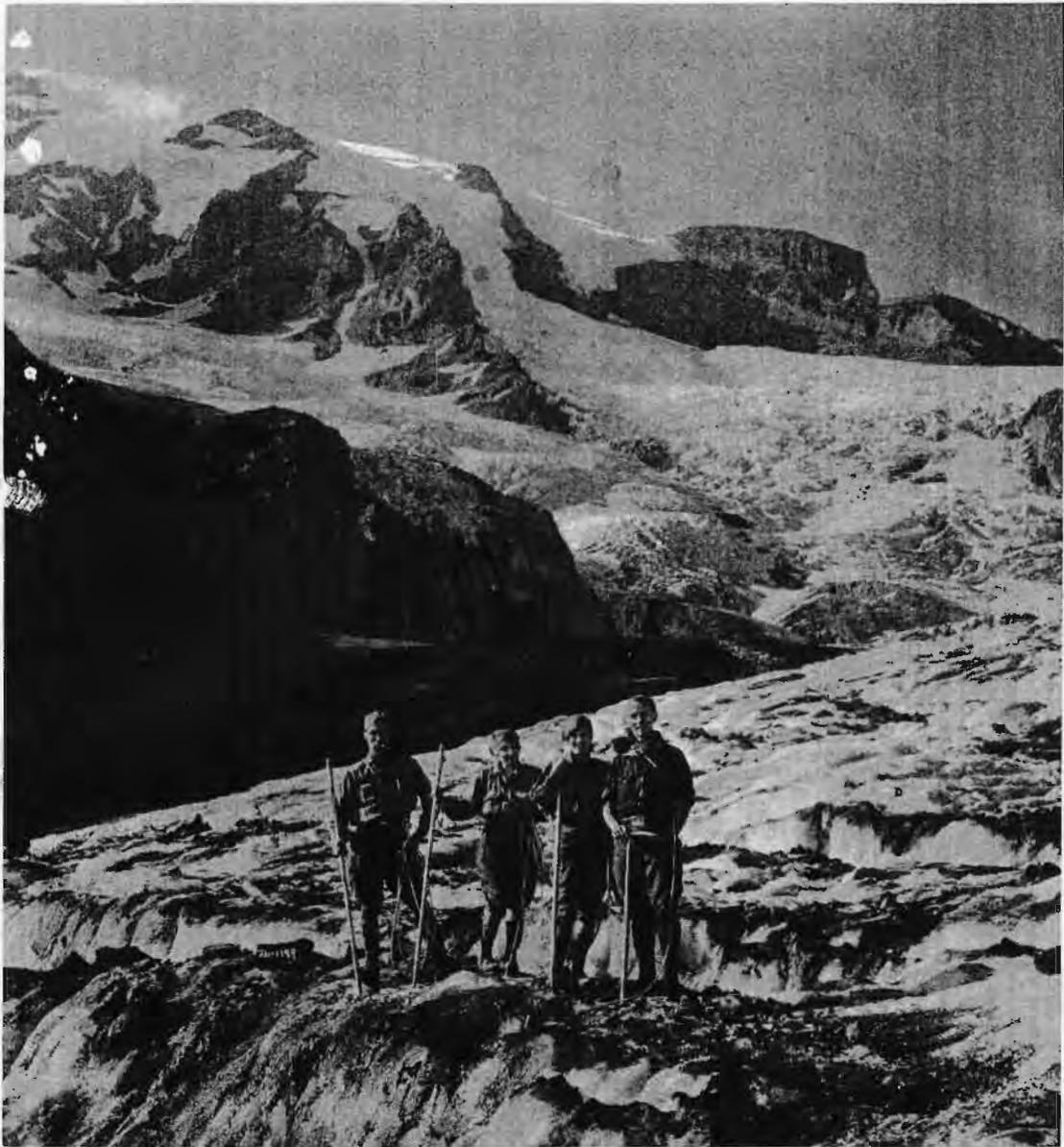


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
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PACIFIC

AUGUST, 1932



Climbing Nisqually Glacier, Rainier National Park

The Development of Transportation

By **F. J. SWANSON**
General Car Dept. Supervisor

(Continued from last issue)

WHAT an improvement for the welfare of the country these great connecting links of some 261,000 miles of steel or 32 per cent of the world's railway mileage! Today we have the adoption of heavier rail sections. The average weight in all main tracks have increased from 82.3 pounds per yard in 1921 to 90.0 pounds in 1929, and now 100 to 152 pounds per yard. Yet in the face of the last few years retrenchment program which has no parallel during past 50 years of railway experience, the fixed properties of the railways present a surprisingly high standard of physical condition; treated ties; improved rolling stock, buildings, facilities and properties, automatic electric train control system and rules, quick acting air brakes, which were all instituted for direct purpose of avoiding train accidents and making the railroads a safe place to travel and ship by.

Passenger equipment weighing from 60 to 100 tons, are designed and constructed of steel, spaciouly, and luxuriously equipped so as to make them absolutely safe for comfortable travel, air cooled and improved ventilating and automatic steam heating systems are being installed; separate axle generator electric lighting systems, radio, telephone and telegraph service, barber shops, bath, etc., comfortable, reversible spring-cushioned seats, improved dining, club, life and parlor car service; sleeping cars equipped with comfortable-resting, air-spring mattresses, separate rooms or compartments, roller bearing wheels or trucks—trying in every way to give the traveling public the most comfortable and courteous service possible.

Freight carrying cars of all types, constructed of steel underframe, steel superstructure and all steel cars are made up to carry or haul all classes of commodities or necessities of life, constructed and designed so as to haul from 40 to 100 tons; every precaution taken to give the shipping public clean and good order equipment so as to arrive at destination in good condition, entirely satisfactory to our customers; equipment is prepared with every possible effort to expedite products so as to reach consignee on scheduled or promised time.

Trains are pulled or handled by improved superheated, booster equipped steam locomotives weighing from 175 to 320 tons, (including tender), handling from 60 to 80 loaded cars, operating at a rate of speed according to schedule and operations, averaging 40 to 60 miles per hour or practically on passenger running time; having a tractive power or effort 30 to 44 tons, pulling from 3,000 to 10,000 tons per train. Then there are also the electric locomotives which have

a greater tractive effort and pulling power than the steam locomotives and average the same amount of speed. What a big improvement over a century ago when steam locomotives were first tried out, weighing 4 tons and having pulling power of 15 to 90 tons at rate of 6 to 20 miles per hour. What a wonderful progress, beneficial to mankind! Necessary for the railroads to meet the countries' improvements and growing demands for increased speed and efficiency, we are in a "New Era of Transportation."

In 1930 each freight train on the average carried 785 tons of freight. This is an increase of 77 tons per train or 11 per cent over year of 1920. Speed of freight train has increased 25 per cent during past 10 years. We have so-called "Time Freights" and "Meat Trains" that practically make over-night deliveries between Omaha, Sioux City, St. Paul, Minneapolis and Chicago, handled from 18 to 29 hours, trains from New York to Chicago, 48 hours; Seattle to Chicago, 143 hours and San Francisco to Chicago in 143 hours.

Improvements in operating and expediting and handling of freight traffic is receiving the constant attention of everyone connected with the railroad industry, everything taken into consideration with every aim to give them courteous, efficient, adequate and fast on-schedule time service. With further studying of door to door delivery, it should still continue to improve.

Railway Purchasing Power

The national economic structure of this country depends largely upon the purchasing power, which the manufacturing enterprises operate their plants from, and through such operations millions of men and women depend on their livelihood; thus the railroads, when operating under normal conditions, have a great bearing on the economic or operating conditions of this country. Statistics show that under normal conditions they employ between 1,850,000 to 1,650,000 employes, and at present have approximately 1,425,000 employes who receive in wages about \$2,245,000,000 annually. During the past five years the railroads compensated its employes to the total amount of \$14,130,000,000.

It unquestionably will be interesting to know what "Purchasing Power" effect the railroads have towards the welfare of this country. Statistics show the following conditions from year 1926 to 1930, inclusive (5 years):

Locomotive Repairs.....	\$ 2,074,730,308
Freight—Work Train Car Repairs	1,803,462,422
Passenger — Work Train Car Repairs	384,357,214
Total Maintenance of Equipment Expense ...	5,890,262,271
Equipment Installed—	
Locomotives ...	6,830
Freight Train Cars	404,984
Passenger Train Cars	13,186
	425,000
New Equipment Expenditures	\$ 1,514,498,000
Maintenance of Way and Structures Expenses ..	4,134,132,351
Compensation of Employes	14,130,007,964

(Continued on page 13)



Employees of S. M. P. Office, Milwaukee, 1901. Left to right: Fred Austerman, A. J. Kroha, J. W. Taylor, J. C. Miller, Otto Kloetzner, Fred Kneller, Jr., C. H. Darlington (deceased), C. H. Bilty, Frank Brock, Chas. Curtis (deceased), J. F. Devoy (deceased), J. R. Thompson, A. E. Mitchell, Archie Alexander, R. Lorimer (deceased), Ed. Tuckerman, Fred Cooldge, Guy Miller, A. E. Manchester (deceased),

Sioux City, Iowa

The Modern Metropolis

By LILLIAN ROSE

"TO BUSY and beautiful Sioux City," wrote Lewis R. Freeman in his article entitled, "Trailing History Down the Big Muddy," which appeared in a recent issue of the National Geographic Magazine, "distributing center and home of packing houses, I came next. There romance and modern progress are mingled in the stock yards, the wholesale and factory district, through business and residential sections and on to some of the many historic spots for which the town and country roundabout are noted."

To us, the inhabitants of this "busy and beautiful town," that linking of "romance and modern progress" is irrefragable. Of both the romance and progress we may, at times, be somewhat reticent, but we are enormously proud. There is no mystery concerning Mr. Freeman's statement. Sioux City and the adjoining territory is beautiful and modern and full of romance because the past is so intangibly interwoven into the present, and the modern or material outcome is the steady and astonishing growth of its basic industry AGRICULTURE and its twin enterprise, LIVESTOCK!

For a city of this size to more than once top the world's hog market is a tribute to the men of yesteryear and today, who have developed this "modern progress"—stock-yards and packing plants,—with the finest of buildings—situated on 100 acres of ground, 80 acres of them being given over to thoroughly up-to-date yardage facilities. The Sioux City market annually sends livestock to more than a hundred packers located in 30 states of the Union. The total budget in dollars for 1929 was \$141,927,600. The livestock commission men maintain a Livestock Exchange which guarantees integrity, helps to promote good train service, and enlists and encourages broader outlets for livestock. The Commission firms maintain a uniform charge for service rendered, compete keenly for employment by growers and feeders, assist purchasers of livestock in meeting federal and state sanitary regulations and give continuous advice and appraisal service to prospective patrons of the market.

There are six modern terminal grain elevators and two flour mills in Sioux City with a capacity of 3,000,000 bushels of grain. These great elevators perform a real service to the small towns and to producers, by furnishing storage, thereby relieving congestion. The United States Department of Agriculture maintains a federal supervision office here which enables shippers to secure inspection by a direct employe of the government.

One of the busiest places in Sioux City is the big grain-trading-floor in the Grain Exchange Building. Those directly interested, are kept in touch by the most modern devices of the buying and selling prices all over the world.



Stock Yards District

The 1930 retail census shows that the average annual sales of Sioux City retail stores are 49,203 as compared with the average of 43,884 for all the other cities in the United States. The total retail business of Sioux City amounts to \$47,000,000 annually and has an average of 7 stores for every 1,000 people that they serve.

Upon further investigation we find there are 262 manufacturing concerns, 307 wholesale and jobbing firms, 178 automotive establishments and many other smaller types of business organizations. Aside from the stockyards industries, more money is involved in the jobbing business than any other. Practically every article used in the home, the business and the farm is jobbed by some Sioux City institution. Food products lead, but automotive equipment, farm machinery, drugs, furniture, petroleum products, leather goods and clothing are important in the jobbing business here. Sioux City's trade territory covers parts of seven states and includes the homes of approximately 1,500,000 people who must be clothed and fed from some trade center. Sioux City is that logical trade center. The manufactured products range in size from fountain pens to giant motor trucks and include food products, farm equipment, clothes, serums, automobile accessories and hundreds of other products that are used not only in the Sioux City territory but all parts of the world.

Sioux City has six trunk line railroads,

our own Milwaukee being the largest serving Sioux City with its total mileage of 11,250. This road is of particular importance to the city because of its wide coverage of the state of South Dakota from which comes a large percent of the livestock and farm products to our markets. Long may it live and thrive.

So much (for I can't go on forever) for the "modern progress."

Turning to the "beautiful and romantic" side of life in Sioux City and its contiguous territory, we again look back across the 80 years of her existence which represents the loom that holds

the fabric in which her people have been weaving the pattern of this vast Agricultural Empire with Sioux City as its capital, and we are convinced that the evidence of reminiscence and the interpretation of research unconsciously abundantly to the course of events today and yields a unity and significance which is indelibly stamped in the lives of her people.

It is, of course, doubtful, that our pioneer fathers gave very much thought to the future possibilities which lay in the rugged charms and natural beauties of the winding streams and wooded hills—with their startlingly lovely ravines full of lacy flowers and feathery ferns all summer long: even so, we, who have inherited these priceless treasures, feel sure that behind the desperate struggle for existence there lurked an inborn taste and culture—quiescent though it probably was forced to remain by the exigencies of the times—which in some mysterious way wielded a large influence upon the choice of location which has been so royally bestowed on us. Away back in 1829, Caleb Atwater, traveler and writer—mentions in his notes, "We could hardly persuade ourselves when we first saw these beautiful spots, that all the art that man possessed, and wealth could employ, had not been used to fit the place for some gentleman's country seat, and every moment as we passed along we realized that while elsewhere such scenery is produced by art, here it is prepared by nature."



Retail District

"I remember Iowa," wrote Mark Twain, "for its sunsets. I have never seen any, on either side of the ocean, that equaled them. They use the broad smooth river as a canvas, and paint on it every imaginable dream of color." This writer, of course, thoroughly agrees with him, but adds to his remarks, that a sunrise witnessed from one of the high buttes in Stone Park is even more lovely than sunsets. From the east the sun, a great ball, the color of rose petals slowly begins to climb the horizon, etched by rainbow hues and the sparkling diamond-like mist which hangs like a curtain of night waiting to be drawn aside. To the south and west can be seen the Missouri river and the rim of the hills which came into being through the centuries of erosion and the shifting courses of the river channel. McCook Lake glistens and shimmers in the panorama as the sun travels its stately and majestic way into the heavens. More and more distant hills. Then as the mists over the low flat lands off to the right begin to dissolve in the rays of the sun, the fields adjoining the west banks of the Big Sioux river stretch out to the westward—alternating green and black in the spring and early summer—with almost the regularity of a checker board.

As a state, Iowa is given, by many ornithologists, first place as a bird mecca and harbor of species. And of birds Sioux City's Stone Park has a generous quota. This park of which we are so justly proud is nearly 1,000 acres in extent and is a hilly wooded tract which our landscape engineers have so cunningly improved with roads and bridle paths and other necessary developments that its natural beauty has in no way been marred, but really enhanced and made accessible to all nature lovers. Stone Park is reached from the heart of the city by two interesting scenic drives, one along the banks of the river and the other along a skyline highway which affords an enormous out-of-doors picture of parts of the three states surrounding Sioux City.

Including the historic shrines, there are in all, about 50 municipal parks.

playgrounds, swimming pools, tennis courts and golf links (not counting the number of privately owned ones) which annually cost the taxpayers of Sioux City over \$100,000 for upkeep. These well equipped recreational resorts are ideally located in all parts of the city and free at all times to all people.

The diversions are however, only a small part of the civic and cultural life of the city. Again with the



Wholesale District

whole state, we are proud of our illiteracy rating,—the lowest in the 48 states. We have here a public school system which has long held an enviable position on the educational map, due in no small measure to the late Supt. M. G. Clark—many times recognized and honored by the National Educational Association—and a very excellent corps of teachers. We have three colleges, Morningside, co-educational and under the supervision of the Methodist church; Trinity, a Catholic junior college for young men, and Briar Cliff, a Catholic college for young women. There are also several Business Training Schools conveniently located in the business districts.

Our five hospitals are given the highest rating by the medical fraternities and examining boards.

Our hotels rank with those of the larger cities and popular as Sioux City is as a convention city, they are very adequate for all our needs.

Almost every home has a flower garden. The Garden Club of Sioux City (which is an open membership) annually sponsors several flower shows and exhibits. They gladly assist the smallest-garden grower with any problems. The stately hollyhock is the city official flower.

According to the 1931 census, the population of our town is 80,000. 87.4% native white, 10.7% foreign white, 1.3% negro and the remaining fraction belonging to the yellow race.

Of libraries, associations, clubs and lodges for mutual benefit, pleasure and charity there is seemingly no end. Many of them own their buildings, others maintain restful and well appointed club rooms.

There are nearly 100 churches and missions. Their colorful histories full of many tense and dramatic moments of pioneer life present a fascinating tale. Their present day activities are in keeping with the "modern progress" of our city. The older structures possess the enchantment of another age. The newer ones are the last word in design and up-to-date arrangement.

The clergyman who offered the following words of prayer at an Anniversary Celebration a few years ago, reflects in that prayer the attitude and spirit of Sioux City today.

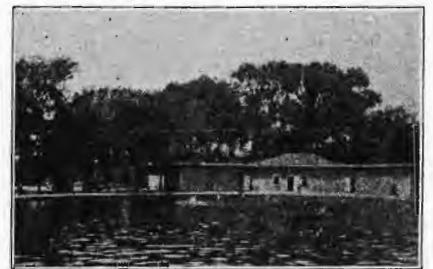
"Our Father and our Helper! We thank Thee, as we gather here to celebrate our early settlement, that Thou art the God of all nations on this broad earth.

"We thank Thee for our country, for the flag of our country, the one flag of the nation.

"We thank Thee for our common schools and Christian colleges. We thank Thee for our beautiful home-state river and forest and prairie. We thank Thee that the God of our fathers and defenders will continue to be our God.

"May He who can turn the hearts of men, even as the rivers of water are turned, incline us to live to His honor and glory."

In concluding these epic narratives I wish to acknowledge the statistical help and the cheerful consideration given me by Mr. Chris Larsen of the Chamber of Commerce and Mr. H. H. Epperson, president of the National Livestock Association. And my husband, who is a "junior pioneer," whose retentive memory for intimate details proved invaluable. Also I am deeply indebted to one other, who refuses to be publicly acknowledged, for his help at the library; he claims he simply acted in self-defense when I swooped down upon him demanding assistance. Thanks to you also, Mr. Library Man.



Riverside Swimming Pool



Stone Park
(Photo by Greibel, Sioux City)

The Rights of Men

By D. E. Wood, LL.B.

(Continued from last issue)

In addition to the "inalienable rights," which have also been called the "sacred precious rights" of life, liberty, happiness, pure air, light, and equal protection, mentioned in the preceding article, man has also the following rights, more or less personal:

Religious Liberty

Every person is fairly entitled to the right of religious liberty, to worship the God of his choice, and without interference or disturbance of any kind from or by anyone. He may not bow his knee at any shrine, if he so prefers, and no compulsion is permissible to make him do so. All religions are guaranteed equal freedom and recognition, regardless of the number of their followers.

"In 1776, our forefathers retired God from politics. They kept God out of the constitution. . . . They said: 'Religion is an individual thing between each man and his Creator, and he can worship as he pleases and as he desires.' But they did give and save for us the *religion of patriotism*, which has made Americans such a grand people and our nation such a powerful one. Here, we can speak, write and publish freely our different opinions, and communicate our thoughts and ideas unrestrainedly, at the same time uniting as Americans.

Political Freedom

Every person has the right of political freedom, and, without coercion, force or interference, to affiliate with the party of his choice, or not, as he pleases. In the quiet and solitude of the polling booth, he is afforded the privacy of voting as he chooses. He may be a member, a sympathizer or a worker of any party, and vote with another.

A moral obligation, however, rests upon every citizen in America, to be loyal to his country and to the government in power, regardless of the party adherents who may hold office. The man who wants to live in America, to earn his money here, to rear and educate his family here, to enjoy the advantages and privileges of America, is logically and morally in duty bound to uphold American ideals and American principles. He who is not ready, at any and all times, to do that, and who actually does not wish to do it, but who rather prefers to and actually does work against that, *should get out of this country or be forcibly put out.* America is for Americans and those who wish to become or remain Americans.

America is the only place in the world where a poor man can stand upon an equality with a rich man, before the law; where a hut is legally regarded as the equal of a palace, as a home. For these and other reasons, every poor man who does not stand by America while he lives here, is a traitor to the best interests of his children; he is willing that his children should be considered politically inferior to children born in other countries; he doesn't think as much of his manhood as the mil-

lionaire does of his wealth. "A man that exercises a right that he will not give to others," said a great soul, "is a barbarian."

The fundamental principles of Americanism are liberty, equality, and fraternity, three of the grandest words in the English language. Our form of government is representative. The monarchy, the aristocracy, the bureaucracy, the dictatorship are opposed to American ideals. The Declaration of Independence established the sublime truth that all power comes from the people. That is why Americans love the democracy. Our constitution tells us that we "are and of right ought to be free" and equal. Americans are individualists. They think for themselves, and as they please. They believe in doing whatever does not injure another. They may disagree with anyone who does not agree with them. True Americans stick to and up for their own country.

Where differences of opinion exist as in religion, politics, economics, sociologic or scientific subjects and policies, to "live and let live" is the motto we follow. Let the followers of each religion stick together and tolerate those of all other religions. Let one party recognize the inalienable rights of the other party to believe what and as they please, and credit them as they are credited.

Open, frank discussions of difference may be engaged in; but subtle, secret, surreptitious teaching and the foisting of ideas



Celebrates 70th Birthday

On July 2nd, Mr. W. N. Harvey of the Accounting Department celebrated his seventieth birthday. His office was filled with flowers and his desk held many congratulatory telegrams, while he was kept busy receiving from his many friends in the General Office who called to offer him many happy returns of the day.

