. M.

WITH vacation plans mostly over and the drought still continuing, everyone is striving to get in touch with the weather man, and get an explanation of all this weather. It really has been too beautiful, and a little rain would be greatly appreciated.

Mr. Fred Brunner, first trick dispatcher of Minneapolis, and son, visited Wabasha and

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called on old friends at Reads. Mr. Brunner makes his annual visit to his old home town and glad that he hasn't forgotten it.

General Store-keeper, Mr. J. T. Kelly, Milwaukee, stopped at Wabasha enroute to Minneapolis, making an inspection of various stations.

Mr. Fred Goertz, agent at Theilman, is back from a month's vacation and has resumed work.

Engineer Jerry McGraw is very pleased with the new change on the Wabasha Division train. In fact, the trainmen and enginemen, are very much pleased with the change, as this gives them the opportunity to be at home every night.

Lineman Mr. E. Bantor of Hastings, has been taking a vacation, and has been relieved by Mr. R. Shover, of Perry, Iowa.

All the material for the electrifying of the Roundhouse has arrived and work will soon commence.

The Northern States Power Company has completed its work of putting up the necessary lines for the power in the Roundhouse at Wabasha.

Mr. J. R. Peterson, manager for the oiling of highways, recently had the occasion of having oil heated at Wabasha before it was used on the highway. Mr. Peterson handles the oil for use on the highways in the Northwest, and has dealings with different railroads, but he advised that he received better and more courteous service on The Milwaukee Road than any other road he had dealings with. He stated the men acted as though they were glad to have his patronage. This sounds good for The Milwaukee Road, but they always receive prompt and courteous service on The Milwaukee.

Chief Lineman Mr. C. A. Sanberg and family of Milwaukee, stopped over night at Wabasha enroute to Minneapolis. Mr. Sanberg was very pleased with the country and his trip.

Mr. John Ostrum, chief carpenter, has been inspecting bridges on C V, Wabasha and River Division, accompanied by Division Engineer Mr. E. W. Bolmgren.

Mr. C. Behrens, car foreman at Wabasha, has been away on a two weeks' vacation and has recently returned. He joined his wife and daughter at Wells, who had preceded him on his trip.

Evidently the drought has not seriously affected this part of the country as the cabbage crop is reported good, and they have started loading at various stations on River Division.

After many futile attempts to supervise the dynamiting along the Lake so that weather conditions would be disturbed and cause rain, Mr. W. W. Daniels has given up, and has decided to make a trip to Washington, and look up the weather proposition. Hope you meet with results, Dinny.

### Madison Division Notes

W. E. F.

AUGUST 15, News Items, News Items, and News Items. Try to concentrate, everyone saying it's impossible—so I might as well quit. All I can think of are vacations, the circus, 'specially the "BIG LIPPED" people, guess that's what they are. Oh, yes, someone saying they would like to try a 'Soul Kiss' with them, wasn't that you, Irv. Buehler.

And . . . Sheldon Jones thinking "If I should die tonight and changing his pension to his wife's name." And he's been married months and months.

And . . . Anne stepping out in socks and a new Ford during the hot weather—but then Anne looks like a babe in arms. We all thought she would look cunning in a new Auburn, but I guess she likes Henry the best.

And . . . Tarp the 'sleuth' solving a great mystery. Our office shears, missing for years are reposing in the Division Engineer's office. Now Tarp to recover them (the shears) not the guilty party.

And . . . Frank Lamanski had a tooth pulled. Oh, was he ever hot and bothered. He appeared at the office a few days after saying he had a new tooth in place of the one pulled. Yeah, hope it's a wisdom tooth, Frank.

And . . . somebody said Car Foreman John Potts was at the circus carrying his hammer looking for monkeys, elephants or hot boxes.

And . . . C. H. Agner and family are spending their vacation in the east visiting Washington, D. C., New York, and other points of interest.

And . . . Frank Shipley, our old-time agent, caught a 4¾-pound trout in the creek at Cross Plains. He had all the family out to Sunday dinner.

And . . . I missed the notes from Janesville, but suppose everyone is busy with the new Freight House. It is one grand building. You will read all about it in this issue of The Magazine.

### S. M. West F. W. L.

ON August 3, occurred the death of Mrs. C. J. Cawley, wife of Agent Mr. C. J. Cawley, Pipestone, Minn. Deepest sympathy is extended to Mr. Cawley, and daughter Margaret.

Since the dispatchers at Madison have had their vacation, Relief Dispatcher O. D. Theophilus, is back at the old stamping grounds as first trick operator at Jackson.

L. M. Olson relieved Agent Hubbard, at Naples, for few days first part of August, while R. W. Schulze relieved Agent Whalan, Fulda, Minn., for two weeks.

Grain loading is now in full swing in this territory, the grain being of excellent quality and also of good average. Some report an average of barley running from 40 to 50 bushels an acre, oats all the way from 40 to 70

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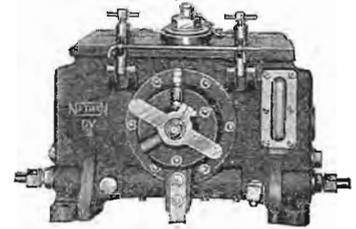
Every dollar invested in this association will not only be returned to the investor upon request but will also be accompanied by 6 per cent dividends compounded semi-annually. It matters not whether you invest 5 cents or \$50, every penny earns the same rate and works for you 24 hours per day.

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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.

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Take your problems to them and let them help you.

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You Can Afford  
the luxuries  
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*if you save for them in advance*

Find out the cash price of the thing you'd like to have—a new radio, perhaps. Then open a special savings account and accumulate the necessary cash by regular weekly deposits. This is a practical way to finance important purchases without burdening your income at any one time. And you'll find that there is a lot of pleasure in being able to afford the things that make life more interesting.

FIRST WISCONSIN  
NATIONAL BANK  
MILWAUKEE

Unit of Wisconsin Bankshares Group

# 122

One hundred twenty-two 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

bushels per acre. Flax is also reported to be running better than had been expected. The corn is looking fine and prospects are for a bumper crop. This should make business good for at least a few weeks. Considering the dry weather, we are fortunate in having such fine crops.

## Dubuque Shops "Jingles" *OOSie*

SORRY to learn that August Wienecke, locomotive engineer on the Dubuque Division for the past 50 years, is seriously ill at his home in Dubuque. You know—It doesn't seem quite natural  
To watch the yard engine go by,  
And not see "Gus" up in the cab  
(Say—maybe he wasn't spry!)

## 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

He always practiced Safety,  
A duty he'd never shirk;  
One of our "youngest" engineers,  
Trust he'll hurry back to work!

Didja ever hear Engineer Mike Mulgrew eulogize his car? Here's his line:  
Now there's MY car—  
Best boat to be had;  
Drive it out on any road—  
Good, indifferent or bad.  
Runs a week on a pint of gas;  
Haven't had a puncture yet,  
Have driven her "steen" thousand miles—  
Yep! You better bet.  
Gotta headache? Need a pill?  
Can fix you up—we surely will!  
Would recommend a "Doc" for sure  
Who has for everything a cure;  
Dandruff? Skeets? Or jigger bites—  
Say that boy simply delights  
In taking from his right-hand drawer  
The contents of a real drug store.

(One block north to Accounting Department; ask for Mister Frick.)

Since our new clerk (Mr. Cooper) has put in his appearance in the Car Department, the light bill has been cut down 50 per cent. Girls, it's a pretty red, though, isn't it? Our little bride—Georgina

Is really a wonderful cook;  
At some of her baking powder biscuits  
We wish you could have a look. (a la steam roller)

But friend hubby says she's a daisy—  
That his li'l cook is right up to snuff;  
While it's true she browns things thorough—  
They are always done enough!

We know a real fisherman—  
His name is Chas. Porter.  
(If you haven't met him,  
We'll say that you orter.)

For bait it's surprising  
To see what he'll choose—  
From last summer's hat  
To a pair of old shoes.

He drags in nice fishes,  
As long as your neck—  
How he charms them there fishes  
Is a mystery, by heck!

Bernice, we don't like to make a song of it, but the IMMORTAL WAYNE was in our city last week. And FURTHERMORE, he likes the town and sez he'd like to live here. Ain't that somethin'?

Apologies, Mr. Gambles, we didn't mean to be smart and it won't happen again. Ye scribe wouldn't offend anyone for the world—she begs your pardon.

We were made sad by learning of the accident to our Mr. J. E. Bjorkholm, assistant superintendent motive power. Would have him to know:

We are boosting for you, J. E. B.,  
And we hope IT will only be  
A very little while,  
When your sunny smile  
On this railroad once again we'll see.

#### OLD MAN SAFETY

In our zealous desire to do our work well,  
Let us remember always,  
That Old Man Safety is our best friend;  
For his task is to lengthen our days.

We'll never be hurt if we keep him in mind,  
To forget him is dangerous, you see—  
So let us be up on our toes all the while,  
And thus show him our loyalty.

### Red Hot Coals from the Racine and Southwestern Divisions

L. J. L.

A LARGE Safety Meeting was held in Beloit, Monday, August 11. There were about eighty employes present. Meeting was opened by Superintendent N. P. Thurber, who gave a nice talk on working and practicing safety at all times. District Safety Supervisor J. L. Baxer, gave a report on the standing of the different divisions, and their records in the safety campaign. Some very nice showings have been made in the past year, and the Southwestern Division is doing its part in the up-lifting of Safety.