Mr. Harvey entered the service of this company forty years ago in the office of the district master mechanic at Milwaukee, since which time he has held various positions of trust, and is now on the staff of Vice President W. W. K. Sparrow.

Mr. Harvey, a few years ago, received the election of president of the old C. M. St. P. Ry., an office made necessary in the process of handling and disposing of the securities and business of the old company.

detrimental to loyal Americanism upon young, innocent, unsuspecting minds, is the grossest kind of treachery and treason.

In the "Principles of Political Economy," John Stuart Mill said a good deal against "government intervention" of private rights. He said little or nothing about private intervention of public rights. The latter is like rats eating holes through the hull of a ship which will sink, sooner or later, unless the rats are cleared out. The government (all the people) can control and conduct the interests of individuals, far better than individuals can control the interests of the government (all the people) for the benefit of the few. In unity is the strength of authority. One government conducted by representatives each executing a public trust devoid of the possibility of private gain and advantage, will do more for all the people, most of whom know little about governing themselves and think far less about it.

Our American Constitution is the property of our nation and not of the officers who exercise under it. It is the youngest in the world's history. It was drawn from the best parts of the world's greatest monuments to popular advancement, such as the English Bill of Rights, The Magna Charta, the French Declaration of the Rights of Man and of Citizens, and our own Declaration of Independence, which has been called "the greatest, bravest, profoundest political document ever written and signed by man." It has never been improved upon.

The foregoing article has enumerated many inalienable rights which our constitution guarantees to every American citizen. In no country in the world can a person enjoy more than in America. No constitution guarantees more—many do not mention as much.

The power of the American government guarantees these rights to all individuals who will stand back of it, accept it, fight for it. The American flag stands for this guarantee, wherever it flies. No truer words were ever written than those by Robert G. Ingersoll: "The flag which will not protect its protectors is a dirty rag that contaminates the air in which it waves."

Let every woman who would be free and independent, cherish it; every child, its future defenders, be taught to love it; every God-fearing man, worship it. Loyalty to country—to America—is the least we can all give for the most we have.

Destiny

(Lucille Millar)

What say I for the future—
To me, it's plain to see
There is a man, we all should know,
His name is "Destiny!"

We say it is a "Happenstance,"
And, really, shouldn't be—
And yet that's but a coined word
For "Old Man Destiny."

From ages past we learn full well
A lesson for each day
Was meted out, to every race,
By none but "Destiny."

And so today the finger writes,
The scrawl is plain to see;
You call it by a different name—
I claim it's "Destiny!"

ACCIDENT SAFETY FIRST PREVENTION

A Railroad Man Who "Walks with God"

RAILROAD men, as a class, are reputed to have few religious leanings, but if the subject were to be reduced to analysis, it is more than likely that "as a class" they have a truly religious attitude toward life; for after all, what is real religion but brotherly love, faith and trust in a Higher Power and the intent to do the right thing, always. And railroad men, notably, have those qualities for do they not stand ever ready to extend the helping hand, for the square deal and for honesty and uprightness.

The address following was delivered at a Kansas City Safety First Meeting by switchman Harry Swartz—a man who has been all that he himself claims for his past life—a man who, while serving a prison sentence, saw the Great Light and when he was released, turned his feet to the Upward Path where he has walked without faltering ever since. He is employed as switchman in Kansas City, but is also an ordained minister of the Gospel, he bought a little church on his own responsibility, built up a congregation, largely of the "down and outs," spends all his time when off the job, going about doing good. He is never too busy to visit the sick, "smooth the furrowed brow of care" and give comfort and hope to the dying.

His life is a glorious lesson and in these days when Humanity is looking with anxious eyes for Light on the Path, this earnest, simple example of human brotherhood is a lamp onto one's feet. Mr. Swartz addressed the Kansas City Terminal Safety First meeting as follows:

"I feel at this time that probably it would not be a proper thing for me to say anything about the thing I am most interested in. Some of you men are here because you feel it is compulsory, you can't help yourself and don't want religion crammed down your throat. Religion is the one thing I am most interested in. I want to take just as good care of my body as I can. I would like to finish this life with my arms, legs, etc., all together and I am thankful to God every day that I am kept. He is able to do those things and no one else. Although we may differ on many things, all men here believe in God.

"I do not know how many of you agree with me. I have been on both sides of the road and I know. I have been a drunkard, a thief, a gambler and have served a term in the penitentiary. I lived away from God, but for the past twelve years I have been walking with God and I feel that real safety is to get right with God. I know that Jesus Christ is a reality. I know that Christ according to the Scriptures, is real, and I feel we neglect the most important thing of all. It is a mighty fine thing to have our Superintendent, Assistant Superintendent and other officers so concerned about our physical body that they go to

the measures they do to try and protect it from personal injury. It is hard to see any of our fellow workmen injured, some so badly that we can hardly look upon them. I have picked men up when the sight of the crushed body would almost make me fall down. But after all here is the thing most important to me, preparation for eternal life. We all know that sooner or later we have to die. We all know we have to lay down this body some day, whether we die or are killed and the important thing is to make preparation for the life to come for we have to die. In my heart I like the men I work with here and I would like to meet them in the next life and spend eternity with them. I believe there is a place far better than this, and I am trying to live this life so that when I lay this body down, I will spend eternity there. We are here only such a short time, even if it is 75 or 80 years, that is a short time. Eternity is beyond our conception, we cannot think of eternity, all our thoughts have to come to the end of something, we cannot comprehend eternity.

"I thank Mr. Anderson for this opportunity to talk to you. I thank God for the opportunity to say these words to you men. Some of you do not go to church and such an occasion as this is about all you hear of religion unless it is when you attend the funeral of some of your fellow workers. Sometimes when I am called upon to preach the

funeral of someone, I look at my fellow workmen and I realize that he never stopped long enough to pay his respects to God. Some of you never darken the door of a church except it be at some such an occasion and never hear the name Jesus Christ except it be profaned. There is only one way to enter eternal life, and the Kingdom of Heaven, every man must enter that way. I never lose an opportunity to say something that might make that man see the need of Christianity and turn his soul to God. I thank you for this opportunity."

Safety in the Use of Ladders

FREIGHT Agent R. G. Larson of Kansas City noticed the following in connection with safety which he thought would be good information to publish in the Employes Magazine, since it pertains to some of the angles of safety in which all employes are interested.

"When Mother Nature provided us with a six- or seven-foot reach she may have overlooked the fact that in our work, both at home and in the plant, we have constant need to gain access to higher places. Man's ingenuity has long since made good that shortcoming by providing what are known as ladders, but folks are slow in learning to use these ladders as they should. Witness the fact that falls from ladders and their substitutes remain one of the ma-

(Continued on page 32)

Personal Injury Record

The personal injury figures for the month of April and the four-month period, 1932, are as follows:

	April, 1932			April, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East ...	—	7	6	2	18	10	—2	—11	—4
Lines West ...	—	—	1	—	—	1	—	—	—
System	—	7	7	2	18	11	—2	—11	—4
A decrease of 65% in reportable cases.									
	4 Months, 1932			4 Months, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East ...	7	39	24	4	51	37	+3	—12	—13
Lines West ...	—	7	6	—	1	7	—	+6	—1
System	7	46	30	4	52	44	+3	—6	—14
A decrease of 5% in reportable cases.									

Division With Clear Reportable Injury Records During the Month of May, 1932

The records show that all of the following divisions completed the month of May, 1932, without a reportable injury and those shown with the star prefix also went through the month without a lost time injury:

- *Iowa
 - *Terre Haute
 - *Madison
 - *Superior
- Iowa & Southern Minnesota
*H & D
Coast

The safety contest results for the four-month period ended April 30th, 1932, show the following officers at the top of the list in their respective groups:

Name	Title	Division
L. K. Sorensen	Superintendent	Rocky Mountain
G. Lamberg	Shop Supt. (Classed with Master Mechanics)	Twin City Terminals
F. J. Swanson	General Car Dept. Supvr.	Northern District
E. L. Cleveland	Trainmaster	Coast
A. M. Martinson	Asst. Master Mechanic (Classed with Traveling Engineers)	Milwaukee (1st Dist.) and Milw. Term.
M. A. Bost	Division Engineers	Iowa & Dakota
T. McMahon	Roadmaster	La Crosse & River
F. E. Galvin	Chief Carpenters	D & I and Kansas City
G. W. Dahl	General Yardmaster	Dubuque & Illinois
F. M. McPherson	Agent, Large Freight House	Chicago, Ill.
F. S. Peck	District Storekeeper	Middle District
J. F. McConahay	Signal Supervisor	Middle and Northern Districts
J. G. Wetherell	Asst. Engineer	Milwaukee Grade Separation
G. Lamberg	Locomotive Shop Supt.	Minneapolis, Minn.
L. B. Jensen	Car Shop Supt.	Milw. Passenger Car Shops
John Reinehr	Shop Supt.	Tomah Shops



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The Dole

The term "dole" means something given without the recipient giving anything in return. In conception and practice it rests on the idea of "let the government do it."

Much of our crooked thinking for doles has been stimulated by selfish business men who, by concentrated group action, are trying to get doles for their own business in the form of having governmental agencies furnish service without the beneficiaries of the service paying for it. The following are typical illustrations of dole thinking:

Panama Canal service has always been below cost. The dole from the tax payers to date amounts to \$226,000,000. Since foreign ships make up 51 per cent of the traffic, this is likewise a dole to foreign shippers.

The Monongahela River waterway program rests on a dole of \$31,000,000. Local industries get the benefit of this government dole resulting in increased profits of manufacturers without a decrease in the cost of living expenses.

It costs the tax payers of New York State a dole of, in round numbers, \$5 per ton for every ton of freight moved through the New York State Barge Canal.

The Inland Waterways Corporation, owned by the United States Government, has a dole of 60 per cent of its service on the Mississippi River direct from tax payers.

The St. Lawrence Waterway program rests on tolls free service and this means a dole from tax payers. If tolls were levied to do away with the dole, there would be no saving in freight.

For all the rural highways in the United States in 1930 the gasoline tax and motor vehicle fees amounted to \$862,000,000 contributed by the users, of the total cost of \$2,247,000,000. So that \$1,385,000,000 came as a dole from the tax payers.

Since 1920 the dole from the tax payers to the post office has been \$730,000,000.

It is impossible to get the exact figures of the many millions of dollars that have been lost by the Federal Farm Board's grain and cotton stabilization activities, which loss is a dole to banks, speculators and farmers.

The proposed program for U. S. Government operation of the power plant at Muscle Shoals rests on a dole of \$2,600,000 annually to a small group of favored power users.

Samuel S. Wyer.

An Address to Taxpayers

DEAR TAXPAYER:

One of a series of letters addressed to Taxpayers by the Standard Brake Shoe & Foundry

Eight

Company of Pine Bluff, Ark. These letters containing much valuable information have been widely distributed by the Standard Company as its contribution toward solving the transportation problem.

The more important agencies comprising our national system of transportation are the railroads, highway motor vehicles, and the water lines. Each of these forms of transportation is capable of performing a useful public service. The relationship which these forms of transportation shall bear to one another is an important public question. The solution of this problem requires that each form of transportation must provide the service for which it is best adapted.

As is well known, the railroads have been subject to government regulation for many years. If it is in the public interest that transportation for hire produced by the railroads shall be regulated, then it must likewise be in the public interest that all transportation for hire shall be regulated.

The popular idea of motor vehicle regulation is comprised of two parts: First, the payment which should be made for the use of the highways, and second, the proper regulation of carriers for hire.

Highway motor vehicles should be divided into two classes with respect to the payments to be made for the use of the highways. The first class should include only the private passenger automobiles owned by individuals. The second should cover all motor carriers operating on the highways for hire.

Experience has demonstrated that fair competition can only be maintained through proper regulation and that if the public interests are to be protected, unregulated transportation service cannot be sustained over a long period. There is an urgent need for such regulation of the different forms of transportation as will prevent unfair competition methods which threaten the public interest.

According to statistics released by the Bureau of Public Roads, Department of Agriculture, 44% of our highway income is derived from license fees charged motor vehicles and from gasoline taxes, leaving 56% of the total amount to be paid from general taxation and from the sale of bonds, the retirement of which and the interest thereon, must also be obtained from general taxation.

When many of the bonds, issued for the purpose of building roads, were authorized the voters were told that the interest thereon would

be paid out of license fees or gasoline taxes, and that the bonds would be retired from funds from the same source. As is shown by the statistics quoted here, this pledge has not materialized, for we are spending all and more than the amount received from these two sources in road building and maintenance and then covering but 44% of the money expended for these purposes. There is no demand for a higher license fee on private automobiles, and, so far as that is concerned, it makes no difference to the private car owner whether he pays for the highways in the way of license fee or through general taxation. The difficulty under the present system is that he is not only paying for his own use of the highways, but a large share of that which should be paid by the commercial vehicle. The present system, therefore, is unfair to the general taxpayer.

The equitable method of handling this matter would be to require each transportation agency to pay all of the cost of its operation, as the railroads do, entirely abolishing subsidies of all kinds and character to any of them.

The railroads own their own right of ways, maintain their own right of ways, and pay taxes on them. The trucks and buses operate on the people's highways, built and maintained by the people. Trucks and buses should pay license fees commensurate with the damage they do to the highways and in addition pay into the public treasury a reasonable interest on the investment for the right of way furnished them by the people, and the license fee of the private automobile should be reduced.

The highways in any state are built by and belong to the taxpayers of that state, and there is no more reason to permit their use for commercial purposes without adequate payment therefor than to permit the railroads to operate in your state without being taxed for the privilege of doing so.

Mrs. Paul Receives 50 Year Button

Mrs. E. M. Paul, station agent at Elkader, Iowa, since November 1891 has received from the Veteran Employes Association, the 50 year badge of service with the company.

No employe of this company, in Iowa, is better known or more highly respected

MILWAUKEE EMPLOYEES PENSION ASSOCIATION Members Entered on Pension Roll May, 1932

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

Name	Occupation	Division or Department
John L. Bartelt	Section Laborer	Towa Division
John F. Broderick	Punch and Shear Operator	Milwaukee Shops
Arrie W. Brown	Pipe Fitter	Terre Haute Division
Mike Coughlin	Machinist Helper	Milwaukee Shops
Charles W. Danglemeyer	Machinist	Dub. & Ill. Division
George Haas	Machinist	Milwaukee Shops
George Havill	Conductor	Towa Division
John Horn	Painter	Milwaukee Shops
Otto F. Hoppe	Blacksmith	Milwaukee Shops
Mike Learning	Crossing Flagman	Police Department
Frank Lipinski	Molder	Milwaukee Shops
August Schoensee	Blacksmith Helper	Milwaukee Shops
Alhan L. Wickham	Storehelper	Milwaukee Shops
Michael J. Molumby	Crossing Flagman	Police Department

M. J. LARSON, Secretary-Treasurer.

than the charming woman who has held the fort at Elkader for more than forty years, and has been an employe since April, 1882 when she and her husband began service with the company at St. Olaf. They both came to Elkader in station service, Mr. Paul doing the heavier outside work and Mrs. Paul handling the station.

Mrs. Paul's many friends all over the System join The Magazine in extending congratulations and the wish that she may see many years yet in the service of The Milwaukee Road.

An Oconomowoc Lake Resort

Readers of our magazine will find pleasure in the knowledge that a new and attractive summer resort has appeared on beautiful Oconomowoc Lake. Milwaukee employes have always enjoyed the lakes of southern Wisconsin of which none is more beautiful than Oconomowoc.

The new resort has everything—fishing, boating, swimming, golfing, etc.,—and good eats.

Further particulars can be had by addressing this magazine.

times cause losses running into hundreds of millions, it is the day by day burning that has piled up the huge totals reached during recent years. Since 1918 there has been an average of a fire a minute occurring somewhere in the United States, with consequent losses ranging from a few dollars to excessive sums.

What have these staggering facts and figures got to do with us? We contribute generously to the nation's fire loss in proportion to our size and importance in the nation's affairs. The Milwaukee Road has never been reticent in this respect and manages to feed the Fire Demon to the extent of about \$100,000.00 each year.

Fire Prevention

L. J. Benson

BARRING war, fire is the most destructive element in modern life, but it is also tremendously constructive; without controlled heat, industry on the gigantic scale that exists today would be unknown. Enormous factories, for example, and towering skyscrapers, whose skeletons are of fabricated steel, could never have been erected; bridges such as span our widest rivers could not have been built; the automobile would be unknown; telephonic and telegraphic communication never would have come to pass, nor could the radio have appeared to entertain and instruct the multitude. In fact, were it not for fire under intelligent control homes and other structures could not be heated, life in the northern zones would be too unpleasant to withstand during the winter months, and most of the world's population would reside in the tropics or semi-tropics.

Transportation by rail depends almost entirely upon harnessed heat for its means of propulsion and its roadways, as well as for its safety. Even wooden structures nowadays are held together with nails and bolts made from smelted iron ore. The arts, too, are dependent upon fire; in fact, this element affects so many phases of our life that we have ceased to think of its universal utility.

A Different Aspect

But fire in its destructive aspects presents an entirely different picture. When it gets beyond control, as it is prone to do, it often sweeps in terrible waves from one building to another, until a whole section of a city (or perhaps several sections) is reduced to smoke-blackened ruins. . . . Suppose a fleet of bomb-laden, enemy aeroplanes circled over the eastern seaboard and began what was announced to be a campaign of destruction which would cease only upon payment of one and a half million dollars a day for an indefinite period! What would happen? It is a foregone conclusion the people of the United States would immediately rise in their might and attack the invaders by every means at their command. Such an affront would shake the nation to its foundations.

Each day, on the average, we actually pay to the Fire Demon a tribute of over one and a half million dollars. During the year 1926 fire losses amounted to \$561,980,751, yet the American people as a

whole utter no word of protest. This tremendous sum is sufficient to maintain and operate the entire Navy Department for four years. It could build, or buy and pay cash in full for 80,283 modern, one-family suburban homes, sheltering 482,000 people—a city of residences the size of Washington, D. C., and larger than the three cities—Albany, N. Y., Atlanta, Ga., and Salt Lake City, Utah, combined.

These things could be done if there were no fires and if the money were available for constructive use, rather than for merely replacing property destroyed by fire each year.

It should be realized, too, that the fire toll includes some ten thousand lives annually, plus injuries to seventeen thousand persons, to which must be added the cost of maintaining highly equipped fire departments and augmented water supplies for extinguishing purposes.

A Fire a Minute

Although conflagrations do terrific damage within a short space of time and some-

The "Habit" Factor

The great psychological factor in the situation is the temperamental carelessness of the American people and their tendency to "take a chance" with fire hazards of all kinds.

We all know that matches and smoking materials constitute serious hazards. A certain fire chief once issued a grimly humorous warning to the people of his city through a placard, reading: "People who smoke in bed are too green to burn, but their beds are not." We will not discriminate between the person who smokes in bed and the one who is guilty of any other act of carelessness. Learn to respect fire hazards in your home and you will soon alter some of your unsafe habits while at your work.

Personal habits which have, or may in the future, contribute to unnecessary fires, are entirely too obvious to justify our dwelling at length on them. We confess a definite objective through the medium of this magazine, to arouse in our employes a "fire conscience." Having acquired that, they will become better employes, more conscientious, sincere in their efforts to curtail needless waste, to the end that money so saved can be put to constructive uses.



On Pinnacle Glacier, Rainier National Park

The Agricultural and Colonization Department

Hens Take Place of Stumps Washington Settlers Develop Poultry Industry

Most often farming develops slowly, following the removal of the forests. The first pronounced development is that of building self-sustaining homes, allowing only for the sale of surpluses in excess of what is actually needed for family maintenance. At best, this process of development is slow for any community where land settlement is in progress.

In the State of Washington, occupying the land by farm-minded people is conducted quite largely upon a "specialist" basis. Results come quickly. Settlers are selected more often for a special purpose. They enter into the building of a farm home with a definite income plan in mind.

An example of the program is furnished when one reviews the progress and development of the poultry business, especially along the West Coast. Early settlers soon learned that there were climatic advantages they might well use in the production of eggs that would make it possible for them to compete with local producers on distant markets. How well they have grasped the natural advantages afforded them is revealed in the statistical review of the poultry industry in that State, just released by government and civic authorities.

"Some indication of the rapid growth and extent of the poultry industry is shown by the fact that in 1917 it was necessary to ship 160 carloads of eggs into Western Washington to supply the local demand. In 1931, besides taking care of local consumption, 2,354 carloads of Washington eggs were shipped out of this State to markets in 28 other states, with the domestic market constantly broadening. This represents an increase of 198 carloads over 1930, and surpasses the records of all previous years. In addition to the car shipments, Washington eggs were carried by refrigerator boats to Alaska, the Hawaiian Islands, Central and South America, the Philippine Islands, and a few to China. Since 1919, the number of cases of eggs produced has increased from 592,238 to 2,950,000, with a value of poultry products growing from \$12,232,484 to \$19,255,000.

"New York State was the best customer for Washington eggs, buying 1,566 cars, while New Jersey came next, taking 318 cars. This state supplied 858,996 cases, or 11 per cent of the 7,601,363 cases received in New York City. In the four principal markets of the United States, New York City, Chicago, Philadelphia, and Boston, the State of Washington ranked fourth with 1,096,790 cases, or 7 per cent of the total amount received in those markets. The poultry shipments to New York City from this state amounted to 352,796 pounds. Seattle was the principal assembling point in the state for egg shipments, 765 carloads having originated

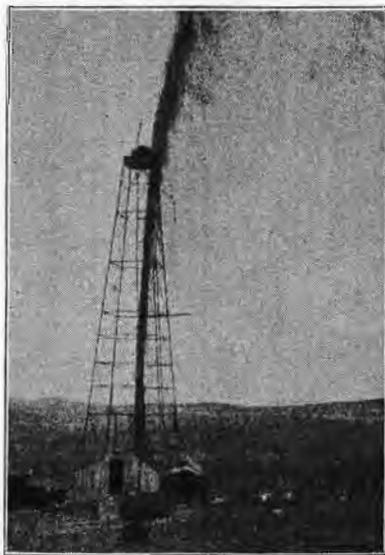
here, with Tacoma next, with a record of 309 carloads.