Some of our employes have done very well in the solicitation of passenger traffic. Tony Boziel, recently got a passenger from a bus to use our line from Elkhorn to Beloit. It's a good thing for the bus line that you do not have more time, Tony. Timekeeper Marvin Brick, was the main factor in lining up a round trip ticket from Beloit to Los Angeles, and return via our line to Omaha. Section Foreman Fred Jones secured two passengers for our road to Chicago. Mrs.

"Bob" Smith secured two tickets, Beloit to Columbus, Ohio, via our line to Chicago. Brakeman Floyd McKee, one round trip ticket from Beloit to Belleville, Ontario, via our line to Chicago. This work is certainly appreciated by the Traffic Department, and the employes shown above are to be commended for their interest in boosting the revenue of the company. Any employe who knows of some one taking a trip, and will not put in a good word for his company, or I should say railroad, is doing not only himself an injustice, but depriving his employer of a chance to build up his service. MORE BUSINESS MEANS MORE REVENUE—MORE REVENUE MEANS MORE SERVICE AND MORE SERVICE MEANS MORE EMPLOYMENT—AND MORE EMPLOYMENT MEANS PROSPERITY—LET'S ALL DO OUR BIT.

Wm. Bates, Jr., the young son of our eminent Trainman "Bill" Bates, proved himself a very efficient fisherman recently, capturing a 17-inch bass out of the Prestigo river. This is something to be proud of, Junior.

Mrs. A. C. Morrissey, wife of Dispatcher Morrissey, is quite sick at the present writing. She is a patient at the Beloit Municipal Hospital. Her many friends are wishing for a speedy recovery.

Ray Nevins, our genial storekeeper, has been transferred to Milwaukee. We are all very sorry to see you go, Ray, and trust things will shape themselves so you can be with us again. Here's how.

Please make a record of the following data: July 23, The Milwaukee Road Ball Team played the English Lutherans, and although defeated by a score of 13 to 10, they made

## If Every Dollar Counts

If you have a use for every dollar you earn—

If food, rent and clothing use up most of your wages—

You should insure your working time by buying an Accident policy in The Travelers. One of our policies will provide a substitute for your pay check if you are hurt in an accident. Send for details.

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Handy Light

nomical 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

# LIGHT

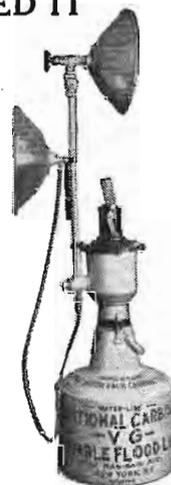
## WHEN and WHERE YOU NEED IT

The Handy Light is of the safe and eco-

nomical 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.

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

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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.....

history. In the fourth inning with the bases full, and no one out and Elder in the box, the batter hit a pop fly in front of the plate and all the men on the bags started to advance. By a lightning sprint Elder caught the ball, threw to Nevins at third who tagged out No. 2, and then tagged the man who had left second for the third out, making a triple play. The ball was then thrown to first and another runner put out. Now this is a very unusual play, a foursome you might call it. Different opinions on the subject are prevalent. My version would be to allow them a credit of one out for the next inning. Wisconsin papers please copy . . . Attention Mr. Ripley.

Robert Morgan, son of Engineer Nathan Morgan, does not think very much of these so-called Rumble Seats. He recently took a ride from Beloit to Burlington, and stated afterward, that he would never have undertaken the trip, if he knew he had to sit on a wooden box all the way.

Several employes in and around Beloit have taken up the new golfing fad, Tom Thumb and Peter Pan. We have some who turn in very low scores. Mr. J. Cioni has received several free trips around the course for his ability to Make the Hole in one score, anyway he makes the proprietor believe it. Morrissey and Lightfield also do their bit.

J. Cioni, chief clerk at the Master Mechanic's office, is all set for the World's Series. I am giving a little friendly tip, don't bet with him, as he has an uncanny way of picking the winning teams. I found this out last year, and am still cutting down on expenses trying to refill the family exchequer.

Clarine Halzeltine, bill clerk at the Beloit Freight Office, is spending a week's vacation in the East.

If any employes have pictures they would like put in the Magazine, send them to the ticket agent at Beloit, and proper care will be taken of them.

Mr. Boettcher of Milwaukee has taken the position of civil engineer at Beloit, vacated by Mr. C. Holland, who has taken a similar position at Milwaukee.

Understand Mr. Hamilton has made a report of some mystery that has happened. Can anyone offer an explanation?