"There are at present over 7,250,000 hens on the farms of Washington, which provide a livelihood for nearly 20,000 farmers.

"In most parts of the United States, poultry is carried on as a side issue, and it is in this state, also, to some extent, many of the poultrymen combining it with the raising of berries and other small fruits, dairying, and other branches of agriculture. On the other hand, it may be said that the poultry industry in the State of Washington, to a greater extent than in most states, is carried on as the major enterprise of a large number of farmers, and also with the use of more uniform methods.

"Egg production is continuous, and not seasonal, and is as high in the winter when prices are at the top, as at any other time of the year. Green feed, so necessary for laying hens, is available every month of the year. Regular weekly returns are made to the poultrymen for his eggs.

"The industry is carried on in this section of the country on an intensive and scientific basis which demands the very best bred hens, modern poultry houses, modern equipment, and also modern care and development. The production per hen is the highest of any state, and most of the world's records in the individual and pen production are held here. Two hundred eggs per hen per year is an average for some entire flocks, while there are many individual hens which have unusual records of over 300 eggs per year. In the 1929 egg-laying contest at the Western Washington Experiment Station, one pen of ten hens made a record of an average per hen lay of 292 eggs. The Record of Performance Breeders are carrying on a determined breeding program that will firmly establish Washington as the most efficient producer of breeding stock. It is



Here Where Gas Wells Spout, Artesian Water May Be Had for the Drilling

a leader in producing fine breeding stock, and the hatcheries are shipping baby chicks to many other states, and mature birds are being sent to many foreign countries to establish foundation stock for poultry flocks."

This business in Washington has furnished a splendid income for several hundred farmers and has served its purpose in the transformation of thousands of acres of cutover lands into highly profitable poultry ranches. It has done this only because the farm leaders in Washington were far-sighted enough and sufficient organizers to correlate the advantages of climate, location, production, marketing and the human elements.

Ontonagon Strawberries

A New Industry That Appears to Be Most Promising

STRAWBERRY growing in the vicinity of Ontonagon, Michigan, is to be put on a commercial basis beginning with the 1933 crop. For years past, there has been enough acreage to demonstrate that strawberries, grown in the above mentioned area, do produce good yields of highly colored, well flavored late maturing fruit. These advantages have been dormant assets awaiting transportation and a market outlet, and the organization of the growers into one mutually co-operative body.

This spring, a sufficient acreage of strawberries has been set out to thoroughly demonstrate the feasibility of shipping berries long distances in refrigerator cars. Also, the carload shipments will prove or disprove the assumption that our American consumers will eat fresh strawberries more weeks of the year if they can secure them. These two factors the Ontonagon growers and this Department of our Railroad are confident can be proven to the entire satisfaction of all mutually interested.

Several farmers living near the Lake have grown a limited acreage of strawberries almost continuously for periods varying from 15 to 25 years. During these years, there have been only two when the fruit could be marketed in quantity before July 4th. Berries from all other producing areas are by that time all harvested so that this Ontonagon district has the opportunity of extending the strawberry consuming weeks later into the season when there is little or no danger of competition from other sources.

It is further known that the berries grown near Ontonagon have a deep coloring and an unusually delightful flavor. These two assets are recognized by consumers who live in or near this growing area. So well do the housewives in Upper Michigan prize the Ontonagon berries that they gladly wait for the crop to come on and then pay a premium for the berries for their tables or canning. Others will no doubt do the same once they have the opportunity.

Modern methods of transportation have made it possible to ship fresh fruits from coast to coast. Iced cars, properly ventilated, moving in fast trains, have made it possible for large city consumers to supply their tables with fresh fruit every day in the year. The demand for these fresh fruits is now a fixed one. Therefore, it is not unlikely that these Ontonagon growers will be able to supply a group of consumers who would appreciate a strawberry variation in their after The Fourth fruit diet.

All arrangements have now been completed whereby this new berry growing area will have an opportunity to demonstrate its worth. Many are anxiously watching the outcome. Some predict that it will not be many years until several hundred acres of strawberries will be grown and sold under an increasing demand for the Ontonagon crop. Watching this development will be most interesting.

Artesian Water Development

Eastern Montana Experiments with Irrigation

Mr. George Askins, Baker, Montana, has furnished eastern Montana with a practical demonstration of the results to be secured by using artesian wells for irrigating purposes. This was done on a 320 acre tract of suitable land near Ismay.

The land purchased was secured on easy terms, the gross price being \$5.00 per acre.

Being a well driller and having all the necessary drilling equipment, Mr. Askins reasoned that in a slack time he would drill an artesian well on his farm and demonstrate the feasibility of using artesian well flow for irrigation. He drilled a well 600 feet deep and got a water flow of 50 gallons per minute. Not satisfied with that amount, he sent his well down to 900 feet and got a flow of 300 gallons per minute. He believes that if he should go down 100 feet more, he would get a water flow of 500 gallons.

Through storage possibilities and the control of flood water, he plans to irrigate 300 acres. He has his land all plowed. He contemplates leveling the fields this fall and putting them all into alfalfa. In addition he now has a fine garden and five acres of splendid potatoes.

Mr. Askins has taken every known precaution to avoid failure. He had an analysis made of the water to see if it was suitable for crop production. He had an accurate report of the possibility of finding water. He had experts look over the soil to see if it was suitable for and would respond to irrigation. In fact, he considered practically and scientifically every detail connected with the many phases of such a pioneer development.

"What's the difference to the railroads if times are tough? They get 6 per cent on their investment anyway. If they don't earn that much the government just gives it to them."

And a great many people believe just that. The fact that it's an untruth doesn't make any difference. As remarked before, folks believe what they like to believe. Whether it's true or not makes not the slightest difference.

That's the preface. Now for the statement of fact.

In 1931 the railroads of the United States earned less than two per cent on their investment—1.93 per cent to be exact. In 1930 their earning rate was 3.36 per cent.

These, of course, are averages. Some roads earned a little higher rate, some less than nothing.

Everywhere train and mail service is being curtailed. Some branch roads have been entirely discontinued. Towns that were on a railroad are so no longer.

The biggest event in Martin county's history was the coming of the railroad in 1878. The saddest day will be when trains no longer operate here and this is easily possible. Train service today in this county is less than half of what it was 20 years ago.

How can we retain railway train service? Patronize the railroads.

There is no other way.

Remember that when you travel or ship any other way, you are tearing up a rail on some line that leads to your town.

This paper may be old-fashioned but it stubbornly believes there is no substitute for railroad service.—Fairmont (Minn.) Sentinel.

Railroad Men and Railroad Women

Rena E. Bowers

What is to become of the railroads, is a question often propounded these days. Would it not be more reasonable to query, "what is to become of our country without railroads?" No group of artisans trained to perform specific tasks have been more faithful in performance of duty than have railroad men. As is true in all adventurous undertakings we may give honor to those who have planned and directed. Is not equal honor due those who have executed and brought to success their great adventure which has played a major part in the discovery and developing of the natural resources of this marvelous country of ours?

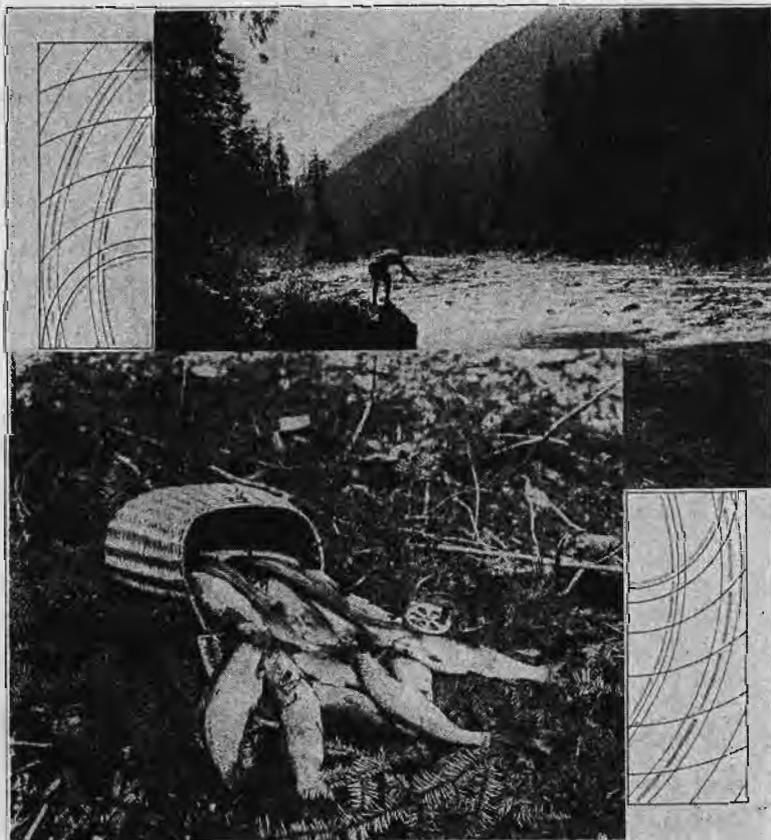
Will the Milwaukee Magazine grant space for an appeal to railroad women, wives, mothers, sisters, sweethearts, and all who are evincing the true spirit of comradeship with those who are baffled, not to say dismayed by present conditions? Food, nature's chief factor in sustaining life, man must earn by the sweat of his brow; man must earn, women prepare. When there is no labor by which to earn there can be no life element for willing hands to prepare. Believing as we truly do that the injunction, "bring all tithes into the store house that a blessing may be given," refers to our work right here and now, have we offered all that has been entrusted to use to help in stabilizing conditions in our country for the good of all or are we women of a certain division of the working world withholding use of our citizenship privileges?

Causes of unemployment are sure in the very near future to demand attention of our governmental agencies. The clear vision and understanding backed by our

ballots, are tithes that must not be overlooked if we would be of real service in establishing better working conditions.

Tearing Up the Rails

We hear it again today. It's one of those familiar falsehoods that can't be killed off.



Where the Fishing Is Fine in West Gallatin Canyon.



SAID TO BE HUMOROUS



Contradictions

Her eyes say, "Dear, I love you,"
And I'd marry her, I would
But her lips, they say, "I seen you,"
"I done" and "used to could."

It has now been definitely settled that the man who first said "Prosperity is just around the corner" works in a round-house.

A deacon was sent for by an elderly lady.
"Oh, sir," she said, "I hope you will excuse my asking you to call, but when I heard you preach and pray last Sunday, you did so remind me of my brother, who was took from me, that I felt I must speak with you."
"And how long ago did your brother die?" asked the deacon sympathetically.
"Oh, sir, he isn't dead," was the reply; "he was took to the asylum."

Wife—"Good gracious! How could you think of bringing that Mr. Biggin home to dinner when you know I'm spring cleaning?"
Hubby—"Hush, my dear! He's the only man I know who can help move the sideboard."

Old Lady (on platform)—"Which platform for the London train?"
Porter—"Turn to the left and you'll be right."
Lady—"Don't be impertinent, my man."
Porter—"All right, then, turn to your right and you'll be left!"

High Finance

"What do you make a week?" Asked a judge of the organ grinder.
"Twenty dollars, your honor."
"What? Twenty dollars for grinding an organ?"
"No, your honor, not for da grind—for da shut up and go away."

The Modern Wolf

Have you heard of the unemployed man who put a sign on his gate reading: "Agents, solicitors, etc., etc. Keep Out. Beware of the Wolf on the Porch!"—Pathfinder.

Teacher—"Can you give me an example of wasted energy?"
Bright Student—"Yes, sir; telling a hair-raising story to a bald-headed man."

An old negro went to the office of the Commissioner of Registration in a Virginia town and applied for registration papers.
"What is your name?" asked the official.
"George Washington," was the reply.
"Well, George, are you the man who cut down the cherry tree?"
"No suh, I ain't de man. I ain't done no work for nigh onto a year."

Rastus was bemoaning his wife's laziness to his friend. "She's so lazy," he said, "dat she done put popcorn in de papcakes so they'll flop over by demselves."

Butcher—"Come on there, Willie, break the bones in Mrs. Smith's shoulder and put Mrs. Brown's rib in a bag for her."
Willie—"All right, sir, just as soon as I've sawed off Mrs. Kalker's leg."

Mogul Mike Says:

The other day I read a piece in a business magazine that showed how much the people in the United States paid to ride on highways, waterways, airways and railways. It was sure interesting.

Did you realize that out of above \$13,000,000,000 the public paid in 1930 to ride on all kinds of carriers only \$735,000,000 was paid to the railways while over \$10,000,000,000 was spent for travel by private automobile, including new cars bought that year, maintenance and operating costs, insurance, taxes, fees, etc.

This does not include travel by Bus, for which \$326,000,000 were spent.

Seems to me nobody can complain about the cost of traveling by rail when people are willing to pay about fourteen times as much for pleasure or business trips by automobile; and put up with what they have to put up with on the highways.

People certainly are funny!

An upstate hunter who was mistaken last November for a nine-point buck was shot at this week for a squirrel.—Detroit News.

He was studying the menu as the waitress approached to take his order.
"Have you frogs' legs?" he asked.
"No sir," she replied, "It's my rheumatism makes me walk this way."

Lawyer—"Now, sir, did you, or did you not, on the date in question, or at any other time, previously or subsequently, say or even intimate, to the defendants or anyone else, whether friend or mere acquaintance or, in fact, a stranger, that the statement imputed to you, whether just or unjust, and denied by the plaintiff, was a matter of moment or otherwise? Answer me, yes or no."
Witness—"Yes or no what?"

He was just out of law school and was trying his first case—one in damages. A railway company was being sued for killing 24 hogs belonging to a farmer who certainly needed relief. Seeking to impress the jury with the magnitude of the damage done to his client, the young attorney ended his eloquent plea with—
"Twenty-four hogs, my friends, twenty-four—twice your own number."

Some women have the same influence on a man, as a railroad crossing—you step, you look, and after you marry, you listen.—S. J.

Greetings

Wife (to returning husband at seaside resort)—"Oh, darling, I'm so glad you've come. We heard that some idiot had fallen over the cliff, and I felt sure it was you."

Christened 'Em Early

Caller—"And what are the twins to be named, Johnny?"
Johnny—"Helen and Maria."
Caller—"Why, no, Johnny; it can't be that."
Johnny—"Well, anyhow, that's what pop said when the nurse brought 'em in."—Boston Transcript.

Nothing Serious

The minister called on Mrs. MacShoddie.
"By the way," he remarked after a while, "I was sorry to see your husband leave the church last Sunday right in the middle of my sermon. I trust nothing was seriously the matter with him?"
"Oh no, sir," replied Mrs. MacShoddie. "It was nothing very serious; but, you see, the poor man does have a terrible habit of walkin' in his sleep."

Safe Prognostication

The weather man dreamed that he was dead; that he stood by his monument tall, and read the message thereon—and he hung his head, for "Probably Warmer" was all it said.

A colored brother was back on terra firma after his first aerial flight. "Thank you, suh," he remarked fervently, "for bofe of mah rides."
"What's the matter with you, you sap?" said the pilot, "you have only had one ride."
"Ah begs yo' pardon," insisted his late passenger, "Ah has had two rides, mah first and mah last."

As English Is

I've never been able to understand
Just why wand will not rhyme with hand,
And then I think of mother and bother
As different in sound as rather and father,
And hush and bush, and do and go
Mixing no better than cow and low.
Then when I pronounce laughter and daughter
I'm muddled the same as in later and water;
There's wasp and gasp, and there's the word
busy,
Yet d-u-s-y doesn't spell dizzy.
And why must we put an "o" in touch,
When it isn't needed in such or much?
And why are "e" and "i" in niece,
When a double "e" serves well in geese?
Then, how come words like two, too, to,
Sow, so, sew and do, due, dew
And tomb and comb and bear and bare
And love and rove and hair and hare.
All praise to our good old English of course,
By why didn't Webster use "u" in hoarse?
'Twould be much simpler, at least for me,
If similar words could better agree.
—Kansas City Times.

Depression News

Two attorneys, one decidedly glum of countenance, met on the street.
"Well, how's business?" the first one asked of the dismal one.
"Rotten," the pessimist replied. "I just chased an ambulance twelve miles and found a lawyer in it."

The Development of Transportation

(Continued from page 3)

For 5-year period 1927 to 1931, inclusive:

Railway Purchases of—

Fuel	\$1,718,421,000
Forest Products	704,174,000
Iron and Steel Products	1,817,688,000
Miscellaneous Materials.	1,489,921,000
Totals	5,730,104,000

How many of us have realized the great part the railroads play in the economic welfare of this country? Believe we are safe in stating that we are the second largest industry or enterprise employing nearly a million and a half workers, which represents the livelihood around six million people. Then appreciate the thousands gaining employment through other enterprises due to railroad purchases averaging better than a billion dollars annually; however, loss of business and traffic during past year has changed the picture somewhat, thus holding back the return of normal times or conditions.

Earnings and purchases is, of course, a direct relationship between railway net earnings and railway purchases and the aggregate compensation of railway employes, which has its effect upon our national economic structure. In 1926, the railways earned a return of 5.0 per

cent upon their investment, the highest figure in any year since the World War. In that year railway purchases of equipment, materials and supplies averaged \$5,303,000 daily; payroll averaged \$8,193,000 daily; in other words, the total purchasing power of the railroads and their employes amounted on the average to \$13,496,000 each day. In 1928, railway earnings dropped to 4.7 per cent on the investment, railway purchases and rail wages fell. During the last two years there have been drastic declines in railway net earnings, and property investment dropped to 3.3 per cent in 1930 and less than 2 per cent in 1931. This reduced purchasing power and wages to \$11,060,000 in 1930 and again to \$8,191,000 in 1931, a decrease of some 21.9 per cent.

Under normal conditions, the railroads purchase 23 per cent of the country's bituminous coal production, 20 per cent of the lumber output, 19 per cent of the fuel oil produced, 17 per cent of the iron and steel tonnage produced and other numerous materials and supplies.

Through the reduction in railway payrolls and purchasing power, it in turn reduces the sales and wages paid by those who sell to the railroads, which are large buyers and employers when earnings permit. This, then, clearly indicates the far reaching beneficial effects upon the nation as a whole and how important it is to give them your and my support.

George E. Cessford

At St. Joseph's Hospital in Tacoma, Washington, occurred the death of George E. Cessford on May 7th after a brief illness. His funeral was held at Tacoma on May 10th.

Mr. Cessford was born September 22, 1858, and was a native of Iowa. He was a veteran employe of the company, having entered the service at Milwaukee Shops in 1876 as a Machinist Apprentice and was continuously employed for over fifty-six years. After completing his apprenticeship, he was advanced to Machinist and promoted successively to Roundhouse Foreman, General Foreman and Master Mechanic and served as Master Mechanic on every division of Lines West. He was a charter member of the Veteran Employes Association, Milwaukee Employes Pension Association and the Puget Sound Pioneer Club.

He enjoyed a wide acquaintance and was held in the highest esteem by officials and employes alike, and his passing will be felt as a distinct loss to his many friends.

Mr. Cessford is survived by his widow and one son, Harry, a locomotive engineer on the Coast Division, who reside in Tacoma, Washington.

OTTO H. FRICK

THE Milwaukee Family lost one of its veteran members with the passing of Otto H. Frick, Locomotive Crane Engineer, June 1, at LaCrosse, Wis.

Mr. Frick served the Milwaukee Road for over 26 years, having helped to construct the Western Extension. He had been located at LaCrosse for the last eleven years.

He leaves to mourn his passing, his widow, four children, six to fourteen years old, four brothers, two sisters, his mother and host of fellow Milwaukee employes and friends to whom he had endeared himself.

Two of his brothers are Milwaukee men, Eric, also being a locomotive crane engineer at LaCrosse and Richard is an engineer on the River Division.

Billy Sunday Says: "A Peach of A Train"

Here is what the great evangelist says of Olympian Service in a letter to one of our Milwaukee officials:

I came from Mobridge, So. Dak., on the Olympian and she is certainly a peach of a train.

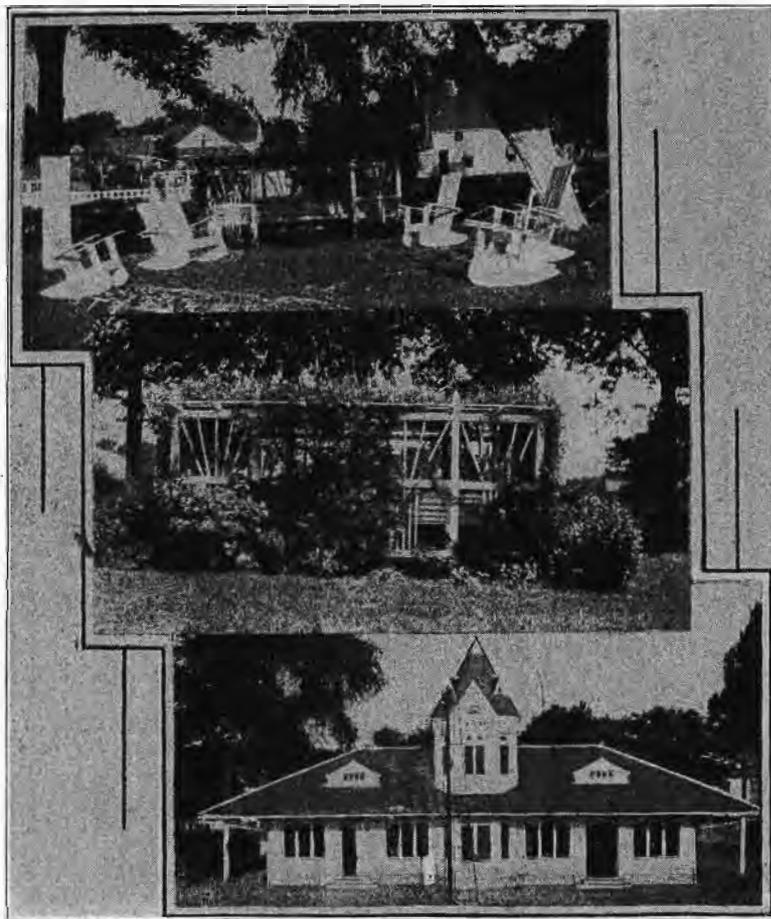
I have ridden all the "fast boys" on all the railroads and none have anything on that "speed king" comfort, smooth riding and good "eats." I am a poor sleeper on trains although I have ridden trains for 40 years and traveled hundreds of thousands of miles.

I went to bed early and never opened my eyes until we were heading into the yards at Milwaukee at 7 the next morning, that's a new experience for me.

Give my sincere regards to the boys who keep up the road bed; the dispatcher who keeps the main line clear; the engineers who give her the gun; the firemen who feed her; the conductor who punches the tickets; the flagmen who go back with the "red," especially the gang who put us across from Mobridge to Chicago.

Fraternally,

W. A. SUNDAY, Winona Lake, Ind.



Station and Station Park, Chillicothe, Mo.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities During Fiscal Year April 1, 1931, to March 31, 1932, Inclusive

Membership on March 31, 1931—Voting.....	6,321	Contributing.....	6,533	Total.....	12,854
Membership on March 31, 1932—Voting.....	5,265	Contributing.....	6,503	Total.....	11,768
Loss in Membership during year—Voting.....	1,056	Contributing.....	30	Total.....	1,086
Expended for Welfare, Good Cheer, Mutual Benefit, and Scholarship work.....	\$21,687.67				
Estimated Value of Welfare and Good Cheer Donations, such as clothing and other articles received by the club and not requiring an expenditure from club funds...	\$3,268.20				
Personal and Telephone Calls made in connection with welfare and good cheer activities	21,940				
Messages of Cheer and Sympathy sent.....	2,724				
Number of families given aid during the year.....	1,656				
Number of Persons in families given aid.....	6,872				
Donated by the General Governing Board to Local Chapters for welfare work during the year—included in above welfare figure.....	\$3,567.61				
Cleared on Ways and Means Activities (membership dues not included).....	\$12,395.88				
Balance in the General Governing Board and Local Chapter treasuries as of March 31, 1932.....	\$28,319.08				
Number of Books in Circulating Libraries on March 31, 1932.....	3,674				
Number of Books loaned to members from circulating libraries during year.....	11,277				

Activities Since Date of Organization—July, 1924, to March 31, 1932

Expended for Welfare, Mutual Benefit, Good Cheer, and Scholarship Activities.....	\$119,091.96
Personal and Telephone Calls made in connection with Welfare and Good Cheer Activities.....	95,979
Messages of Cheer and Sympathy sent.....	13,511
Cleared on Ways and Means Activities (membership dues not included).....	\$99,696.07
Donated by the General Governing Board to Local Chapters for Relief Work.....	\$19,155.71
Donated by General Governing Board to Local Chapters for Relief Work during period April 1, 1932, to June 30, 1932.....	\$1,567.25
Total Amount donated by General Governing Board to Local Chapters for Relief work since date organized to June 30, 1932.....	\$20,722.96

Respectfully submitted,

GENERAL GOVERNING BOARD.

Chicago, Illinois, June 30, 1932.

MEMBERSHIP HONOR ROLL Year Ending March 31, 1932

Awarded prizes of Fifteen Dollars each for having by September 30, 1931, reached a total paid-up membership equal to total paid-up membership of March 31, 1931:

Chapter	Mar. 31, 1931	Sept. 30, 1931	Increase
Aberdeen, S. D.....	328	742	414
Bensenville, Ill.....	115	262	147
Black Hills (Rapid City, S. D.).....	90	152	62
Chicago-Union Station.....	405	645	240
Davenport, Ia.....	103	146	43
Green Bay, Wis.....	295	433	138
Seattle, Wash.....	74	168	94
Terre Haute, Ind.....	249	544	295

Awarded prizes of Ten Dollars each for having by November 14, 1931, reached a total paid-up membership equal to total paid-up membership of March 31, 1931:

Chapter	Mar. 31, 1931	Nov. 14, 1931	Increase
Butte, Mont.....	76	100	24
Channing, Mich.....	104	116	12
Janesville, Wis.....	261	288	27
Montevideo, Minn.....	57	200	143
Murdo Mackenzie, S. D.....	46	63	17
Ottumwa, Ia.....	308	365	57

Awarded prizes of Ten Dollars each for having by March 31, 1932, reached a total paid-up membership equal to total paid-up membership of March 31, 1931:

Chapter	Mar. 31, 1931	Mar. 31, 1932	Increase
Mason, City, Ia.....	276	308	32
Mitchell, S. D.....	59	178	119
Spokane, Wash.....	278	578	300

Respectfully submitted,

GENERAL GOVERNING BOARD.

Chicago, Ill., June 14, 1932.

Sioux City Chapter

Lillian Rose, Historian

VACATION time—magic words! Bringing rest and health and happiness and charm on the wings of the butterflies, the petals of the roses and the perfume of all the gardens and hillsides. So the Milwaukee Women's Club held its last regular meeting, until September, on May 23, preceded by the usual pot-luck supper. By the way, pot-luck suppers are very popular out

our way. A regular red letter day on the calendar, all through the winter months—seeing those with whom we work, but otherwise possibly, would not see—paradoxical as that sounds—for months at a time. But I wander—(were my family looking over my shoulder, some one would sotto-voice, "she always gets that way about vacations or pot-lucks!") and the records of history must be preserved.

A short business meeting was held, bills allowed and communications read. The afghan

was raffled off, C. F. Rifenbark winning on the third number drawn. The club realized \$25.00 from the sale of chances.

Pupils of the Dee Chapman School of Expression and Dancing gave several interesting terpsichorean interpretations, which the audience enjoyed.

Wallace Ellerbrook played a number of very creditable selections on his accordion, and was given several encores.

Chris Dahl, one of Sioux City's foremost singers and leader of the Normandene Choral Society here, sang a group of songs, as only Chris himself can sing them, and the meeting closed with the penny march.

Mrs. F. L. Paul and Mrs. Geo. Wean entertained the governing board May 10, in the home of the former.

Portage Chapter

Mrs. F. P. Miller, Historian

THE regular meeting of Portage Chapter was held June 3 at the club house, Mrs. Maloney, second vice president, presiding.

Sunshine chairmen reported 26 telephone calls and 13 personal calls. Mutual Benefit chairmen reported for May, \$20.58 for seeds; one ton of coal; \$4.62 for milk, and \$3.10 for baby food.

Plans were made to hold the annual picnic June 16. After the meeting a program was given, also cards were played. Mrs. Meyers and her committee served strawberry shortcake and coffee.

Beloit Chapter

Mrs. Edgar Ruck, Historian

OUR regular monthly meeting was held May 11.

The Welfare chairman reported spending \$27.81 on food and clothing, six families being cared for. There were 24 personal calls made and 36 phone calls.

Sunshine chairman reported sending three cards, also 4 personal calls were made and 10 phone calls.

The Ways and Means report was as follows: \$9.40 made on a card party; lunch money, \$1.30; sale of skiddoo, \$1.00.

Plans were made for another card party to be held on May 20.

Ten members of the club will go to the Municipal Hospital May 19 to sew and cut bandages.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN Chapter held its regular meeting on May 20 in the club rooms, with the president, Mrs. Wiley, presiding.

Mrs. Burns gave an interesting report on the meeting at Mason City.

Mrs. Burns also reported on the purchasing of a piano for our club rooms (and which was installed since the meeting). We all feel that we truly got a bargain in the piano.

At the close of the meeting, Mrs. Wiley sold chances at ten cents each on some orange marmalade and mint jelly, realizing the sum of two dollars and eighty cents for same, Mrs. Ellis Miller winning first prize and Mrs. Pauline Scufferlain second.

Cards were played during the evening and a lovely lunch was served by the social committee.

Milwaukee Chapter

Mrs. J. D. Thurlow, Historian

REGULAR monthly meeting of Milwaukee Chapter was held May 16th. Mrs. Dinveen, our president, was able to preside having recovered from her illness. Reports of various chairmen were given. The welfare chairman gave an interesting report of the many cases the chapter is taking care of. During April the chapter spent \$96 in relief work. An interesting program of tap and toe dancing was given by little Leona Tatzke in costume accompanied by Chris. Monson at piano. Refreshments were served by Social Chairman. Our charter entered a table setting contest at Schuster & Co.

Store and were awarded 2nd prize, a chest of silver of 78 pieces. This was in charge of Mrs. Carey, Mrs. Woerderhoff, Mrs. Grothe and Mrs. Hynes. We are very proud of our prizes. Nine clubs were in contest.

Mason City Chapter

Meeting held May 31st. Reports were as follows: Treasurer, Mrs. Balfanz, \$222.10. Welfare—Mrs. H. Smith, 39 telephone, 22 personal calls and 2 letters sent. Several families furnished with garden seed and plants. Dental work, operation, and a plea made for a family at Calmar whose home burned.

Sunshine—23 personal, 1 telephone call, 2 cards sent. Good cheer letters 12—2 Baby Spoons given. Membership 86 for May.

Plans were made for a June picnic, date to be announced later. Mrs. Ulrick, chairman of the committee on arrangements.

A bakery sale was planned for June 4. Members who could were to meet with Mrs. Swanson June 8 to work on a quilt which she is donating to the Chapter.

The bake sale was held June 4 and about \$20 was made.

Mrs. Ingraham also set June 10 and 11 as dates for a Rummage Sale to be held in the Harper Building.

Meeting turned over to Program Committee.

Madison Chapter

Mabel Davy, Historian

THE May Party which was held in the club-rooms was well attended despite the inclement weather.

The surprise event of the evening was a mock wedding by members of the club. To the strains of the beautiful Lohengrin Wedding March the group entered the hall where, under a wedding bell, the bridal party took their vows.

An artistically decorated wedding cake which was raffled off, was won by Kenneth Corcoran.

A number of songs were sung by the Elk's Quartette and two readings were given by Dorothy Lyne.

After playing a number of games which were enjoyed by all, refreshments were served.

The regular meeting of the Chapter was held Wednesday, May 11. The chairman in charge of the Service Shop reported a profit of \$9.85; the committee in charge of the sale of Zorex Moth Pads and Crystals reported a profit of \$5.00.

A social evening was planned. The committee in charge of the evening's entertainment being Mrs. Welty, chairman; and her assistants, Mrs. McDonald, Mrs. Pratt, Mrs. Knope, Mrs. Liegois and Mrs. Mahaffey.

An evening card party was held in the club-rooms May 25th. The chairman, Mrs. Parkin, was assisted by Mrs. Killian, Mrs. Liegois, Mrs. Corcoran and Mrs. Howland. Bridge and Five Hundred were played.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE June meeting of the Wausau chapter was held on the 14th. Mrs. Wm. McCarthy, welfare chairman, reported that over one hundred dollars had been spent by her committee during the past month. Of that amount, \$35.00 was used to help a family whose home was entirely destroyed by fire, and \$59.00 was spent for groceries. Eight families were assisted. Many calls for aid come in, and the club is expending every effort to help all possible. Mrs. B. F. Hoehn, treasurer, reported a balance on hand of \$94.00. Mr. Hoehn very kindly donated to the club a handsome Gladstone traveling bag and a twenty-nine piece set of silver, for raffling. Members of the club will sell a large number of chances," after which the articles will be "raffled."

Savanna Chapter

Mrs. W. G. Bowen, Historian

THE last meeting of the year was held Monday night, June 13, 1932, about thirty-five members were present.

After the business session bridge was played, high honors going to Mrs. John Barry, and second honors going to Mrs. L. Schwartz.

On June 2nd a benefit movie was shown, the Club realizing a sum of sixty-five dollars.

An excursion was given on the Mississippi River June 27th. A daylight trip to Clinton and return, and a moonlight trip in the evening.

On day recently there were twenty-three men working in the field (which the commercial club loaned the club), planting potatoes, cabbages, tomatoes, etc. These vegetables will help to provide food for those in need this winter.

Dubuque Chapter

Lucille Millar, Historian

THE June meeting of Dubuque Chapter was held on June 2. Thirty members enjoyed a program which consisted of a dance exhibition by the members of the Clark Dancing Academy.

Miss Frances Miller, President of the Business and Professional Women of our city, gave a group of poetic readings which were greatly appreciated.

The business meeting conducted by our President, Mrs. Keefe, contained a report on the Boat Excursion sponsored by Dubuque Chapter. The chairman of that committee, Mrs. W. O. Wright, reported \$45.00 cleared on same.

Ways and Means Chairman Mrs. O. W. Wellman, advised the ladies of the club that she still had a good supply of vanilla on hand on which our Chapter receives a generous commission for each bottle sold.

Mrs. A. Bensch was appointed Membership Chairman, to succeed Mrs. A. E. Bock, whose husband (Cond. A. E. Bock) is seriously ill at his home in Dubuque. Out best thoughts go to him.

Sunshine Chairman reported eight sympathy and six cheer cards sent out during the month, also eighty calls made.

Relief Chairman Mrs. F. Fernstrom reported \$125.00 spent during May and June, also considerable clothing distributed. Several calls for same had to be turned down due to stock being exhausted. Notify her of any on hand, Dubuque employes, please. Also remember—DUES are due. Next meeting to be held in September.

Spokane Chapter

Mrs. W. H. Hunter, Historian

BOARD meeting was held May 10th, which is the regular meeting day. This was followed by the regular meeting at 2 P. M. Mrs. P. L. Hays presided in the absence of our president, Mrs. P. H. Nee.

The regular business of the club was taken up. Communications were read and reports of the different committees were given. A card party was planned and arrangements made for May 14th. Bridge and pinochle were played. After the playing refreshments were served. The social chairman, Mrs. David Leaming,



Grandview Park, Sioux City

(Photo by Greibel)

and the ways and means chairman, Mrs. R. W. Beal, were in charge.

Mrs. Nee recently returned from a trip to Wisconsin, and on June 8th was hostess at an elaborate luncheon, entertaining her board members. Mrs. Nee was assisted by her daughter, Miss Eleanor Nee, Mrs. T. H. Malone, second vice president of the club from Othello, was the out-of-town guest.

An informal business meeting was held, outlining plans for the betterment of the club. Interest centered around the coming picnic to which the Pioneers have invited us, to be held at Couer d'Alene, June 21st.

Beloit Chapter

Mrs. Edgar Ruck, Historian

THE regular meeting was held June 8th, and it was the last before adjournment for the summer months.

The welfare chairman reported \$28.44 spent for groceries and \$4.00 for clothing. Fifteen persons were cared for. Also reported 17 calls and 29 phone calls.

Eleven dollars and eighty-three cents was cleared on a card party.

Sunshine chairman reported 6 personal and 10 phone calls and 2 messages of good cheer.

Plans were discussed for a lawn and garden party in June—one of our members offering to donate her large lawn and home for the occasion.

The Chapter also voted to end the year's activities with a pot-luck supper and card party on the evening of June 25th for all members and their families.

Unemployed and needy families were urged to take advantage of the offer of free garden seeds by the Women's Club and of available ground offered by the company for gardens.

After adjournment refreshments were served.

Harlowton Chapter

Dorothy Wade, Historian

THE April business meeting was called to order and the various officers and committees gave their reports.

On April 14th a farewell party was given in honor of Mrs. J. R. Beatson, who is leaving Harlowton.

On May 9th a short play was put on by Mrs. Beatson and Mrs. Webb of the Social Committee. The Milwaukee junior orchestra played several selections.

On May 30th a farewell party was given for Mrs. R. E. Webb, who is going to Miles City to make her home; and Mrs. G. Hanson, who is going to White Sulphur Springs.

At the June meeting, Mrs. Webb resigned her office and Mrs. Daisy Bayles was elected to fill the office of Treasurer.

Deer Lodge Chapter

Mrs. A. A. McCabe, Historian

THE new club year was started with much enthusiasm on April 4th with Mrs. N. H. Mayo, the new president, presiding. The other new officers are: Mrs. Loges, 1st vice president; Mrs. J. R. Rule, treasurer; Mrs. A. A. McCabe, secretary and historian. The committee chairmen are: Welfare, Mrs. J. E. Pears; good cheer, Mrs. Greater; scholarship, Mrs. Walters; ways and means, Mrs. W. Brautigam; membership, Mrs. Kirkes; social, Mrs. Coey; program, Mrs. Kantner; auditing, Mrs. R. C. Daniels.

Refreshments were served.

The last meeting until fall was held on June 13th, being a social gathering with Mrs. Mayo, Mrs. Coey and Mrs. Walters in charge. This committee has a reputation for their parties.

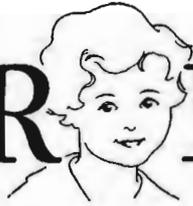
Cedar Rapids Chapter

Mrs. Joseph Chermak, Historian

THE following officers of Cedar Rapids Chapter were installed on April 7th: President, Mrs. W. W. Dunson; 1st vice-president, Mrs. E. L. Kenney; 2nd vice president, Mrs.

(Continued on page 31)

OUR LITTLE FOLK



The Garden Home

White Hollyhock had many children and they all lived happily on the edge of their garden home. Their garden home was not so very large but was unusually beautiful and each family smiled all day long at the other families.

The Hollyhock family lived on the edge of the garden because they were so tall. They felt that they were as happy as they could be because they could see everyone all day and they were never shaded from the sun.

In the center of the garden was a bird bath always holding fresh, clear water. The garden was full of families, the Blue Delphinium, Zinnias, Larkspur, Bachelor Buttons, Gladioli, Daisies, Petunias and Hollyhocks. At one side of the garden there was a tiny blue pool and toward that pool Forget-me-nots turned their light blue faces. Every day robins and wrens bathed in their bath and chattered and chirped to the flowers, telling them all the news of the outside world. Then they would fly to the grape-vines nearby and sing lovely songs for the flowers.

One morning as the earliest of the robins came for his bath he heard an unharmonious wrangling among the flowers. Startled, he paused for a minute to determine what was the cause and heard—"Of course we're the happiest in the garden. We always wake up first and we are tall and never lose sight of the sun." This from the Hollyhock family.

"But we are just as happy beside our pool because we can bathe our roots in the moist earth all day," from the Forget-me-nots.

"Our pool," said the Delphinium. "That is no more *your* pool than ours. And we are happiest, we know, because we are admired by people all day long."

"But aren't we all," said the Zinnias. "Our mistress always picks our blossoms for her table."

By that time there were several robins and wrens gathered around and all were astounded. There had never been such chatter in the garden before.

"We'll have to lecture them," said Father Robin. "Who shall do it?"

"You," whispered the robins and wrens together, so Father Robin flew to the bath and perched on the edge, eyed each flower in turn. The flowers stopped their haggling and waited for the morning news.

"We are not going to tell you the news this morning. We have been listening to you argue for several minutes and it was an unhappy surprise. As if any one family of you is happier than the others. You astound me! The trouble is the world has been too good to you. You have had sunshine all day and rain often enough, and birds for company. Something must be done. For one thing—we birds are not coming for a while—not until you are as you used to be."

ELINOR CORCORAN

Just Me

Which do you suppose would be most fun
To be a joking, croaking frog
And live in swamps and bogs;
To be a ringing singing cricket
Making noise on summer nights
And running jumping out of sight;
A flying, spying lady bug
Who flits around from chair to rug;
Or how about a beetle black
That rolls and tumbles on his back;
A crawling, squirming angleworm;
Or a buzzing, stinging bumblebee?
Oh, no—I guess I'd rather be
Just me.

And Father Robin flew away and took with him all the other birds, amidst the protests of the lovely flowers.

And that day the sun became very hot, the flowers drooped and the mistress of the garden had to apologize to her friends for the flowers' sad faces. Little did she know what was troubling them. That night there was no rain. The weather continued hot and dry for several days and the sun scowled at the little garden until at last the flowers repented. They became kind to each other again and smiled as they had before, although they felt very sad.

One morning Father Robin returned and listened before he entered the garden. The flowers were chatting kindly with each other and telling how they hoped the robins and the rain would come again. So Father Robin flew to the bird bath and the flowers cried with joy. Soon the other birds came and told the flowers all the news. Then they flew to the grape-vine and sang rain. Clouds came over the sun and first a gentle and then a hard rain fell. Afterward the sun came out and smiled on the garden home.

Uncle Phil

Uncle Phil was the favorite of all the children in the village. He knew so many stories that he could sit with them all day and tell story after story and still have some left. Uncle Phil had been gone from the village for almost a year and they all missed him so that when they heard he was coming back they gathered around his house and waited for him.

As the coach drove down the street the children saw Uncle Phil leaning out of the window waving at them and they ran to meet him. "A story, Uncle Phil. Just one before you eat your dinner. Please." So Uncle Phil sat down with them on his porch and told them a new story that they had never heard before:

"Once upon a time long, long ago there was a little boy named Philip who had everything in the world that he wanted but he was not happy. When he was about six years old Philip decided that he would run away and see the world because he was always required to stay in

his own yard and he couldn't even play with other little boys his own age.

So one morning before anyone in the house was awake, Philip stole out of bed. He collected the few clothes that he was taking in a towel, took all his money he had in his little bank—and Philip had a good-sized sum—and crept out of the house. It was still dark and he had no idea of where he was going. When he had crossed the lawn and reached the sidewalk he realized that he knew very little of the town in which he had lived for six years.

Knowing the general direction of the fields and woods where his nurse had always taken him for rides, he started along the road. By the time the sun was up Philip had reached the woods and he felt safe from any searching party. But he also knew that he had several hours more before anyone would be up at his home.