Carman Mamie Spurgeon and wife are spending a few weeks' vacation in and around Shawano Lake and Shawano, Wis.

Assistant Accountant, Felix Raue, Superintendent's office, Beloit, is away on a two weeks' motor tour.

Our humorous Baggage man and Porter, August Zick, almost had himself involved in a scandal recently. We heard him in the waiting room, saying, "O Dear, O Dear", and when we investigated we found he was talking to himself. L. H. Carter says this is the symptom of insanity, but Gus claims it was the heat.

Trainmaster Woodward has been quite busy during this warm weather, taking care of the special trains, and what not.

Passenger Conductor "Jack" Cavey, captain of our Famous South West Limited, stopped in today while motoring through from Rockford to Milwaukee, to extend his regards, and give us the privilege of examining his new 8-cylinder Buick sedan. It is surely a wonderful car, and nothing has been left undone in the making of the machine in a class by itself. Hope we may have the honor of riding with you, Jack, in the near future. Mrs. Cavey and Mrs. Martin Cavey of Delavan were passengers in the initial trip of the new Buick.

Conductor A. Hermis is spending a few days at Hampton, Ill.

News is rather scarce this month as the weather has been too warm for anything unusual to happen. And we trust that next month we can make up for shortage that occurs at this time.

Miss Florence Buck, Superintendent's office, Beloit, took a trip to Stevens' Point during the first part of July.

We received no news from Rockford this month, so presume F. W. Houston is on a vacation. Does anyone know where he is?

F. J. Fairchild, former baggageman, dropped in today, to invite us to his golden wedding anniversary. Mr. and Mrs. Fairchild were united in marriage on August 30, 1880. They are both enjoying the best of health and are very active. We trust they may enjoy many more years of happiness.

## La Crosse Division Items

*Eileen*

"A Pair of Devils with the Ladies" starring Kelly and Ogden.

Brakeman John Grotzke and Mrs. Grotzke announce the birth of a daughter, Beverly Ann.

Dewey Hiler, with a brand new marcel, etc., was all dressed up for the festive occasion. Oh, his wedding, of course. Don't know a thing about it except that the new Mrs. Hiler is a charming young lady from Tomah.

Some of the old timers will not have to stretch their memories much to remember way back when Bill Colgan took a correspondence school course in auto mechanics and made an attempt to overhaul the "Sensible Six." No trouble at all for him to get it taken apart, but after it had been reassembled, there were enough surplus parts for a couple, or maybe three engines. Had she run, it would have been a feat worthy of mention, but the great trouble was that she would not move. After calling in some local talent, and with sufficient urging, the good old six began to move about. Bill deemed it best to trade her in, but as everyone in the vicinity had "heard" Bill trying to move around here and there in her, he decided to take it to Bangor. When approaching that metropolis the natives began to wonder who was bringing in a threshing machine for repairs at that time of the year. Moral: People who live in Glass Houses should never take a bath in the day time.

Brakeman Paul Brandenburg is in line for special commendation. While riding a motor car to catch No. 58 at Tomah he discovered a broken arch bar on No. 263 about a half mile east of Tunnel City and signalled the crew to stop. The car was set out, but had he not taken this action there would probably have been an accident.

We are very sorry to hear of the death of Engineer Ed. Henratty at Milwaukee. He will be missed by his many friends and fellow workers.

Sherlock Holmes? No. Just Johnny Wind shadowing Pat Mulcahy to find out how it's done. (Maybe he offers suggestions).

Switchman Ed Kessler and P. K. Mahoney played an elimination contest of golf on the Winnesiek course at La Crosse, which turned out rather bad for P. K. Due to the sticky weather, Ed's club slipped and struck P. K. on the left arm, leaving him out of the running, but Paul claims that is the only way Ed could beat him. The bone was fractured in three places so Paul won't be out for a while (that is on the golf course) and Ed claims his chances are splendid for winning.

Paul Bright, assistant yardmaster at La Crosse, has returned from his vacation spent

LIGHTNING BILL  
OUR TIME KEEPER  
GETS COUGHT IN  
THE RAIN.



at Brice's Prairie and he reports the crops are in good condition there.

Switchman Otto Ristow has started on a sixty day tour to the coast with his car, which should be a most interesting trip.

The Mississippi river is the lowest in the history of the U. S. Weather Bureau and La Crosse switchmen have not been slow to take advantage of it, for the fishing is wonderful.

Conductor H. B. Martin, while working in his garden last spring, discovered a swarm of bees in a plum tree. He captured them in a tin pail (which is considered a clever piece of work for an amateur). With the instructions he received from Conductor Van Wormer, who has had many years experience in handling bees, H. B. figures he should have more than a half ton of honey—that is, if the dawgonne bees don't fly away.