Philip travelled on and on and finally found himself to be desperately hungry. Not having a thing to eat, he nibbled wild berries along the way but they didn't satisfy him very much. Pretty soon he heard a tiny voice calling angrily to him, "Keep out of here—This is my property." Philip looked high and low but couldn't see anyone. And then there was a squeaking little high-pitched laugh and again the voice, "Well, well, if I were a bug I'd bite you, but I'm not. You've looked at me several times but you're blind. But that's the way all children are. Aha! You see me now."

And Philip did see the funniest little creature he had ever seen. His head was almost like Philip's except that it was very small and had pointed ears like a rabbit. His body was so small that he could hide under a leaf and he was the color of the twigs and bushes. "Who are you?" Philip asked in a startled voice.

"Ha ha. I don't have a name like your's. I know you. You're Philip. I've watched you play in this woods many, many times. Who am I? Well, my name is Squeak. What are you doing out here without your nurse?"

"Shh! I ran away."

"Oh ho. And where are you going?"

"Around the world."

"Oh!" And then after a moment's thought, "Do you know what—I haven't been around the world for several months. I'll take you."

"Oh, good. I really didn't know where to go or anything. You see I have never been anywhere in my life. Why I hardly knew how to get out to this woods."

So Squeak gave Philip plenty of good food (where he got in Philip couldn't tell), unrolled his magic carpet, instructed Philip

ANSWER TO PUZZLE

The answer to last month's Code Puzzle is WHAT DOES THE FOURTH DAY OF THIS MONTH STAND FOR? And you answer that.

about sitting on it and away they went. For days and days they flew, stopping in each country they went over so Philip could see the people and look at the scenery. One day after they had been travelling about a year Squeak said the carpet seemed to be getting weak and that he would have to take it back to the fairy and have more magic put into it. As a matter of fact Squeak was getting tired of Philip's company as he did of all human beings and he wanted to go back to his woods and romp by himself.

They circled over Philip's home town and Philip had a great desire to go home but he wouldn't let Squeak know that he was homesick. But just as those thoughts were going through Philip's head they suddenly dropped, and Philip knew no more except that when he again gained consciousness, he was sitting up on his bed all dressed and with his bundle of clothes beside him."

"Uncle Phil! That was you! Did it really happen?"

"I must eat now, children," replied Uncle Phil and he smiled and left them.

The Patterns

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

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

7562. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 if made as in the large view, requires 4½ yards in 39 inch width. To trim bolera requires 3 1/3 yards of machine plaiting. Tie ends require 2¼ yards of bias binding. Price 12c.

7591. Ladies' Apron. Designed in one size—medium. It requires 1¾ yard of 36 inch material. To finish with bias binding or braid requires 5 1/3 yards 1½ inch wide. Price 12c.

7590. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3¾ yards of 39 inch material. To finish with piping or bias binding requires 5½ yards 1½ inch wide. Price 12c.

7605. Junior Miss. Designed in sizes: 11, 13, 15, 17 and 19 with corresponding bust measure, 29, 31, 33, 35 and 37 inches. Size 13 requires 2¾ yards of 35 inch material. To finish requires 4 yards of bias binding 1½ inch wide. Price 12c.

7236. Ladies' Morning Frock. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3¾ yards of 32 inch material. For contrasting material ¾ yard 35 inches wide cut crosswise is required. Price 12c.

7611. Girls' Dress. Designed in sizes: 1, 2, 3 and 4 years. Size 3 requires 1¾ yards of dotted or other patterned material, and ¾ yard of plain material in 35 inch width. Price 12c.

7585. Child's Rompers. Designed in sizes: 1, 2 and 3 years. Size 2 requires 1¾ yards of 35 inch material if made with short sleeves. With long sleeves 1¾ yards. For contrasting material ¾ yard in 35 inch width. Price 12c.

7579. Girls' Dress. Designed in sizes: 2, 4, 6 and 8 years. Size 8 requires 2¾ yards of 32 inch material. For contrasting material ½ yard in 35 inch width is required. Price, 12c.

7100. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. A 14 year size requires 3¾ yards of 39 inch material, if made with cap, sleeves and peplums. Without sleeves and peplums, 2¾ yards. Price 12c.

Favorite Recipes

Entrees

Sweetbread and Mushroom Patties. Parboil one sweetbread, chill and break apart, removing the membrane. Clean and peel ten large mushrooms and cut in pieces. Place in a pan and add one tablespoon of butter, one teaspoon lemon juice, salt and a dash of cayenne. Cover and cook ten minutes stirring several times. Melt two tablespoons butter, add four tablespoons flour and stir until well blended. Then pour on gradually, stirring constantly, one cup chicken broth or brown soup stock. Bring to the boiling point, add sweetbreads, mushrooms and one tablespoon heavy cream. Again bring to the boil and season with salt, pepper and paprika. Line patty pans with puff paste, fill with the mixture, brush over with slightly beaten white of egg and bake in a moderate oven twenty-five minutes. Left over chicken may be used this way if liked.

Cheese Souffle With Pastry. Two eggs slightly beaten and added to two-thirds cup of thick cream. Then add one-half cup Swiss cheese cut in small dice; one-half cup grated American cheese and one-third cup grated Parmesan cheese. Season with salt, paprika and a few grains grated nutmeg. Line sides of ramequins with strips of puff paste and fill with the mixture two-thirds full. Bake fifteen minutes in hot oven.

Ham Mousse, Epicurean Sauce. Dissolve one tablespoon granulated gelatine in one-half cup hot water and add two cups chopped, cold cooked ham. Season with one teaspoon mixed mustard, dash of capenne and salt if needed. Add one-half cup heavy cream beaten stiff and turn into a mould first dipped in cold water. Chill, remove form mould and serve with

Epicurean Sauce. Three tablespoons mayonnaise dressing, two tablespoons grated horseradish root, one-half cup heavy cream, one teaspoon English mustard, salt and paprika.

Spring Mousse. Put cold cooked chicken or veal through food grinder, to make three-fourths cup. The finest chopped must be used. Add gradually one-half cup heavy cream and force mixture through puree strained. Add one-half tablespoon granulated gelatine dissolved in three tablespoons water or white stock. Add another half cup cream and season with salt, pepper and horseradish powder.

Boss—"So you didn't go to your lodge meeting last night, Rufus?"

Rufus—"No, suh. We done have to pos'pone it."

Boss—"How was that?"

Rufus—"De Grand All-Powerful Invincible Most Supreme Unconquerable Potentate done got beat up by his wife."



SPECIAL COMMENDATION

Our Business Getters

General Passenger Agent Dixon reports the following employes who have interested themselves in securing passenger business for our line during the past month. Their efforts are much appreciated:

Mrs. R. H. Smith	Wife—Division Engineer	Spokane, Wash.
W. S. Swarthey	Track Dept.	Ruby, Wash.
W. H. Ashton	Operator	Spokane, Wash.
Mrs. J. W. Corbett	Wife—Dispatcher	Spokane, Wash.
H. E. Bernadickt	Steward—Dining Car Department	Chicago
W. H. Stewart	Conductor, I. & D. Divn.	Mason City
Art Shoemaker	Brakeman, I. & D. Divn.	Mason City
F. C. O'Connor	Traveling Agent	Chicago
Miss Mary Powitz	Office—Freight Claim Agent	Chicago
Wesley Nehf	General Freight Dept.	Chicago
H. E. Salzer	Traveling Auditor	Spokane, Wash.
John Whitney	Engineer—Superior Divn.	Green Bay, Wis.
D. C. Peck	Station Clerk	Deer Lodge, Mont.
Miss Jean Peck	Daughter—Station Clerk	Deer Lodge, Mont.
Dave Ehrlich	Clerk—Superintendent's Office	Butte, Mont.
A. C. Kohlhasse	Trainmaster	Butte, Mont.
Wm. Wigraff	Agent	Galewood, Ill.
Miss Florence Almen	Office—District Accountant	Minneapolis
J. Strohmeier	Freight Auditor's Office	Chicago
Mrs. Gust Braatz	Wife—Section Foreman	Green Bay, Wis.
Ed. Morrison	Care G. R. Morrison, Supt. Employment Bureau	Chicago
Geo. R. Morrison	Supt. Employment Bureau	Chicago
D. Fiock	Agent	Coffee Creek, Mont.
J. F. Breit	Storekeeper, Western Ave. Roundhouse Store	Chicago
Ralph Kauppi	Chief Clerk—District Accountant's Office	Chicago
Tony Rocco	Ticket Auditor's Office	Chicago
A. W. Luedke	Traveling Auditor	Lewistown, Mont.
Miss Ann Anderson	Freight Auditor's Office	Chicago
Harry Simon	Ticket Auditor's Office	Chicago
N. T. Rider	Police Department	Butte, Mont.
Joseph Votava	Car Accountant's Office	Chicago
E. B. Butcher	Yardmaster	Oconomowoc, Wis.
H. G. Merkel	Agent	Geraldine, Mont.
W. A. Hichman	Agent	Toledo, Iowa
L. L. Simpson	Bus Operator	Des Moines, Ia.
A. C. Hutton	Agent	Herndon, Ia.
J. H. Skillen	Asst. Frt. Traff. Mgr.	Chicago
A. W. Warner	Dispatcher	Wausau, Wis.
Miss Mary Smith	Union Street Freight Office	Chicago
H. J. Kelly	Sleeping Car Conductor	Chicago
John Gorth	Steward—Dining Car Department	Chicago
L. E. Soper	Conductor—Sleeping Car Department	Chicago
Miss Bernice D. Schmidt	Ticket Auditor's Office	Chicago
Miss Cora A. Blodgett	Central Typing Bureau, Fullerton Avenue Bldg.	Chicago
Miss Dorothy Gruber	Central Typing Bureau, Fullerton Avenue Bldg.	Chicago
Mrs. Flo Hurlless	Ticket Auditor's Office	Chicago
Miss R. Bruner	Car Accountant's Office	Chicago
Miss Ethel Feindt	Central Typing Bureau, Fullerton Avenue Bldg.	Chicago
G. M. Dempsey	Safety Department	Chicago
J. Flynn	Conductor—Sleeping Car Department	Chicago
E. W. Soergel	Asst. Frt. Traff. Manager	Chicago
Cleo Brodeson	Car Inspector	Mason City
Ira G. Proudfoot	Special Officer, Police Department	Milwaukee
A. H. Olson	Roadmaster	Horton, Wis.
C. H. Bennett	Reservation Bureau	Chicago
J. Goodenough	Office—Freight Claim Agent	Chicago
Thos. Lawless	Operator	Richland Center, Wis.
M. Butler	Brakeman—Milwaukee 2nd Division	Beloit, Wis.
N. Harrington	Conductor—Milwaukee 2nd Division	Beloit, Wis.
Robt. Morgan	Son—Engineer, Milwaukee 2nd Division	Beloit, Wis.
H. A. Gerdes	Freight Claim Agent's Office	Chicago
Thos. E. Hussey	Freight Auditor's Office	Chicago
Mary Lawler	Freight Auditor's Office	Chicago
W. H. Block	Captain of Police	Milwaukee
Robt. Graves	Asst. Chief Clerk to Vice President	Chicago
E. Hitchcock	Electrician—District Master Mechanic's Office	Chicago
Miss Martha DeKeukelaere	Asst. Comptroller's Office	Chicago
T. W. Burtness	Secretary	Chicago
Henry Koretke	Ticket Auditor's Office	Chicago
J. C. Martin	Freight Claim Agent's Office	Chicago
J. W. Moss	Telegraph Department	Chicago
Mary Bulman	Sleeping and Dining Car Department	Chicago

Chicago Terminal forces continue their excellent work in the solicitation of freight and passenger business: Chief Yard Clerk H. C. Geeve at Galewood, secured routing on four carloads from Chicago to St. Paul, Kansas City, Terre Haute, and Plymouth, Wis.

Yard Conductor E. E. Johnson furnished information which resulted in our handling carload from Chicago to Omaha that had been billed via competing line.

Rate Clerk John F. Oeftering, Route Clerk Herman F. Boeck, and Receiving Clerk Otto Schulz, at Galewood, secured diversion to our line of 220 L. C. L. shipments, with a total weight of 84,786 pounds, which had originally been routed via other lines.

Mr. E. Hiscox in the Mechanical Department at Western Avenue, is commended by Mr. Dixon for assistance rendered in lining up business for a special train to Madison, Wis.

Mr. Dixon also expresses his appreciation for the fine work done by I. & S. M. Division Engineer Charles Leighton, account securing two passengers, Austin to Seattle and return, via our line.

The following Madison Division employes were instrumental in influencing passenger business via our line:

Operator F. W. Liegois, Madison, one round trip ticket, Madison to New York.

Crossing Watchman Charles Kerwin, Madison, two passengers, Madison to California.

Operator H. E. Wichmann, Stoughton.

Assistant General Passenger Agent Oslie, at Minneapolis, thanks River Division Brakeman N. A. Bjork for tip which lead to sale of one ticket from Spokane to Minneapolis.

Mr. G. E. Anderson, Seattle, furnished tip that secured two passengers, Seattle to Missoula, Mont., and return.

M. Butler, passenger brakeman, Beloit, Wis., secured two passengers to Lewistown, Mont. The people at first expected to drive, but M. Butler persuaded them to use The Milwaukee instead.

F. W. Rasmussen, roundhouse clerk, Tacoma, was successful in securing a passenger for our line from Minneapolis to Kent, Wash.

Four Children Render Company a Service

Four children, Francis Rosenweig, Mary Trowbridge, Danny Streissguth and Betty Lane, while playing within sight of the railroad track at Monroe, Wash., on June 16th, discovered a fire on our bridge just east of the town.

They immediately ran back to the station, about a half mile distant, and notified the bridge crew, located there, so that the fire was extinguished with very little damage.

The children were cordially thanked by superintendent Devlin, who promised that they should get proper recognition in the Special Commendation section of The Magazine, which is very gladly extended.

K. C. Division Conductor J. L. Collins, Extra west, 8230, June 14th, discovered broken arch bar on passing train, notified the crew and car was set out.

K. C. Division Brakeman E. M. Moriarty discovered broken arch bar on train 86, July 4th.

Tom Grant, switchman, Bensenville, Ill., on July 6th, working in Galewood district, discovered a broken rail and took action to have immediate repairs made.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

W. E. Sampson.....	Train Director, Bensenville	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
Vila M. Graves.....	Engineering Department, Chicago	Gertrude Alden.....	Care of Superintendent, Spokane, Wash.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleson.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
M. G. Brabeny.....	Care of Superintendent, Mason City, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Dora M. Anderson.....	Care of Local Agent, Moberg, S. D.
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	A. M. Maxeiner.....	Agent, Lewiston, Mont.
L. J. Lightfield.....	Ticket Office, Beloit, Wis.	L. W. Pratt.....	Care of Superintendent, Butte, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	F. E. Kirkland.....	Care of Superintendent, Tacoma, Wash.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	R. R. Thiele.....	Raymond, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	H. W. Anderson.....	Roundhouse, Harlowton, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.	Anne Evans.....	Care of Superintendent, Madison, Wis.

Notes from the Willapa Harbor Line

R. R. T.

AFTER considerable negotiations our officials and the Washington Co-Operative Egg and Utility Association finally agreed on the erection of an addition to the old Freight House at Raymond, to be used by the "Co-Op." as a hay and straw warehouse, made necessary by the large increase in these commodities by the Raymond Branch of the "Co-Op." B. & B. Foreman E. Thomas and his crew came to Raymond to put up the new building and made a hurry job of it, so that it was completed on June 13th. To celebrate the auspicious occasion, the Raymond Local of the "Co-Op." held its regular meeting in the new addition on the evening of June 14th. Mr. C. E. Lenon, the genial Agent at Raymond, commented the Association on its continued advance and prosperity, in spite of the present depressed market. In appreciation of the interest shown by the Milwaukee Line in the "Co-Op." the entire Milwaukee force at Raymond was elected to honorary membership in the Raymond Local, so that they are now fully qualified to discuss chickens and eggs intelligently.

Mr. William Walgren, operator at Raymond, having left there for Kittitas and then for Cle Elum, his trick was worked for several weeks by Mr. George French, formerly Agent at Ashford, but now on the extra list, and was then taken over by Mr. Walter Lyons on regular assignment. He had been at Raymond once before as relief and had taken such a liking to the place that he bid it in at the first opportunity; he now came there from third trick at Cedar Falls.

Mr. Frank Ziel, conductor of the Willapa Harbor Limited, and Mrs. Ziel, enjoyed a visit in June from their grandson, Bobby McNabb, son of Superintendent McNabb of the C., C. & C. Railway at Chehalis.

Mr. J. Hayden Thomas, Roundhouse Foreman at Raymond, and Mrs. Thomas drove to Olympia on the 20th, there to meet their daughter, Mrs. Cartney and her children, of North Bend, Washington. On July 3rd the Thomases again drove to North Bend, but this time to help to celebrate Mr. Thomas' birthday in the bosom of the family. Mr. Thomas' birthday is the same as that of our country and no less than four members of the family at North Bend celebrated their birthdays on the Glorious Fourth—surely rather a remarkable coincidence.

Mr. Charlie Lenon, Agent at Raymond, recently attended the Rotarian International Convention at Seattle as a delegate from the Raymond Rotary Club, and also took in some of the

proceedings of the Masonic Grand Lodge being held at Tacoma about the same time.

Frank Ziel, to whom we have already referred as the genial conductor of the Willapa Harbor Grapevine Express, is the proud possessor of an almost unique railroad relic. It is none other than a switchkey of the old Milwaukee and Prairie du Chien Railway, one of the parent roads of the present great Milwaukee system; and what makes it especially unique is the fact that the key (which is of the identical pattern as those now in use) has been in constant use ever since its issue!

Fay Borchert, whom we still count a Milwaukee man although he is now braking for the Willapa Logging Railway under leave of absence, lives at Camp Three, near Fern, with his family, which includes a little daughter, about eight or nine years of age, named Betty. Recently Mrs. Borchert was troubled by the depredations of a mischievous neighbor's boy, about Betty's age, who persisted in raiding the cherry trees on the Borchert place. One day recently Mrs. Borchert caught him in the act and told him to clear out, he replied impudently: "Aw, you can't chase me!" But just then Betty appeared on the scene and said: "Well, if my ma can't chase you, I can!" The boy requested her to jump in the lake, or words to that effect, and ran at her; but to his great surprise Miss Betty landed a left-handed punch on his nose, followed by a right to his eye, and proceeded to hammer him in the most approved pugilistic style, until the discomfited cherry thief beat a hasty and undignified retreat. When Mrs. Borchert, rather shocked, remonstrated: "Why, Betty, you can't do that, you are a girl!" Betty proudly replied: "Well, I won't let any of those roughnecks walk on us!" You may well believe that Fay is immensely proud of his militant and intrepid daughter and that the hard-boiled boys of that neighborhood give the courageous and hardfisted Miss Betty a wide berth.

Drafts from the Drafting Room

H. J. M.

GUS and Monty surely are a couple of fine fishermen. Monty catches a fair-sized perch and after "reworming" the hook, throws the perch back into the water instead of the hook. Gus forgets to fasten the string of fish (18 in all) and they get away. Gus redeemed himself two weeks later by catching a 15-lb. muskie (so he says).

Art Schultz (and his ringer shoe) leads the boys tossing shoes during noon hour. Ernie North is giving Art a close run, however, Joe

Haas, Tye Cannon and Petrie keep tab daily of Monty's points.

Ruth Forrest can't wait until the weather is hot enough so she can try out that new bathing suit. Where are you going, Ruth?

Lyle D. Horton, our Lyle, had an escort to work one morning. Had to look twice to see which one was Lyle. Your son surely has grown, Lyle, and you better be careful what you say around the house.

Elmer Kuntz reports an interesting vacation to Seattle and points west.

Lester returns from his vacation with a sprained thumb the result of cranking a farm Ford. He has a nice white bandage on it.

Berg is vacationing in Canada with family.

Lentz is improving his golf wonderfully. The other day he had a 79. He quit after the sixth green.

Two fellows from our offices were walking down the street, talking loudly to one another and gesturing with their hands. Neither seemed to understand the other. Finally one says, "Get on this side and talk into my left ear, my right is a little bad." The other says, "Fine, you've been talking into my bad ear." They changed places and walked peacefully, talking softly.

West I. & D. Division

Edna Bintliff

WE regret very much to learn of the death of Julius Plante, Engineer, at Mitchell, South Dakota.

Miss Florence Paullin spent the 4th at Sioux City visiting friends and relatives.

Mr. M. R. Hansen, of Delmont, South Dakota, is visiting at the home of his son, Ray Hansen, of Mitchell.

Mr. C. C. Searls, who is working in the Mason City office, spent the 4th at Mitchell, with his family.

Sympathy is extended to the family and friends of Mr. Jim McGrady, who passed away recently. Mr. McGrady had been an employe of the Milwaukee Railroad for many years, serving in the capacity of mechanic at the Round House at Mitchell.

Roadmaster P. McMahon has been on the sick list for the past week. We all wish him a speedy recovery.

Mrs. Louis Iliff submitted to an operation recently, and is making a satisfactory recovery at this time.

The big gang of steel men has left this territory, having laid several miles of rail in the vicinity of Chamberlain.

Harvesting is well under way at this time and everything points toward a wonderful crop. Now

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if the prices would just come up a bit the West I&D Division could make a good showing in revenue loads during the late summer and fall.

We understand that "Mickey," our stock yard's foreman, has negotiations under way to sell "Chubby" and "Maud," his faithful steeds, to the Russian Cossacks. While this team does not understand Russian, yet we believe this language would be a welcome relief to their ears after some of the words they have heard.

Helen, our "blondy," spent the fourth at Ruskin Park, attending a dance and celebrating in general.

Mr. F. R. Doud and family spent the fourth in the Black Hills.

Superintendent W. F. Ingraham was a Mitchell visitor several times during July.

The repair work at the Round House, Mitchell, is well under way. Everyone has been interested in finding out just what the old cornerstone contained. Many interesting rumors are afloat as to the quality of its contents.

Kansas City Terminals

S. M. C.

"GOOD Old Summertime" down in Missouri really means something. Thermometer a hundred in the shade and not much shade. Then if you should take advantage of some kindly tree you won't be long in finding out that the 1932 crop of chiggers is a bumper.

Born to Mr. and Mrs. Elmer Smith, July 5th, a baby girl, and the report is she has already been nicknamed "Red" because she has inherited her daddy's red hair.

We have it from reliable authority that Alex Schutte's golf game has improved a great deal this year. However, he had tough luck not long ago. His one desire was to "trim" this particular opponent with whom he was playing and then to have the game called at the 13th hole when he had him down 5, account of rain. No wonder Alex has been moaning ever

since. Next time they play it is going to be on a cloudless day.

Talk about a woman demanding a lot of attention! Since there is but one woman left in the office force at Liberty Street (stenos and telephone operators not included) she gets all the attention that is due her, both in favors and work. If you want to know more about this, ask Nellie McGraw.

Now that corn on the cob is in season Miss Clifford in the Superintendent's office is in her glory. You can take the girl out of the country but you can't take the country out of the girl. (Contributed by Jas. Talbott.)

Did you attend the Passenger Agents' Picnic? No! Well then I understand you missed something (besides an invitation). Ask some of the fellows what kind of a time they had.

Bus Beem's reply to the inquiry as to why he remained single was that he was so busy jumping back and forth between the Car Record Desk and the Comptometer that he hasn't had time to give it any consideration whatever.

Did you know that we had some successful farmers in our midst? Mr. Robert Guthrie, switchman, bought a suburban place and has a wonderful garden on it, thanks to the hearty cooperation of Mrs. Alfred Ira. Mr. Ira can't get used to the chiggers and for that reason he says "They don't get much out of me." They have been dispensing wonderful fresh vegetables with a lavish hand and, my, but they are good. We all thank you.

The slender little switch just south of the Superintendent's office, which we hope will some day be an elm tree, is having a hard fight for existence. Just about the time it begins to take a fresh start, along comes a swarm of bees. For two years, swarming bees have settled on this little tree and their weight bends it to the ground. Last year the swarm was captured by Switchman Earl Smart, while this year the swarm was hived by Dr. Poverish, at Miss Clifford's request.

If we can believe that perspiring improves the circulation and cleanses the system, the local office force say that by September 1st they will all be a healthy bunch because the local office is a nice warm spot during July and August.

Twin City Terminals Mechanical and Store Dept. N. A. H.

WE must take space in this column to mention the generosity of H&D Division engineer Charles Haack in supplying the various offices with peonies and also the H&D Division Picnic held at Montevideo in June. The varieties are too numerous to mention and nothing pleases Mr. Haack more than to have the Milwaukee employes make him a visit to see his garden.

Mrs. H. C. Mayer, wife of Shop Foreman at Minneapolis, passed away July 1st and we extend to the bereaved family our sympathy.

Mr. J. A. Hendry, Engine Yard Foreman, returned from his vacation and reports a fine time.

Also, Foreman Robert Cadden returned from his vacation, reporting a wonderful rest.

Mr. John B. Johnson, a veteran of the Civil War and an employe of the Milwaukee Railroad for 72 years, died at the Northwestern Hospital.

Born at Watertown, S. D., Mr. Johnson entered the service of the Milwaukee road as a locomotive fireman, later becoming an engineer. Shortly after the outbreak of the Civil War, he enlisted in Company A of the First Wisconsin infantry for a three-month term. After expiration of his enlistment, he re-enlisted as first sergeant in Company F, Twenty-fourth regiment, of the Wisconsin volunteers. After being disabled in the war, he was honorably discharged on February 2, 1863. He was a member of Rawlins Post No. 126 of the Grand Army of the Republic. He is survived by his only son, Edward B. Johnson, Lathrop, Calif.

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CHICAGO

La Crosse-River Division Items

Eileen

RECENTLY a porter on the Olympian, nicknamed "Pork Chops" in charge of the Tourist Car on that train passed through the coach with a grin spread all over his face and remarked, "Ha, Ha, Ha, de depression am ended." How is that, he was asked. "It am dis way," he returned, "I jes found a dime while cleaning this here coach and it's the first piece of change I've found in two years. Ha, Ha, Ha, de depression am ended."

Thanks for the fish, Earl. Your stories were better, however.

Sam Hunter has returned to his duties as Dispatcher after spending two weeks vacation with his daughter on a farm near Plainfield and at home.

On July 12, in Madison, Miss Helen Schneider, daughter of Engineer and Mrs. E. C. Schneider, was united in marriage with Mr. Walter L. Beneditz of Juneau.

Quite often an argument arises among the men as to the exact date of the famous Rio wreck. This wreck occurred on October 6, 1886, at 12:31 A. M.

According to the latest reports, Switchman Ed Seleski made an unusual catch of Black bass and Northern pike on July 4th. Ed reports a wonderful trip.

Thomas (Mickey) and Charles (Dinty) Moore, popular sons of W. E. Moore, Operator at St. Croix Crossing, who have been working on the Jerry under the direction of Section Foreman John Murray for the past few weeks are leaving July 9th for Little Falls, Minn., where they spend two weeks in the National Guard training camp.

We regret to write of the passing of Mrs. Frank A. Krause, wife of Engineer Frank Krause, in Portage on July 9th, after a short illness. She is survived by her husband and son Gail. Funeral services were held July 11th. Mr. Krause has the sympathy of all in his time of sorrow.

A. E. Erickson, Agent at Hastings, has all of his force buffaloed. He claims that he is the best golfer of the whole crew and they say, well he doesn't have to be very good, but they are optimistic about the amount of territory he take in.

Operator O. R. Behl at Columbus is in line for special commendation. On July 6th he noticed a brake beam dragging on No. 66 and stopped the train at Astico so it could be taken care of until it could be fixed by our Car Department.

Clerk E. B. Butcher at Oconomowoc is responsible for our having secured four All Expense Yellowstone Park passengers on the tour which left Milwaukee June 25th. Fine work.

Oliver Swinsrod, veteran machinist at La Crosse Roundhouse, passed away at his home June 27th, after a brief illness. He was seventy-four years of age, with a service record of fifty-one years. His wife, one son, two daughters and two grandchildren survive to mourn his loss. Funeral services were held in La Crosse.

Mr. Peter Bingo, the smiling conductor who has been operating the Stillwater Line train for the past several years in now convalescing at his home in Hastings, after spending five weeks in the hospital with a broken arm. The injury was sustained while Pete was hanging screens his home.

On July 9th Mr. L. M. Truax, Cashier at Hastings, left for Camp Ripley, Little Falls, Minn., for a period of two weeks, with the National Guard. He is in command of the Unit at Hastings. Charles Moore, Thomas Moore, Eugene Lonis and Charles Wilson, all our employes, are in this Unit.

Conductor Charles R. Martin of the River Division, passed away at his home in Minneapolis on June 29th. He entered the service of the Milwaukee Road July 19, 1894 and was promoted to Conductor on September 17, 1898 in which capacity he served until his death. He is survived by his widow and two daughters.



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Chicago Terminal Items

THERE will not be much broadcasting from Chicago Terminals this month as K.Y.W. and family are sojourning in the land where oranges grow and movie stars become famous over night.

Work will be started about July 15th to relay rail and put the freight tracks in first class condition between River Grove and Cragin. Some important changes will be made which give transfers a direct through route through Galewood Yard.

Trainmaster Woodworth has been relieving Yardmasters Melvin and Capoot while they were on their vacation and from all reports he has developed into a great artist when it comes to giving them the required tonnage.

John McGowan, one of the oldest men in the Terminals recently underwent an operation at Washington Boulevard Hospital and is getting along very nicely.

Trainmaster Hansen and family have completed half of their vacation which was spent in Savanna and Cedar Rapids. Jerry got tired out at Cedar Rapids and had to send for Al Thor to make one of the record drives from Cedar Rapids to Chicago in the Buick. Al expects to learn Big Shot Metcalf how to drive his Hudson soon as cold weather sets in.

On June 28th Yardmaster and Mrs. Rieger departed from Chicago, the Nash equipped with an evenrude motor, to make a record run to White Bear Lake to catch wall-eyed pike and eels. After they get through fishing they will start on their vacation and drive home, leaving the evenrude motor at White Bear Lake for the winter, so next year they will not have to look over the newspapers for a bargain before they start on a well earned vacation.

Assistant Master Mechanic Abraham and family are at present trying out the Packard on Canadian roads and upon return Harry will have a feedwater heater installed on the car so as to reduce the gasoline bill.

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Mr. Bush has his white shoes all polished up for the season and the first day that MacPherson gets through work before seven o'clock, he is going to take him out to dinner and buy him a pair that he will not have to polish. Mac's afternoons are taken up so much in his tour of duty he has not got the time to get them shined.

Yardmaster Metcalf is acting in place of Rieger while he catches all the eels in White Bear Lake. Since working in the daylight the radio has got a rest as he always got up at 9 o'clock in the morning and listened to on the reducing program.

Joe Bush's nephew is also getting in the sunlight these days, while Siedel is on a vacation, in order to get ready for the winter. He sure puts in a lot of time while traffic is light over the drawbridge talking to Big John and looking for Culliton.

Our genial Crew Director and Mrs. Bronkorst are on a vacation driving and shining up

the Lincoln. Joe Conrad had to come all the way from Wausau to relieve him, so he could get started July 1st. Joe did not have any July Fourth troubles this year as the twenty-six day clause applied to switchmen on July 4th.

Our Division Engineer Mr. Wuerth is sure full of business these days as Moberly and his awning-covered business car will arrive in a few days. He has not got time to hang up his coat on a hot day. He put one over on Moberly as he had a car of ice all ready and Moberly will sure be cool.

The depression finally arrived at Goose Island and Kinzie Street, the historic spot on the railroad. Yardmaster Ruleman displaced Bill Barbour June 1st, owing to the position of Yardmaster being abolished at Kinzie Street. Old man "repression" was a long time getting to Goose Island and at present the drawbridge is getting a rest and engines are scarce. When the Dutchman departs for the north he has every-

thing except Starke and Imbler and there is no attraction there for them at present and Louie Mitchel cannot get a look in. However, we are all looking forward to a glorious winter at Goose Island.

Iowa (Middle and West) Division

Ruby Eckman

Engineer Gus Kroll on one of the through time freight runs had a lost time injury in July but it was not reportable. He was helping rebuild his dock at Savanna when a plank was holding was dropped on his hand, mashing a finger badly.

Harry Boyens of the Perry round house force has a new son-in-law. His daughter Florence was married July 7th to LeRoy Lindell of Boone.

Miss Edna Colburn, daughter of engineer H. Colburn of Perry, and Hiram Foster of St. Louis, were married the afternoon of July 4th at the home of the bride's parents. The young people were attended by Mr. and Mrs. Raymond Colburn. Only close friends and a few relatives were at the wedding.

Engineer George Wagner from Lines West spent a couple of weeks at the old home town with his parents, brothers and sisters. George went west when the lines were being built and is located at Melstone now.

Floyd Martin of the round house force, Bert Brandt, perishable freight inspector, and Machinist Helper Lee, Vernadore's wife all figured in 4th of July auto accidents but were fortunate in that they were not injured although their cars were damaged.

Engineer E. Stoner took his annual lay off in July and with his daughter Ivy went to Pennsylvania to visit relatives.

Miss Fern Pantier, daughter of George Pantier of the Perry round house force, was married June 21st to Paul Morgan of Ogden.

Joe Little of the Perry round house force was forced to take a leave of absence in June and go to Colorado for the benefit of his health.

Henry Storm, first trick operator at Tama, has taken a six weeks lay off and has gone to Washington to visit relatives and friends, his family accompanying him.

Engineer Charles Stoner received notice the first of July of his appointment as field deputy internal revenue collector for Iowa. He will have his headquarters at Fort Dodge with six Iowa counties as his territory. He has taken a leave of absence and is already on the new job.

Edgar Langdon and wife of China spent a couple of weeks in July in Perry with Herbert and Emma Langdon. Edgar is in the importing business in China and this is his first visit with his brother and sister in five years.

A tragic accident, the first of its kind to occur on the Milwaukee, resulted in the death of agent K. B. Doyle at Underwood June 30th. Mr. Doyle was taking his baggage truck from the baggage room to serve number 3 when the truck got away from him and onto the track where it was struck by the engine of number 3 and hurled around so that he was crushed between the truck and the depot. Death occurred within a few minutes.

On June 18th Miss Mabel Narver, daughter of Conductor John Narver, and Fred Small went to Omaha where they were united in marriage.

Vacations for those who rate them have been in order during the last few weeks.

Second District—Iowa Division

C. O. Osborne, agent Jefferson, laid off the latter part of June to take in the Knight Templar Conclave at Templar park. Raymond Carey relieved him. Raymond hasn't had any work since the third lever man was taken off at Fonda. He has brushed up on his telegraphy while off duty so is on the relief agent's list now.

George Moore donned his passenger clothes and made a trip or two for Conductor McGrath on the Spirit Lake run.

V. C. McGee has been relieving Mr. Foxhoven at the Panora agency.

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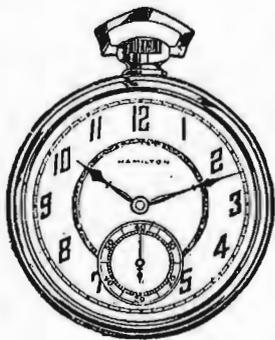
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Mrs. J. A. Pope, wife of Agent Pope at Sac City, and daughter have been enjoying a visit with relatives in Virginia.

R. R. Jacobs, formerly of the Des Moines Division, and now Agent for The Milwaukee at Dunning, Ill., visited his family in Des Moines over July 4th.

We understand "Pinky" Hartshorn is having a "splashing" time at the Lakes this summer.

W. J. Black is relieving at Madrid. Mr. Black is formerly of the Des Moines Division. We are still waiting for C. W. Rink to dazzle with that new auto.

Favorable reports continue to reach us of the progress of Ray Dawson at Des Moines. He will be glad to receive a postal card from you. His address is Broadlawn's.

Fullerton Avenue Building

A. M. D.

In the April, 1932, issue of this magazine we included an article which referred to the list of Business Getters shown in the March, 1932, Magazine, remarking about the poor showing of the employes of this building. Since that time there has been a remarkable change and if you will refer to page 18 of the July, 1932, issue you will find that one third of those listed are Fullerton Avenue Employes. Let's keep up the good work.

Due to lack of space in the July issue a number of notes were not included. As we consider some of them rather interesting we have included them in this month's issue.

Henry Mohr of the Auditor of Station Accounts office is certainly a model husband. He and his wife and youngster across the pond to Germany.

By this time Andy Edmonds, Engineer of the building, will be promenading the boulevards of Paris as only Andy can. He is on a two months vacation and will do the British Isles and the Continent.

John Thomas Griffin of the Freight Auditor's office is now a papa-in-law, as we have just been informed that his daughter was married on May 11th. Johnny, please convey to your daughter our heartiest congratulations.

Mr. A. G. Fletcher, General Representative of the Eli Lilly & Co., located in Mexico and the brother of Mr. H. Fletcher, our Assistant Paymaster, paid us a visit during the early part of June. After a period of three or four years of hard work in that country of tropical highlands, he will spend a well earned vacation of three months touring this country in order to get re-acclimated.

All busy brain workers should, and usually do, have a hobby. Special Officer Williams is in this class with his hobby of pet tropical fish. A long time ago he became interested in these multi-colored beautiful denizens of the deep and during the years he slowly gathered a happy family of little fish. In fact there were too many little mouths to feed and it was necessary to scurry from early morning until late at night to keep them in simple necessities.

With the advent of Spring, times got a little bit easier for the little streams were full of tadpoles and if there is one thing a pet fish likes it is the waving tail of a tadpole.

Now comes the villain, a resident of the open spaces where streams are many and tadpoles abound. He offered to bring in a bucket full. He did bring in three rather large ones and Officer Williams took one home in a milk bottle. Mrs. William doesn't profess to know much about fish but this tadpole had a bad look out of his eye, his mouth was too big, and he had altogether too much the look of an alligator to suit her. Over her mild protest, though, the officer plumped him in the aquarium and thought no more of it.

The next morning on going to bid his pets good morning there was a vacant look among the fronds of the water plants. He looked closer but not a fish was in sight. In one corner of the aquarium, half reclining with eyes closed and his front feet clasped across his

distended paunch was the tadpole. The only trace of the fish family was a bare wisp of a feathery tail sticking out of the corner of his mouth.

This ferocious looking tadpole proved to be a fish eating salamander..

We have two newcomers in the Central Station Accounting Bureau. Miss Frances Zoll from the Green Bay Freight Station and Miss Genevieve Mullaney from the Minneapolis Freight Station.

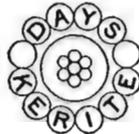
By the way, the above named Bureau holds some kind of a record. There are five Genevieves in it.

News has reached the Ticket Auditor's office

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

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Milwaukee, Wisconsin

of the marriage of Alex Finder, one of our former employes. We have very little news of your romance and marriage, but anyway, congratulations to you, Alex, and lots of luck and happiness to Mrs. Finder.

Harry Simon and Sam Weinstein. Is this true that the Simon-Weinstein families are to be united by the marriage of Harry and Sam's pretty sister-in-law.

Verna Sherrin of the Car Accountant's office spent part of her vacation with Ann Widman, formerly of this office, who lives in Washington, D. C. She also stopped to see the falls but failed to see them. What explanation can you give, Verna?

Miss Florence Bies of the Freight Auditor's office has returned from a vacation spent at Yellowstone Park.

Clarence Bertelsen and Pete (Schedule) Meyers of the Ticket Auditor's office are taking a two weeks vacation camping trip. Peter is to drive his reliable Ford and they are to make stops at Montreal, Quebec, down the Hudson River doing the New England States and visiting West Point. It sounds like a very interesting trip, boys, and we should have quite a story when you return. Now, if Pete can just get away on schedule everything will be O. K. Oh, yes, it is our understanding that shaving is taboo for the entire trip.

On the morning of July 16, 1932, at Our Lady of Lourdes Church, Mr. I. H. Roeder, of the Auditor of Expenditures office, was married to Miss Addie Abel. The happy bride and groom left that same morning for a honeymoon at Vancouver and Banff.

Sidelights of Milwaukee Road Freight Traffic Department Golf Tournament

Held at Twin Lakes, Wis., July 10

The reason "Modest" Joe Burke was so directly interested in an open disposition of prizes is now very apparent. He and his guest went around unescorted. The result—a 90.

The Omar Tent Co. wish to take this opportunity to thank Miss Ann Toomey for displaying their latest in swimming apparel for oversize women. Many concerns submitted bids for this contract but Omar's figure was low.

Owen T. Cull, the Jackson Park Pro., wants it known that he is not a mountain goat and therefore will refuse further invitations to exhibit at the Twin Lakes Course.

EXTRA! EXTRA! EXTRA!

OTTO H. TIMM MAKES HOLE IN ONE platter of chicken. Figuring the dinner at one dollar, Mr. Timm bought fried chickens for about three cents apiece.

The following scores (liquid measure), were recorded in the "Little Red Barn": G. A. Moller—68, J. F. O'Brien—92, J. P. Wixted—104, Ann Toomey—127, R. E. Hibbard—94, John McSweeney—111.

Any one encountering trouble in silencing a

woman's tongue, please enclose a self addressed envelop to Mr. John McSweeney and full particulars outlining Mr. McSweeney's method will be forthcoming.

Mr. Philip Cullen, unencumbered, was seen holding a glass of amber fluid at the "Little Red Barn." Where were you, Helen?

For some unknown reason M. F. Edbrooke and Gordon Keogh wanted the tournament limited to the holes surrounding the "Little Red Barn." Perhaps to evade sunstroke.

The following necks were not washed during week of July 11th: C. A. Prendergast, R. T. Dempsey, M. P. Callahan, Stella Madej, Maurice Leen, Ann Toomey, R. E. Hibbard, Wesley McKee and John McSweeney.

Mr. James P. Wixted has inaugurated a new system of locating balls hit in or near the water at the fourth hole. He says to watch the spot where ball appears to hit, then insert right leg in creek until bottom is reached, simultaneously assuming a restive posture in the mud. If ball is in creek you will step on it, if on shore, you will sit on it. This may result in the ruination of your clothes but generally a five cent ball is recovered.

When it became known that the tyro, Charles Anthony Prendergast, had won the honors in his foursome, he was requested to divulge the secret of his success. He nonchalantly replied, "Keep your head down, your eye on the ball and bring your own scorekeeper."

A certain "Mr. Watson" was surely having a great time. The distance from Cedar Lake, Ind. to Twin Lakes, Wis. is about 110 miles.

Will someone please explain the whereabouts of J. F. O'Brien, E. W. Chesterman and William Ryan during the rainstorm, Saturday night?

If it is the air in Wisconsin which makes a man assume command, R. E. Hibbard would like to buy a homesite. Maybe he was inspired by "Whattaman MacSweeney."

The New Hub of the I. and D.

William Lagan

ON July 3rd occurred the marriage of Miss Vivian Murphy, to Andrew Steiner, of Minneapolis. Miss Murphy has been Roadmaster's Clerk at Sioux Falls. We wish to extend congratulations to the young couple and to wish them a long and happy wedded life.

The Doud, Bankson and Rabin families spent the Fourth on a fishing trip in the Black Hills. A good time is reported by all except Mr. Bankson, who reports that he fell in Rapid Creek and also that he has a bad case of sunburn.

A joint Traffic-Safety First and Claim Prevention meeting was held at Sioux Falls, July 12th with over ninety persons in attendance. Mr. Ingraham acted as chairman. Mr. J. M. Hemsey had charge of the Safety program and Mr. C. R. Dougherty of the Claim Prevention program. The Women's Club served a delightful luncheon at the conclusion of the meeting.