Switchman Scoop Shumway has returned to work after spending two weeks' vacation at his summer cottage "Idle Hours" located on French Island.

Engineer John (Chaw) Murphy and Theo. (Turkey Neck) Comeau have gone to Chicago to see a couple of ball games. They'll tell us how to bet on the World's Series when they return.

Eugene Rathbun, that good looking car clerk at La Crosse, has been dickering with furniture dealers lately. Looks quite serious.

Understand Frank Gorski and Max Bulgrien, firemen, have sort of been looking over the jewelry catalogues. That's absolutely all we know about it, but really we think they should give us a little advance notice on when the events are to take place.

## Kansas City Division

*C. M. G.*

ALTHOUGH it was one of the hottest days of the summer, with the thermometer registering at 108, we had a good attendance at the Annual Milwaukee Picnic, held on Sunday, July 27 at Leighton Park. About 100 were present; many who had planned to attend remained at home account of the intense heat. Mrs. H. F. Gibson served as general chairman of the picnic committee and was assisted by Mesdames Tom Kemp, W. C. Givens, M. Reynolds, James Morlock and Perry Grubbs. Most of the arrangements were handled by Mrs. Tom Kemp, who very ably assisted Mrs. Gibson in planning the affair. Games and contests were provided for the pleasure and amusement of everyone, although it was almost too hot to enter into any unnecessary exercise. The men were the most active and proved to have among them some exceptionally fast runners, good handclappers and high steppers. Billy Givens assisted in putting on the games and contests and had charge of distributing the prizes to the winners. The contents of the well-filled baskets, brought by the various guests, were arranged on a long table, and at 6:30 p. m. all enjoyed a real picnic dinner, with plenty of ice cream,

cake, coffee and pop. From comments heard all seemed to have had a good time and the committee should have special thanks for the work and effort involved in making a success of the affair. The ice cream, coffee and pop were furnished by the Milwaukee Women's Club. The only mishap of the occasion was that Trainmaster Givens played a little too hard and got his face dirty.

Engineer Tony Genochio was off duty for a week, during which time he had his tonsils removed.

Mrs. Joe Link, wife of Machinist J. Link, and sons Edward and Mike, and daughter Mary Margaret, spent several days in Cedar Rapids with relatives. Ed and Mike were selected to act as caddies to the Ottumwa ladies who had entered the State Golf Tournament held in Cedar Rapids at the C. R. Country Club during July.

Dispatcher F. R. Moore and Mrs. Moore were visitors in Colony, Kansas, during Mr. Moore's vacation period.

Mr. and Mrs. John A. Sanford and young son recently visited in Champaign, Ill., at the home of Mrs. Sanford's brother.

Chief Clerk E. Hammond, Ottumwa freight house, while on a vacation in July visited with his brother in Chicago.

Frank Hampshire, O. S. & D. clerk, freight house, Ottumwa, has returned from his vacation spent in Texas, Oklahoma and Missouri.

Capt. R. E. Dingeman, wife and four children have been guests during this summer in the home of Mrs. Dingeman's parents, Mr. and Mrs. J. W. Calvert. They came to Ottumwa from Panama and will remain here until August 15, when they will depart for Charleston, S. C., where they will make their home in the future. Captain Dingeman will

be instructor in the Citadel Military College in Charleston.

A tour through the Southwest, including a visit in Los Angeles and Colorado Springs, is being made by Mrs. C. W. Jordan, wife of yardmaster at West Yard.

Ole Kenney, for many years in service as a switchman in the Ottumwa Yards, died at his home recently, after a lingering illness. The funeral services were held in the First Christian Church, Ottumwa, and burial in the Ottumwa Cemetery. Mrs. Kenney and daughter Leonore have gone to Los Angeles account of the ill health of Mrs. Kenney.

Leland Coffman, carpenter, made a trip to the northwest coast over The Milwaukee and took in the sights of Tacoma, Seattle and Spokane, with several stopovers en route.

G. E. Stickler, employed temporarily as traveling inspector working out of Mr. Sievers' office, Chicago, has returned to the position of maintenance timekeeper in the office of superintendent, Ottumwa. We understand that since returning he has invested in a new car and we expect to see him sporting a new Chevrolet coupe in the very near future.

Through the efforts of a member of the family of a Milwaukee employe, we secured the handling of several shipments of shoes from Milwaukee and Chicago for the Stevens Shoe Company, Ottumwa. These shipments have been routed via the C. B. & Q until just recently when 28 cases from the Ideal Shoe Co., Milwaukee, and a similar shipment from the Florsheim Shoe Co., Chicago, were routed via our railroad.