Mr. and Mrs. Buck Jenkins spent the Fourth

visiting the Zane Jenkins family at Sioux Falls. We are always glad to see you, Buck and hope you get up here oftener.

Herman Olsen, former operator at Sioux Falls, was instrumental in getting the Minnehaha Mandskor Society to use our line in a trip to Madison, Wis. There were forty-three in the party and they report a delightful trip. Mr. Lloyd West, Ticket Agent at Sioux Falls, accompanied the party from here.

Mr. J. M. Murphy reports that nineteen foremen received the Two Year Superior Service Award account perfect Safety First records themselves and men. These men are to be congratulated on such a fine record.

We are in receipt of an invitation extended to all Sioux Falls employes to attend a picnic at Sioux City, August 21st given by the Women's Club there. We are asked to bring a ball team also to play an All-Star aggregation of Sioux City employes. Well, we will sure be there and also will have a ball team that will make Sioux City sit up and take notice.

J. R. Bankson is on his annual vacation and Mr. Doud is Acting Yardmaster in his absence.

C. C. Smith is working in the Dispatcher's Office while the dispatchers are on their vacations.

General Office—Chicago

Vila

Transportation Department

We are sorry it has been necessary for Sally Patterson to return to the hospital again where another operation was performed. We all hope for a speedy recovery and that she will be back with us real soon.

Mrs. Donal Aylward, formerly Annamae Brown of this department, entertained the girls from the office recently. A most delicious dinner was served and a very delightful evening spent.

Engineering Department

The Engineering Department extend congratulations to Mr. and Mrs. C. E. Crippen on the occasion of their marriage June 8th in Minneapolis. Mr. Crippen is from Mr. Powrie's Engineering Forces at Savanna.

S. C. D. Office

J. B.

What glorious weather we are having. Id for vacations and vacation time is here. Doesn't seem to be any long trips planned, at least there's nothing said about them and as most of the vacations are being taken a week at a time, I don't suppose there are any.

B. Kruse had a week of her vacation and E. Carpenter one of hers, and is now enjoying the second with ideal summer weather just as she had wanted.

Bill Tschantz reported having a grand time and so did Walter Starke although neither ventured far from Milwaukee.

Mr. Brock and his wife visited the shrine of The Little Flower and also spent a day at the Democratic Convention. When asked how he enjoyed the convention, he said, "Too hot a session down there, I was glad to get home and listen to it over the radio."

Frank Skola and his family have gone to Menominee for a short visit and the rest of the time Frank is just going to be at home.

Diek had thought about a trip to New York, but has given that up for a trip back home to spend time with the folks and possibly an old girl or two.

No more news now. To be continued in next month's issue.

Splinters from the Wooden Shoe

Browning

The first joint Safety First, Claim Prevention, Traffic and Operating and Fuel Conservation Meeting was held at Green Bay, June 20th, with an approximate attendance of about 75. Many items of interest were brought up at this joint meeting and we will not have another one for two months.

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West Virginia Smokeless & Bituminous
Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

The Fourth of July passenger traffic was certainly a help to the younger train and engineers as we had to run a number of trains in two sections, giving the younger men a chance to work, as quite a few of the older men were laying off.

Joseph Kolubus is again confined to a Milwaukee hospital. We hope that he will soon be back completely recovered.

Edward Larson and Atland Olson, with their families, were camping and fishing at Riley's Point for three days. We haven't heard very much about this trip, and not a fish story from either one.

Harry Cormier burned his hand on a flat iron. We think he should read the red book and avoid taking these risks.

Fred Schaefer spent a few days at Iron Mountain over the Fourth of July holidays doing a little fishing and besides the fish he caught he also caught a cold.

Herman Braatz and wife visited their daughter at Cicero for a few days. Herman says he didn't see any gangsters.

The Chief King Fish of the Oddfellows, Frank King, Chas. Robinson, Walter Schaefer, helped to confer a few degrees at Seymour.

We understand that Chas. Penford was at Madison and had his picture all over the front page of the Madison daily. We haven't seen a copy of the paper so haven't any details as to what the occasion was.

It was rumored that Old Father Time was slipping up on Yardmaster Tierney, but it took the Payroll Bureau in Milwaukee to prove it by putting him on the Superannuated Payroll.

We understand that Engineer Ed Redline do any carpenter work, such as shingling noses, etc., during his layover. Understand his rate is quite reasonable and he assures you he will do a good job. Engineer O'Neill refused to be his assistant account too low a rate.

Frank Washburn and family were visitors at Green Bay for a few days. Everyone was glad to see them again.

The Train Dispatchers are now starting on their annual vacations. We understand Bob Held, who is now on his, is spending most of his time sleeping on the front porch of his house.

Ed. Grade from Channing is doing the relief work as Dispatcher during the vacations.

Twin City Terminals

Leda Mars

Fred Defoe has been forced to spend several days at home recovering from a serious accident he had recently. From reports received at the office it seems that Fred accidentally stood in front of the New Overland while cranking the car in gear. We are hoping for a quick recovery and no after effects.

Charles McClain, through bill clerk, was called to Faribault, Minnesota, due to death of his brother, Paul McClain, 31 years old. The sympathy of the entire force is extended to Charlie and family.

Chas. MacCluskey relieved at the through bill desk for a short time and reports a rough sea.

The girls of the Local Freight Office had a picnic at Minnehaha Falls on the 14th. The honored guest being Mrs. Hazel McMahon Leece of Los Angeles, formerly of the Local Freight and who is visiting relatives in the Twin Cities.

Gene Jacobson of the Local Freight visited Space Quinn at Rice Lake, Wis., over the Fourth of July. Mrs. Quinn formerly worked at the Local Freight but is now making her home in Rice Lake.

Leo Montgomery is planning on entering the State Amateur after shooting the eighth hole at Hilltop in 2.

Since coming to the District Accounting Office, Leo Montgomery of Mason City has acquired the new monicker and degree and is now known as Gregory Montague, P. H. P.

It looks natural to see Scotty Grenigan back sleeping his big corn cob pipe.

Due to Ron Evenson's new electric alarm

clock failing to function he suffered the amputation of one point off his gold star.

Russel Risberg spent his first Sunday in Austin after being transferred back to Minneapolis. Having never spent a Sunday in Austin all the time he worked there. What's the reason?

Nickey, Ketchpaw and Whitney picked the hottest day of the year for their golf game, Ketchpaw being the winner.

Margaret Hicks thought Russell R. liked fuzzy haired girls, so she had a permanent, and was it fuzzy!

A good time was had at the office picnic. Grace Welch brought the weiners and she has been trying to promote another one. We find the reason to be that her dad is in the weiner business.

If you hear a large noise in the rear of the office, it is Nellie.

Traveling Accountant R. L. Whitney is enjoying (?) the Minneapolis summer weather.

Jay Bailey is enjoying his usual good health n' everything since his recent operation for appendicitis.

H. Rapppe's girl friend was in Minneapolis for the Fourth of July. Wonder what Fairview nurses did to occupy their time.

Ray Hoeffs had a bad break. During his wife's absence it was necessary for him to work at the office every evening.

Mathilda Cully entertained her SISTER (?) on the Fourth of July.

Eleanor Moran still goes home every Saturday.

Kansas City Division

C. M. G.

A TRANSFER in positions in the mechanical department was made in June. Norman Hopp, for three years roundhouse foreman, West Yards, Ottumwa, relieved F. L. Paul, roundhouse foreman, Sioux City and Mr. Paul came to Ottumwa to assume the duties as foreman at West Yards.

Kemble Floral Company, Ottumwa, presented the Milwaukee Women's Club with six dozen geraniums for planting on the club grounds.

Joe Palmer, wife and children, spent the weekend recently visiting with relatives in Hayesville.

Mrs. R. O. Clapp is again a patient in the St. Joseph Hospital where she underwent an opera-

tion. She is in a very serious condition and we hope she will change for the better and recover. Her granddaughter, Mrs. G. O'Gar, and son of Minneapolis, have been in Ottumwa since shortly before Mrs. Clapp entered the hospital.

J. V. Tuomey, operator at Polo, Mo., will move his residence to that point on July 14, his family following later after a short sojourn in the home of Agent Tuomey at Parnell.

F. D. Cooper of the division engineer's office, Savanna, spent the 4th of July in Ottumwa with Roadmaster Weiland and other former office associates.

Mildred Kissinger, Roberta Sidebottom and Hazel Jones of the district accounting office, Chicago, visited in their respective homes over the Fourth.

Mr. and Mrs. J. A. Mooney of Chicago were visitors in Ottumwa during July.

Richard Pogue, son of J. L. Pogue, who is connected with the New York Telephone Company as Commercial Engineer, was married to Nell Pope Coleman, Columbia, So. Carolina, on June 1. After a visit in the home of J. L. Pogue, Ottumwa, they returned to New York City, where they will reside.

Mr. and Mrs. E. J. Klahn vacationed for two weeks in June at Lake Okoboji.

Gordon Traul, son of Conductor L. Traul, graduated from the Hohenschuh-Carpenter College of Embalming, St. Louis, on June 30 and returned to Ottumwa where he is connected with the Daggett Funeral Home.

Mrs. H. B. Evans and young daughter, Jean Migan, Tulsa, Okla., are guests in the home of Mr. and Mrs. George Kissinger, parents of Mrs. Evans.

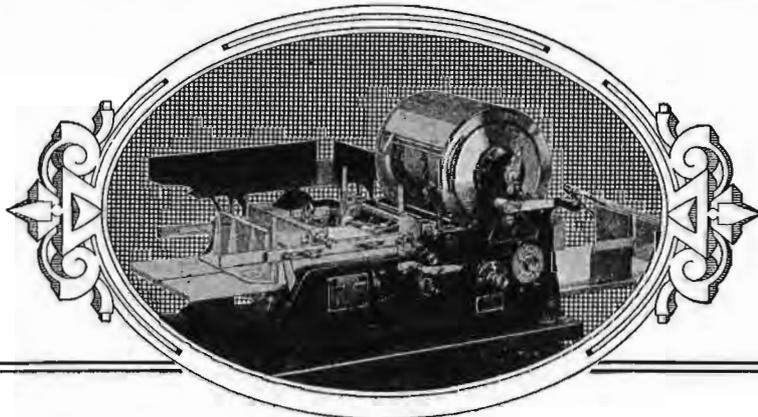
Trainmaster H. C. Munson and family spent two weeks in Marion visiting in the home of Mrs. Munson's parents.

Yardmaster R. Washburn, West Yard, had his 1932 vacation during the early part of June.

Mr. and Mrs. Jno. A. Sanford have a little daughter, Mary Ann, born on June 16 in St. Joseph Hospital.

Mrs. F. M. Barnoske departed on July 4 for Hastings, Nebr., to visit with her son, Francis. They will motor to Julesburg, Colo., and Scotts Bluffs, Nebr., during her sojourn in Hastings.

Roundhouse Foreman H. L. McCaughey moved his family to Council Bluffs on June 18, where he will serve in the same capacity.



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Dubuque-Illinois Division

E. S.

Effective August 1st, Mr. R. A. Whiteford will take over the duties of Division Engineer on the D. & I. Division, account Mr. W. G. Powrie transferred. We regret to see the Powrie family leave our division and our best wishes go with them. In this connection, we welcome Mr. Whiteford to this division.

Mr. J. B. Donald, who has a seniority date of 1880 on the Dubuque Division, as Train Baggage man, and father of Superintendent Donald, is still in California enjoying the sunshine and lovely weather in that state. We hope the balmy weather out there will improve his health a great deal.

Another baseball team has loomed on the

say they have a "lot of kick" to them and are ready to take on anyone.

Miss Viola Donahue has returned to her desk in the Dispatcher's Office at Savanna, after spending a week in South Bend, Ind. Understand she has become quite a mermaid—if sunburn is any indication.

Miss Marie Clifford, Stenographer to Chief Clerk, Savanna, has recovered from her illness and returned to work.

Superintendent Donald's baseball team have been winning every game, defeating the Northwestern Utilities' team last Saturday by a large margin, and again defeated the Roundhouse team. When they get all decked out in their new sweat shirts and baseball caps—well, the Iowa Division will have to go some to beat them.

The Tri-City Booster Club, organized at Davenport the early part of this year, is doing splendid work in securing traffic tips and we would like to give special mention to the following for their efforts in this direction:

Name	Occupation	Division or Department
Mr. F. C. Carthy.....	Rate Clerk.....	Davenport Freight House
Mr. A. D. Ceurvorst.....	Routing Clerk.....	Davenport Yard
Mr. H. E. Buckingham.....	P. F. I.....	Nahant, Ia.
Mr. C. W. Ferris.....	Blacksmith.....	Nahant Roundhouse
Mr. C. Chilson.....	Machinist.....	Nahant Roundhouse
Mr. H. W. Brenner.....	Chief Clerk.....	Moline Freight House
Mr. F. Dillig.....	Foreman.....	Davenport Freight House
Mr. R. Dillig.....	Assistant Foreman.....	Davenport Freight House
Mr. H. Fraume.....	Car Man.....	Nahant, Ia.
Miss Laurena Berg.....	Freight House.....	Rock Island, Ill.
Mr. L. V. Hinds.....	Chief Clerk.....	Rock Island Freight House
Mr. Bert Hodges.....	Boilermaker.....	Nahant, Ia.
Mr. J. Hasenmiller.....	Machinist.....	Nahant, Ia.
Mr. Wm. Gippert.....	Fire Building.....	Nahant, Ia.
Mr. H. Louisfield.....	Yardmaster.....	Davenport, Ia.
Mr. J. L. Pierce.....	Chief Clerk.....	To Yardmaster Department
Mr. R. C. Reeves.....	Switchman.....	Davenport, Ia.
Mr. R. Roenfeldt.....	Store Department.....	Nahant, Ia.
Mr. Mohr.....	Cashier.....	Rock Island Freight House
Mr. R. Thomas.....	Car Man.....	Nahant, Ia.
Mr. R. E. Tathwell.....	Chief Clerk.....	Davenport Freight House
Mr. J. A. VanFossen.....	Machinist Helper.....	Nahant, Ia.
Mr. L. Wates.....	Machinist Helper.....	Nahant, Ia.
Mr. H. Stebbin.....	Freight Handler.....	Davenport, Ia.
Mr. F. L. Brenton.....	Storekeeper.....	Nahant, Ia.

horizon and includes employes from the various classes of service, who reside at Savanna. They are under the supervision of Chief Clerk Kinney and are to be known as "Kinney's Kolts"—they

Miss Eileen Kane, Master Mechanic's stenographer, has also returned from a vacation, spent in South Bend, Ind. South Bend seems to be quite an attractive spot for the D. & I. girls.

Milwaukee Terminals

M. H.

Engineer W. S. Gilker and family enjoyed an auto trip to Amboy, Ill., June 29th, and through Northern Illinois for several days thereafter.

Yardman Walter Stubbe has transferred from Gibson Yards to Chestnut Street Yards.

His numerous friends on The Milwaukee Road are congratulating Engineer Henry Lillie of the C. & N. W. Ry. upon his retirement on pension, June 30th, after 53 faithful years of service. He has always been prominent in B. of L. E. affairs and is the father of our Dr. O. R. Lillie.

Yardman James McHugh visited old friends and relatives in New York State and Pennsylvania during the month of June.

Harvey Hecker, Staff Photographer at Milwaukee Shops is on his vacation, July 3rd to July 17th.

Yardman A. O. Cunningham visited Milwaukee friends the last week in June. He was looking just fine. Come again, Oscar.

Yardmen Jas. J. Packenham and Fred Weber have become members of the Milwaukee Shops Golf Club.

Yardman and Mrs. Roy Lewis have returned from an auto trip to Niagara Falls and New York State. While in the East they visited their son, who is a Cadet at West Point Military Academy.

Foreman James Reidy and family have returned from an auto trip through Northern Wisconsin and to Sault Ste. Marie, Canada.

Yardman Theo. Rogerts was on vacation

at Long Lake the last of June. He says: "The fish were on their vacation, too."

Conductor Jed. L. Taylor is installing a telephone system at his summer home at Argonne, Wis. From the blue print this will be some telephone system.

The Milwaukee Road family extend their sympathy to Yardman John O'Connors in the death of his brother, June 24th.

Yardman M. G. Deinlein officiated at North Milwaukee Yards while Conductor John C. Dineen was on vacation in June.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

JUST received word from the editor of the Magazine that as an economy measure the Magazine will cut down its size, which of course means that the space allotted to each division will be curtailed.

June 27th, Monday evening, one of the biggest meetings of Safety-Fuel Supervision-Claim Prevention was held at the Passenger Station at Beloit. Meeting was called to order by Assistant Superintendent Thurber, and talks were given by different employes regarding safety and the proper handling of business. Superintendent Valentine gave a very interesting talk on Safety, and the cooperation of all employes to make the Milwaukee Road a good road to ship and travel on. Safety Supervisor Esch gave a talk on Safety. Mr. Ennis, head of the handling of perishable freight, gave a talk on the big reduction made in payment of claims,

and of the progress made in satisfying the shipper. Fuel Supervisor Magnuson gave a short talk on the conservation of coal, and put his points over very clearly and humorously. W. J. Hughes also gave a short talk on the proper handling of the engines, and of the keeping of the trains on time. Travelling Agent Mason told of the proper loading and checking of freight to prevent claims, and by so doing making the public more satisfied with railroad service. Travelling Agent Shaudes gave a short talk, stressing the handicap the solicitor had in getting business where the patrons had claims pending against the company, but which are gradually being handled more promptly. Practically all the agents, section foreman, section hands and station forces from the Second District were present. I should estimate about 300 were present. Meeting broke up about eleven o'clock.

Brakeman Melvin Howe has a new job. He has assumed the title of Coach Porter. I do not know that this title is listed in the schedule, so am unable to state what his duties consist of. Perhaps Mike Butler can give you the dope.

Dispatcher Morrissey is driving a new Ford. Dispatcher Hoye and family motored down through Old Kentucky the last part of June. They also visited Mammoth Cave while there.

Senator Matson received a nice new Red Flag at Beloit the other day. Understand the Reds are busy over at Racine. Perhaps Frank is going to carry the flag. How about it, Frank?

Operator Carter is now holding down a trick at Kittredge.

Conductor Regan is still on the job, doing his daily bit to keep the railroad agoing. He is getting so he likes to handle the baggage, as it takes his mind off of the depression.

Conductor Joe Larkin is up in the Northern Woods getting in a few weeks of fishing.

Baggage man Leonard Clark had a wonderful corn cure, so if any of you people are troubled with corns, just get in touch with Leonard and he will take them off in fifteen minutes. A testimonial to that effect will be given by the writer.

One of our conductors, initials are W. B. T., and he says don't do a thing till you hear from me.

Ticket Agent has now taken over the duties of checking refrigerator cars to see that they are properly iced. Expect this will be a choice job. Men Pabst and Schlitz start working under the Democratic administration. Might be called a lucky break in a way.

Porter Gus Zick moved into his little bungalow Saturday, June 9th. Sunday about 20 relatives, friends and children gave him a real old-fashioned house warming. You can see Gus most any night sitting on the back porch, letting the breeze blow through his whiskers. Gus says, "Come up and have one—Prosit."

Will close for now, hoping you will all be back on Easy Street in very short order. See you later.—L. J. L.

Coast Division "Kirk"

MR. AND MRS. GEO. RICHARDSON spent a few days in Portland latter part of June, visiting friends and relatives. Mr.

Richardson is employed on the section at Tacoma Yard.

Section Foreman Ben Hiddleston, Tacoma Yard is again confined to the St. Joseph Hospital at Tacoma, having undergone an operation—Excuse me—should have said *was* in hospital as I now understand he is again on the job. Relief Section Foreman Frank Desantis was in charge during Mr. Hiddleston's illness.

B. & B. Foreman Emmett Griffin returned June 29th from Wisconsin Dells, Wis., where he was called on account of the illness of his mother. Mr. Griffin's mother passed away several days after he arrived home.

Section Foreman Andy Chanis has been permanently assigned to the section at Blyn, taking the place of Foreman O. W. Nelson who has retired on pension.

Anyone wishing wild blackberries should get in touch with Mike O'Connor, who I understand is doing a little commission business on the side. Might ask him about green peas also.

Mr. and Mrs. R. A. Kinnear, Station Agent at N. Puyallup, have a new baby girl at their home, born the first part of June. Congratulations.

At 11:35 P. M., June 29th, Fireman Monte Lawrence on N. P. train No. 2 passing under our bridge FF 16, near Easton, discovered our bridge to be on fire. Mr. Lawrence notified the N. P. operator at Easton, who notified our Agent, H. R. Carroll and Agent Carroll notified John Loran's B. & B. crew who were at Easton, also the section crew, and the fire was soon out. Considerable commendation is due all the men involved as our No. 16 passed over the bridge just a few minutes after the fire was put out and had the men not acted so promptly considerable delay and expense would have resulted.

Mrs. Carrotte, of the Superintendent's Office, with her daughter Cathryn, have just returned from a most enjoyable boat trip. Leaving Vancouver, B. C., the boat winds in and out of the many islands stopping at villages, fish canneries, etc., going as far north as Prince Rupert. Clara says they had to eat five times a day—some trip.

Miss Ruth Fullerton of the Chief Dispatcher's office is now on her vacation and I believe took a trip to Portland.

Mrs. Rose Shipley, our Hello Girl, and friend hubby, better known as Bob Shipley motored to Portland during the fore part of June. Bob is holding down a yard job at Seattle.

W. M. Evans, substation operator at Kittitas was in the office a week or so ago for the first time in a long time. Doc seems to like the rural life and cares nothing for the bright lights any more.

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

WE WISH to congratulate Mr. C. W. Jacobs, agent at Rock Valley, on the birth of a grandson, James Watson Reaney on June 19th. Mr. and Mrs. A. Reaney of El Paso, Texas, are the son-in-law and daughter of Mr. Jacobs.