Mrs. Ed Hagerty, wife of Conductor Hagerty, and daughter Mildred have been residents in Hollywood, Calif., for several weeks and expect to remain there for a few months, account of the ill health of Mrs. Hagerty. Mildred

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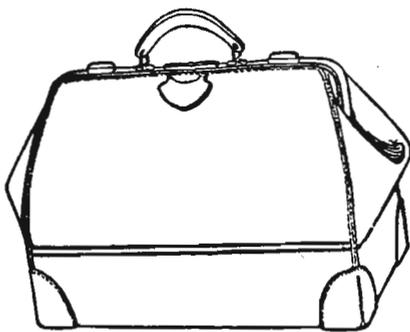
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Westinghouse gears can be applied with any type of attachments.

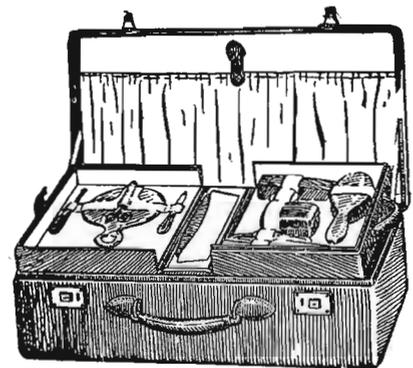


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# CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

For Sale—To my fellow employes I am offering eight choice peony plants and eight choice irises, all labeled, for \$5.00. One package of hybrid delphinium seeds will be given with the first 200 orders received. A picture of one of my personally originated delphiniums, "The Olympian," named after one of our trains, may be seen in this Magazine. 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—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.

Come to Northern Wisconsin in September. The woods are a riot of color. The fish are full of "pep." Get set for the winter by treating your lungs with pine-laden air. Electric lighted, furnished cottages at Nocque Beach Resort, \$10 to \$30 per week. Safe sand beach. Chicago and Chicago Terminal employes see Harry Erickson at Tower 2A, Western Ave., or 2211 N. Lamon Ave.; others write R. Maguire, 740 34th St., Milwaukee, Wis., Engineer Milwaukee Terminals.

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—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.

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.

For Sale—Poultry farm of 57 acres. Thirty acres under cultivation and balance in good pasture with creek running through. good wells on place. Good 16x56 foot hen 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.

Lot for Sale—Cedar Rapids, Iowa. On 22nd Avenue, West, near 10th Street. 1 enox Addition, lot No. 176. Make me an offer. Carl Holmgren, 4027 Pleasant Ave., South Minneapolis.

For \$15 I will give you warranty deed to 50x150 feet in my tract just off the south shore of Squirrel Lake, 15 miles west of Minocqua, Wis., with roads off of Highway No. 70, right to the property. Close enough to the lake to enjoy its pleasures but at less than 5 per cent of lake front prices. A bit of the North Woods for your tent or shack. \$15 is the full price. Address A. Weitzenfeld, 4260 Milwaukee Ave., Chicago, Ill.

For Sale—Modern 8-room home with 1/2 block of land; 2-car garage and hen house for 300 hens; 5 brooder stalls. Large barn 16x26. Property located 2 blocks west of Lutheran church. Chas. E. Guse, Box 427, Sanborn, Ia.

Lake Lot for Sale—A beautiful wooded lake lot on Lake Michigan, located in Muskegon, Mich., on the scenic drive; size 50 feet frontage, 800 feet in depth, and a sand beach of 100 feet. Price \$1,500, cash or terms. Write or phone Ray A. Freitag, 4904 S. Komensky Ave., Chicago, Ill., Phone LaF. 1119.

For Sale—Five-room all modern, partly furnished house, with gas; good location and well kept up. Shade trees and nice lawn. Price, \$3,500. Write to Mr. Carl A. Svendsen, 501 N. Lake Ave., Miles City, Montana.

For Sale—Three-room house and 5 lots, at Bay City, Wis., at head of Lake Pepin. Good fishing and hunting. Price right. A. M. Groetsch, Agent, C. M. St. P. & P. R. R., Postoffice, Nelson, Wis., Box 74.

will continue her study of dancing with one of the studios of Hollywood during their sojourn there.

Head Material Clerk Sodie Blake and family visited in Klamath Falls, Oregon, during July. Mr. Blake reported the weather there quite cool and was glad to return to Iowa to get warmed up.

The death of Mrs. Emma Clapp, mother of Dispatcher R. C. Clapp, occurred at her home in Albia, Iowa, on Sunday, July 27th. Mrs. Clapp, although 80 years of age, was still very active and her death occurred after a short illness. The funeral services were held at Albia and the interment in the Albia Cemetery.

On July 28th the Marion Line motor car was put into service on trains Nos. 108 and 103 between Ottumwa and Cedar Rapids. Discontinued trains No. 31 and No. 32 on this date, these trains having operated between Kansas City and Mystic, Iowa.

Donna Marie, the young daughter of Statistical Clerk John A. Mooney, has been a patient in Sunnyslope Sanitarium for the past two months. There is a slight improvement in her condition. It is hoped that she will soon recover and will be able to resume her school work in the fall.

A sad event was the death of Robert John, two-day-old son of Mr. and Mrs. Glenn Allen of Cedar Rapids, Ia., which occurred on Tuesday, July 29 at St. Luke's Hospital. The remains were brought to Ottumwa for burial.

Mrs. Allen is the daughter of Chief Clerk J. W. Sowder.

Mrs. Hugh Evans is a guest in the home of her parents, Mr. and Mrs. Geo. Kissinger. She has been in Ottumwa for several weeks and will remain until the early part of September, at which time she will join Mr. Evans, who is now located in Tulsa, Okla., and is connected with the Dixie Oil Co.

During the past few weeks we have handled several special trains of delegates to the Eagles' Convention in San Francisco; one train of ten cars, occupied by the Milwaukee, Wis., Eagles, passed through Ottumwa on August 4th; Chicago delegation, consisting of ten cars, passed through on July 30th. We also handled one extra car containing delegates from the New England States. Usual on-time record was made over the Kansas City Division.

Miller Bros., 101 Ranch Shows, consisting of 28 cars, en route to their winter quarters, passed over the K. C. Division on August 4th for delivery to the Santa Fe at Kansas City.

## Dubuque Division

F. E. Eckstein

"NO NEWS IS GOOD NEWS", but NOT QUITE SO GOOD, when trying to write something about nothing for the Magazine.

But then, we were very happy to receive the candy and cigars in honor of the new arrival,

a baby girl, in the E. W. Olson family, which event took place July 27. If this isn't NEWS, "ASK THE MAN WHO OWNS ONE."

"Old Timers" on the Dubuque Division were indeed very sorry to hear of the death of Mr. J. W. Stapleton, which occurred during the latter part of July. Mr. Stapleton was Superintendent on the Dubuque Division for a good many years, and left this Division about twelve years ago, account of poor health. His many friends on Dubuque Division extend their sympathy to members of his family.

Ed. Grimme, our efficient caretaker about the Dubuque Passenger Station, says that he had no difficulty in keeping the "ice-cycles" from falling off the roof onto the station platform, during the past month.

Seems to me some of the employes on Dubuque Division are holding back some interesting news items each month. Let's have them, boys, large or small, they'll certainly be appreciated.

(F. E. E. came to the rescue of E. L. S. with the above items this month. Why doesn't someone else follow suit to help the good cause along?)

## LOST AND FOUND

"Has anyone ever been lost in crossing here?" asked a timid woman who had hired a boatman.

"No'm," was the reply. "Mah brot'her was drown'd heah las' week but they foun' him the nex' day."



## HOOD RUBBERS are built to scuff around in

**O**N the trains, kicking "the dogs," scratching through the yards—railroad work knocks the spots out of ordinary rubbers. That's why Hood sends men right out to talk to the fellows who use their shoes, finds out just the kind of stuff to put into every Hood rubber—and here's the result—We're building rubbers that stand the gaff—*Extra thick soles that wear and wear—Bumper edges on heels and toes—Reinforced tough uppers that don't crack*

The **POSTSHU** (illustrated above)—gives that greater service for the money, which makes it an outstanding value. A special Hood process molds all parts of the rubber into one complete piece. The upper cannot separate and this insures greater strength and longer wear. Famous Hood grey outsole with bumper edge. In both black and red colors.

or check—All in all, a rubber that gives you more than your money's worth of real wear.

We make a complete line of all kinds of rubber footwear for the whole family. Honest values every one. Look for the Hood Arrow when you buy the next pair.

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"Oh, I say...  
is there no end  
to this?"



**I**T'S Sir Walter speaking. What, Sir Walter Raleigh? The same.

Some months ago he offered pipe lovers a free booklet on "How to take care of your pipe." And the poor chap's been buried under requests ever since.

However, we've succeeded in engaging two of Queen Elizabeth's ladies-in-waiting to help the old boy out with his mail—so don't hesitate to send for your copy. It tells you how to break in a new pipe—how to keep it sweet and mellow—how to make an old pipe smoke smoother and better—the proper way to clean a pipe—and a lot of worth-while hints on pipe hygiene.

If you're a pipe smoker, you'll want to read this booklet. It's free. Just write to the Brown & Williamson Tobacco Corporation, Louisville, Ky.

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# New FREE BOOK

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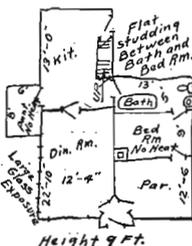


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## SAVE 1/3 to 1/2 at Factory Prices

New, Free, fresh from the press . . . Kalamazoo's 30th Anniversary Sale Book. Full of surprises—sparkling with color—alive with NEW features! 200 styles and sizes of Quality Stoves, Ranges, and Furnaces—bigger values than ever—Factory Sale Prices that save you 1/3 to 1/2. And a brand NEW Credit Policy—NOW ONLY \$5 DOWN on any Stove or Furnace regardless of price or size. Write for this wonderful NEW FREE Book Now!



### New Cabinet Heaters

A wide variety of Cabinet Heaters—the NEWEST styles, in Black and in rich, Walnut Porcelain Enamel finishes. Bargains that will open your eyes. Quality unbeatable. Don't order a Cabinet Heater until you receive this NEW Book and compare Kalamazoo Quality, Terms and Prices with others. Look through the Furnace Section, too. NEW improvements—easiest terms.

### Beautiful Colored Ranges

Modern Coal and Wood Ranges, and Combination Coal and Gas Ranges, in glistening, colorful, Porcelain Enamel. (Your choice of 5 beautiful colors—Pearl Gray, Delft Blue, Ivory Tan, Nile Green, Ebony Black) NEW gas stoves, NEW gas ranges, and NEW oil ranges—all in fascinating colors. Also Washing Machines, Refrigerators, Kitchen Cabinets, Vacuum Cleaners and other Household Goods.

### 750,000 Satisfied Customers

Mail coupon TODAY! This sensational NEW FREE Anniversary Book has more bargains than 20 big stores—a thrill on every page for thrifty families. 750,000 satisfied customers have saved 1/3 to 1/2 by buying direct from the factory. Terms are NOW easier than ever before—some as low as \$3 down, \$3 monthly—and a YEAR TO PAY. No stove or furnace over \$5 down. Kalamazoo gives you 30 days' FREE TRIAL, 360 days' Approval Test, a 5-Year Guarantee on materials and workmanship, a \$100,000 Bank Bond Guarantee of satisfaction.

### 24 Hour Shipments

Kalamazoo is close to you—all stoves and ranges shipped within 24 hours from Kalamazoo, Michigan, or factory branch in Utica, New York. Furnaces in 48 hours. No delay. Safe delivery guaranteed.

### Modernize Your Home

Where's your pencil? Sign the coupon NOW, and mail today. Modernize your kitchen with a colorful Kalamazoo Range—as easy to clean as a china dish. Brighten your home—lighten your work. All Kalamazoo Ranges are approved by Good Housekeeping Institute.

### Free Furnace Plans—Free Service

Send us a rough sketch of the floor plan of your home. We'll furnish you FREE plans—no obligation at all. We'll show you how easy it is to install your own furnace—thousands have. You can save \$40 to \$60 on a Kalamazoo furnace. Exclusive Kalamazoo furnace features are Hot-Blast Firepot, new ring type Radiator, easy shaking Grates, upright Shaker.

### \$5 Down Brings You Cabinet Heater Comfort

Nothing will bring you so much comfort and happiness as a NEW Kalamazoo Cabinet Heater. Built like a furnace. Gives you healthful circulation of warm air. Holds fire overnight. Heats 3 to 6 rooms. Your choice of Black or Walnut Porcelain Enamel—only \$38.25 up. And just think, you can order NOW for only \$5 down.

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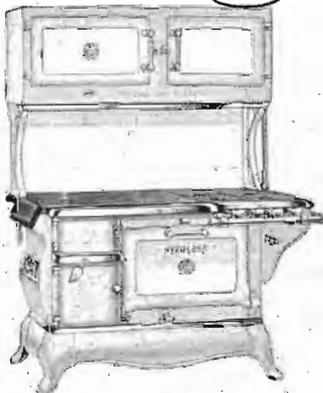
You have heard of Kalamazoo Quality for 30 years. Kalamazoo has tremendous buying power—that means purchasing the best raw materials at lowest prices. Big scale production enables us to manufacture efficiently at extremely low cost. By selling direct from factory to you, eliminating entirely all "in-between" profits, you get absolutely rock-bottom factory prices. Understand, you buy from a factory—not from a mail order house, a wholesale house, or a retail house. You get lowest Factory Prices.

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Ranges \$37<sup>50</sup> up Cabinet Heaters \$38<sup>25</sup> up

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**Furnaces \$61<sup>95</sup> up**



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Cabinet Heaters	<input type="checkbox"/>	Dear Sirs: Please send me your FREE Catalog.
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