Cliff Oeschgar and wife, of Mason City returned June 23rd from Atchison, Kans., where they attended the wedding of Mr. Oeschgar's brother.

Mr. W. Shea, Assist. Engineer Maintenance

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of Way visited the I. & D. Division June 22nd. Mr. Jay Bailey, formerly of the Superintendent's office, Mason City, and now employed in the District Accountant's Office, Minneapolis, was in Mason City about the middle of June, convalescing after an appendicitis operation.

Miss Naldrea Hodges, formerly of the Mason City Store Department, and now employed in the Store Department at La Crosse, Wis. was in the local offices at Mason City June 21st.

Mr. D. K. Brown, Superintendent of the Railway Express Agency, Des Moines, was a visitor in the Mason City offices, June 22nd.

Mr. Robert Bost and Mr. William Mutschler, sons of Division Engineer Bost, and Chief Clerk Mutschler are employed on the Bolting Gang, and at present writing are on the Dubuque Division.

The I. & D. Division wish to express their heartfelt sympathy to the family of Fred Wagner, section foreman at Whittemore, who died June 27th. He had been in the service of the Milwaukee Railroad for 41 years.

Mrs. E. J. Sullivan and son Richard, of Milwaukee, visited at the home of Mrs. Sullivan's sister, Miss Ruby Potter the latter part of June.

Mr. Ben Olson, conductor, returned to work June 30th after spending three weeks vacation, at his cottage at Milford, Ia. While there a family reunion was held, his son from New York was there, and also his grandson from Chicago.

Mr. C. B. Higgins, Dispatcher left July 6th for Iowa City where he visited friends, and from there to Mitchell, S. D. where he spent some time at the home of his son Fay.

Congratulations are extended to Mr. and Mrs. Cecil Chambers, who were married the early part of June. Mrs. Chambers was formerly Phyllis Leemkuil, daughter of Chris Leemkuil of Sanborn.

Mrs. Floyd Phillips and daughter Janet, visited friends and relatives in Mason City and Clear Lake the early part of July.

Everyone is glad to see Mr. J. W. Connors, boilermaker at Mason City roundhouse, improving after a siege of illness.

Mrs. L. J. DeSomery and daughter are visiting relatives in Mississippi.

Understand Shelly of the Engineering Dept. has acquired the title of "Reverend" so in the future please address him accordingly. Anyone knowing the origination of this title, please address your answers care of this Department. We thank you.

Has anyone taken a good look at "Bud" DeSomery lately? Perhaps we are wrong, but there seems to be a tendency towards a mustache. We don't know if this is just because his wife is away, or perhaps he is trying to act grown-up. Anyway, we are all watching with interest to see if it develops into a real mustache or goes the way of the others, remembering Milton's, Don's, Jay's also Eddie's.

An interesting Joint Meeting was held at Mason City in the Women's Club Rooms, July 11th, when items pertaining to Operating-Traffic, Safety First, Claim Prev. and Coal Conservation, were discussed. Speakers of the evening were M. J. Flanigan, C. R. Dougherty, Earl Jefferson, J. Hemsey and O. E. Bradford.

Iowa and S. M.

By V. J. W.

AMONG the changes in forces noted the past month we find Clerk J. Langdon of Faribault displacing Clayton Westcott at Northfield, who in turn displaced Cashier H. A. Lick at Decorah. Cashier Lick has taken the position of Warehouse Foreman at Decorah, formerly held by L. Widmer.

Cashier Wm. Perske Wells displaced Cashier Paul Carlson at Mankato. Cashier Carlson displaced Cashier A. G. Porter at Madison, S. D. Porter has taken the team track job at Austin formerly held by Lloyd Mordaunt.

A very interesting and well attended Traffic,

Safety First, Claim Prevention, Fuel Conservation and Fire Prevention meeting was held in the Club Rooms at Austin the evening of July 13th. Messrs. M. J. Flanigan, R. C. Dougherty, Earl Jefferson, Wm. Cody and A. G. Bantley representing the different departments addressed the meeting.

Lawrence Reichow of Northfield has been assigned as Section Foreman at Decorah in place of Ernest Boldt who has taken the assignment as foreman on the Zumbrota Line out of Faribault.

T. E. Johnson is relieving Section Foreman Odin Quarstad at Lanesboro.

The boys around the terminal cannot understand why it is that Pump Repairer Steve Kloeckner received so many MASH notes but no doubt such popularity is deserved.

Operator A. M. Ray is relieving Paul Haling at Comus who is away on his honeymoon. Our information does not give the lady's name.

Reports indicate that the development of the peat fields near Castle Rock shows very fine prospects of a vegetable crop this season. About 700 acres have been put in crop.

Jim Murphy, formerly baggageman at Northfield, has been assigned duties with the police department and is stationed at the Main Street crossing at Northfield.

Mrs. Lane, operator at Faribault, is spending her vacation with relatives in Iowa City.

Operator Frank Bloom has been assigned third trick at Mankato Tower.

Agent S. A. Finnegan of Rosemount has been appointed agent at Owatonna.

Operator W. C. Hickey has been appointed agent at Rosemount.

Operator Sylvester McGinn has been appointed agent at Plymouth.

Section Foreman Martin Munson of Faribault has gone back to the farm and reports a bumper crop.

General Foreman H. J. Keck and family are spending their vacation in the northern part of the state.

Boilermaker Foreman Bowler and Mrs. Bowler expect to leave for Los Angeles July 21st to join their son Alfred, who is spending the summer on the west coast.

T. H. Summers, Towerman at Mankato is slowly recovering from a severe operation.

We are indeed glad to hear that Will Kilgore, son of Conductor Wm. Kilgore, is recovering nicely after having undergone a major operation at St. Olaf Hospital, Austin, early in the month.

Best wishes are extended to Asst. Ticket Clerk H. J. Raffery who set sail on the sea of matrimony, July 5th. The young lady was Miss Margaret Heitland of Charles City, Iowa.

Trucker Chris Haglund and Mrs. Haglund left Austin the first of the month to spend the summer with relatives in North Dakota.

Car Inspector Thomas Mork is recovering nicely after a heat prostration July 13th.

Time Revisor Rose Krulish advises that she took her two weeks vacation one afternoon recently.

If you believe in practical jokes just ask Trucker Wm. Hoeman if he ever played "Drop the Handkerchief."

We are also of the opinion that you could get a "rise" if you ask Conductor Chas. Hartsock just how to transfer sheep on a dark and rainy night.

We have one more ball player who is ready to hang his spiked shoes and uniform along side of Moco's. Our auburn haired catcher, Robert "Red" McCoy had the misfortune to throw a "team of charley horses" in a practice session recently and now that he has laid aside the cane he says that from now on, it is up in the grandstand for him.

When in need of refreshments do not overlook Asst. Cashier "Buck" Barker's "Black Minorca Inn" the home of the famous 50-50 chicken sandwich. (1 cow and 1 chicken.)

Iowa (East) and Calmar Line

J. T. Raymond

EDWARD TEMPLETON, 74, passed away at his home in Monticello Tuesday, July 5th, after a brief illness. Mr. Templeton was a pioneer in railroading between Calmar and Davenport beginning work for the Milwaukee Road Aug., 1878, retiring from the service April, 1929. During this period of years he served as conductor between Cedar Rapids and Calmar, Davenport and Monticello, and between Marion and Chicago. Mr. Templeton was widely known and had many warm friends among the officers and employes of the Milwaukee Road and the traveling public and his death is deeply regretted by many. The funeral ceremonies were held at his residence Thursday, July 10th. Rev. S. G. Gutensohn of the Congregational Church conducting, and burial at Oakwood Cemetery. The bereaved family have the sympathy of very many friends in their deep loss.

Conductor J. J. Reardon of Marion passed away at Washington Boulevard Hospital, Chicago, June 13th. Mr. Reardon began work for the company February, 1889, during the last 23 years serving as passenger conductor. He was ever loyal and devoted to the interests of those whom he served and had made a host of friends among the officers and employes of the company and with the traveling public, and will be greatly missed from the ranks by those with whom he served. He was born in Calamine, Wis., December 22, 1862. Five of the pall bearers were railroad men: L. K. Owens, Glen Larkin, F. B. Cornelius, J. F. Coakley and W. P. Kelly. Burial was made in Mineral Point, Wis. The sympathy of many friends on the division are extended to the surviving members of the family in their bereavement.

Mr. and Mrs. Ernest Failor and their son of Marion went to Perry Thursday, June 15th, to reside where Mr. Failor is employed. They have made many friends in Marion who are sorry to see them leave.

Mrs. Philip Shoup of Marion returned home from Philadelphia June 10th where she had been visiting several weeks with a daughter and children.

Operator R. L. Merrill of Marion who has been ill for some time submitted to a minor operation Friday, July 8th, and expects now to recover slowly.

H. E. Ramsey, Sr., has resumed work as agent at Oxford Jct. Ira Seeger going to second trick, Atkins Yard.

Frequent fruit specials from the West were run over the division the latter part of June and in July.

Operator Edward Mullally is working third at Marion and Operator J. McGuire third at Cedar Rapids.

Mrs. George Hennessy and son, Robert, and L. K. Owens of Marion were among those who accompanied the remains of Mr. Reardon to Mineral Point.

At the Templeton funeral there were a number of railroad men present, including F. B. Cornelius, W. D. Shank, J. F. Higgins, J. F. Coakley, O. E. Torrence, George Green, William Reep, W. C. Dubbs, L. R. Roberts, Thos. Costello, and J. T. Raymond.

Mr. and Mrs. H. C. Van Wormer left Marion July 1st for their annual stay at their cottage at Lake Pequot, Minn.

Ye Scribe began vacation June 15th, visiting several towns in Montana.

H. E. Ramsey, Jr., is doing extra train dispatching at Marion, Wm. Hodgson relieving him as agent at Arlington, Iowa.

Conductor W. I. Farrell of Marion went to Washington Boulevard Hospital early in June for an operation, which was successful, and is expected home about the middle of July.

Brakeman Walter Willett of Elgin laid off July 13th on account of serious illness in family.

Conductor Ben Buckley of Marion has permanent place as passenger conductor between Cedar Rapids and Calmar.

George W. Carver, 82, Marion, Iowa, passed away July 12th after a long illness. Funeral services were held July 14th. The pallbearers were: L. G. Hewitt, W. K. Lothian, Chas. T. Rowe and J. T. Raymond, all railroad men. Mr. Carver served a great many years in the Company's service at Marion, most of the time as ticket agent. He was well known and his death is regretted by many friends. The surviving members of the family have the sympathy of many railway friends in their bereavement.

Harlowton Roundhouse

"Andy"

GILBERT SHIELL'S family are out at Puyallup, Washington, visiting, so Gil for the time being has to do his own hash slinging—we'll bet he appreciates his wife's cooking more when she gets back.

V. E. McCoy, of the Wilson Engineering Co., paid us a visit, posting us up on water conditions.

Mrs. S. G. Fraser and children have just returned from a visit with her folks, M. H. Shackley's at Milwaukee. Mrs. Fraser's father is a conductor on the LaCrosse division.

Paddy Schultz is always doing something that gets him into print—this time after purchasing for himself a nifty pair of trousers, he goes a-fishing on Boulder River. Well the fishing was all done when Paddy fell in the river, and as he was drying out, the aforementioned trousers began shrinking, and what a shrinkage act they put on. Well, when what used to be the bottom had shrunk to the vicinity of his knees, Paddy hurried home before any more shrinking took place.

Carl Bysom had quite an accident on July 4th. Besides injuring himself and several others, his car was almost completely ruined. We understand that all who were injured are getting along fine and we are glad of that. The dope we have is that the car struck some soft gravel and broke a wheel, which threw the car into the ditch.

Mr. and Mrs. Mooney and family, Dave Wagner and family, Ed Oliphant and family, Y. E. Miyoshi, Toru Miyoshi, G. Yammamoto and son George, motored to Half Moon Park for a picnic on July 3rd, a distance of 57 miles from Harlowton. Understand a very good time was had by all—it's a wonderful place, the fishing was good and the scenery gorgeous. Forgot to mention that Frank Eaton and his family were also in the party.

Dubuque-Illinois Division 2nd District

E. L. S.

ON June 21st occurred the death of two well known employes residing at Dubuque—Mr. A. E. Bock, Conductor, and Mr. J. A. Lund, Sidetable Operator, Dubuque Shops.

Mr. Bock had been ill for several months, and died at his home at Dubuque. He was in service with this company since September 1904 and was held in high esteem by all who knew and worked with him. He leaves to mourn him his widow and several brothers and sisters. Burial was made in Linwood Cemetery, June 23rd.

Mr. Lund was ill only a week, having contracted plural pneumonia and died at his home at Dubuque. He worked as an Agent and Operator at various places on the Division—Mabel, Minn., No. Buena Vista, Bernard, Iowa, and had held the position as Sidetable Operator at Dubuque Shops for the past 8 or 10 years. He is survived by his widow, three daughters, Laura, Mildred and Genevieve, and one son, Donald.

Friends and employes on this Division sadly miss these employes and extend deepest sympathy to the bereaved members of their families.

Born to Mr. and Mrs. W. J. Rellihan, a baby daughter, Mary Ann, during latter part of June.

Mrs. H. L. Schwartz and daughter Ann, family of H. L. Schwartz, Condr., were in an auto accident with several other relatives near

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Sparta, Wis., the middle part of June. Although it was at first thought they were seriously injured, at this time they are well on the road to recovery.

Mrs. O. A. Rampson, wife of Dispatcher Rampson, submitted to an operation at Excelsior Springs the fore part of July. At this time Mrs. Rampson is getting along very well and expects to return to her home within a week.

A joint Traffic-Operating, Safety First, Claim Prevention, Fire Prevention and Fuel Conservation meeting was held at Dubuque on Tuesday evening, June 28th. Although the attendance was disappointing, it is expected that hereafter it will be much better, as these joint meetings are now held only every two months, every third month at Dubuque. Mr. V. Hansen, Safety Inspector, and Mr. W. L. Ennis, Manager of Claim Prevention Dept., were present and gave very fine talks on their respective subjects.

Seattle General Offices

C. S.

THE Passenger Department has had two great honors bestowed upon it this year. Miss Mary Frances McCarthy, daughter of Mr. A. J. McCarthy, Chief Clerk of the Passenger Department, received her B. A. Degree in the School of Liberal Arts at the University of Washington graduation June 13th. J. Charles Harris, husband of Mrs. J. Charles Harris, stenographer of the Passenger Department, received his B. A. in the School of Education, graduating at the same time as Miss Mary Frances McCarthy. All the Milwaukee folks who know these two young people wish upon this great occasion to congratulate them upon their success.

Miss Kathleen Finn, charming daughter of F. O. Finn, Export and Import Agent, was one of the young artists who played in the piano recital given Wednesday evening, June 15th, by Miss Helen Mac Johnson.

Mr. G. S. Cooper has joined the Meyers-Laughon "Aircraft" settlement north of Edmonds. With three distinguished gentlemen like these, this must surely be the coming Forest Hills of Seattle.

Mr. Kent, the Beau Brummel of the Accounting Department, is leaving soon for his yearly visit to sunny California and expects to review the bathing beauties at the Olympic Games.

J. W. Grinnan, Telegraph Operator, returned from a month's vacation spent in Kentucky and points South. On his return trip he visited San Francisco.

Here is a spark of romance. If you really would like to know ask either Esther Schwind of the General Manager's office or E. M. Stablein, Chief Clerk in the Transportation Department.

We are all sorry to learn that Henry Williams' mother passed away at Oconomowoc, Wisconsin, and extend our sympathy to him and his family.

BARNHARDT'S LAST STAND.



Pheasant Hunter Describes Slaughter

"IT'S JUST as easy as shooting fish," says Barnhardt, former gun bearer for many notable South African big game hunters, and noted authority on pheasant shooting, as he tells a reporter in his own words how to rid your

garden of Chinese Pheasants. "The pests have been especially bad this year in my macaroni patch and I have found that the best time to get these birds is about 5 o'clock in the morning while the dew is still heavy. The hunter should sneak out the back door in bare feet and night shirt to get the best effect, as the birds are then somewhat puzzled in making out just what is coming. Get the wife up, arm her with a sizable stick of stove-wood and you are ready. The club is most effective after you have used up all the ammunition when friend wife then closes in and finishes him up. The idea, of course, is not to score a direct hit with the gun as this is liable to tear up the meat in bad shape and is not so much sport as shooting around the vicinity getting the bird in such a whirl watching the buckshot whizzing by that he then becomes easy prey for the club." According to Barnhardt this is the latest approved method of pheasant hunting originated by himself with Patent Pending and the information has been let out only secretly to a few close friends.

Wisconsin Valley Division Notes

Lillian

Mrs. Dan Callahan went to Iron Mountain, Mich., and returned to Wausau with her daughter Evelyn, who taught school there the past year.

Mr. David Milne of Cedar City, Utah, spent a week in Wausau visiting with friends, before going on to West Point to enter the U. S. Military Academy.

Mr. and Mrs. Avery Hurd and family are making an extended trip through the south and west. They expect to be gone about two months.

Mr. Clarence Chagnon spent a few days at Milwaukee visiting friends and relatives.

Little Miss Mary Alice Held, daughter of Joseph Held, is at the present time convalescing after a very serious illness.

On account of the reduction in size of the employes magazine, the Wisconsin Valley Division notes were reduced to about one-third and some very important notes were not published on that account, which we regret very much.

Our summer resort offices are opened and tourists are coming in quite rapidly, we hope to have some real hot weather during the next few months so the season for tourists will be as good and better than ever.

Mr. Gustave Grube took a much needed vacation, Mr. W. F. Van Gilder relieving him at Tomahawk during his absence.

Mr. Johnson Steel proved to his friends that he was an expert fisherman by having several fine fish dinners.

Miss Marie Sternetzke, who is in training at St. Mary's Hospital at Milwaukee, spent a two weeks vacation at the home of her parents, Mr. and Mrs. R. R. Sternetzke.

Mr. Patrick Brown passed away at his home on June 8th after an illness of several weeks. Mr. Brown was the father of J. L. Brown, Chief Clerk in the freight department, Wausau. Sympathy is extended to Mrs. Brown, John L. Brown and sister, Mrs. L. Raduechel, by division employes.

Mr. and Mrs. Ray L. Cunningham and three children from Bombay, India, visited at the home of Mr. and Mrs. R. H. Cunningham, parents of Ray. They have spent seven years in Bombay and are home on a year's furlough. At the present time Mr. Cunningham is attending school at Iowa City, Iowa.

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

Nora B. Decco

WORST thing ever happened in this part of the country. Man been hunting and fishing in this vicinity for the past twenty-five years, never had anything happen to him any worse than fall feet first down the steps of some hot springs or other right into the middle of the hottest part of the plunge. This man just steps out for a few hours fishing, right back of the

Gallatin Gateway Inn, too, and after hours of searching by a special party sent out to find him, he was located right in the middle of a bunch of—well, choke cherry bushes, had been lost for hours, and had been trying to cut his way out of this dense forest with his—ah, jack knife, which has never been located. He has been trying to explain all this by the fact that he had some fish so large he could not get them through the brush and had to dig his way through another route, but that story won't stick as so much fish would not be within the law, so regardless of all the stories, some still think he fell asleep and woke up in a dazed condition and this partly accounts for becoming lost, others think—well, all this happened to Engineer Townsley the last trip he made on the Gallatin Gateway Park train and he wasn't at a picnic either, at least he says it was no picnic. That will come later.

Our friend Guy Sampson of Chicago terminals and family passed through en route from a visit with home folks along the coast. They report a very nice trip and look natural.

Mrs. Frank Tavennner and sons have gone to Detroit and Washington, D. C., on a nice trip combining business with the pleasure of buying a new car.

Mrs. Wm. Fink is in Ironwood, Mich., for a few weeks' visit with her family, leaving Bill to "bach," since Bill has done a lot of baching it is no hardship he says.

Car Foreman E. K. Kummrow of Deer Lodge has gone to Berlin, Germany, to visit his mother on her eighty-ninth birthday. He has not seen his mother for 24 years, and we hope this will be a very happy reunion in this family.

The extra gang which has been stationed west of here during the graveling and steel relaying, work near Jefferson Island has been transferred to Frenchtown vicinity, the pit having been opened there and work being done similar to that on our division. One shovel in the Three Forks pit has been taken off and only one shift now working here. Kogas' gang is still working on the Gallatin Valley line and they are near Bozeman Hot Springs at this time. Expect soon to finish there.

Mr. and Mrs. Stanley Collum are parents of a son born July 11th, we offer congratulations. This is the second son in the family.

Agent Alexander of Manhattan is spending a week in Chicago relieved by Agent Jost, who has been working as relief agent since the closing of Agawam. He has also been working a few days at Lennep during the absence of Agent Collins.

The Park train running between here and Gallatin Gateway was pulled off July 18th, a bus will now handle the passengers between these points unless there should be a larger number of passengers than the bus can handle, in which case the train will run. Conductor Fairhurst and Engineer Townsley have been on this train during the assignment.

Mr. McKenna has as his guest a younger brother here from Missouri, who expects to spend a few weeks in this part of Montana before going on to visit other relatives.

Mr. and Mrs. A. E. Kunze, brother of August Kunze and Mabel Smelter of this city, have returned to Coffeyville, Kans., after a visit here of a few weeks.

Operator C. T. Plumb of Lewistown worked second trick ten days during the first part of July while yours truly looked over the country hereabout. Mrs. Plum and Don were down while he was here and they returned to Lewistown when Joe Jost went to work.

Antrim Barnes, son of Engineer Barnes, has returned home for his summer vacation. He has been a student at Purdue university the past year.

Engineer Townsley is grandfather. A son was born to Mr. and Mrs. Clifford Townsley at Sommers, Mont., early in July. We offer our congratulations.

Mrs. Art Carlson has been called to Troy, Ohio, by the serious illness of her mother at that place. She left for Ohio July 12th.

Milwaukee R. R. Women's Club

(Continued from page 15)

J. E. Linsey; treasurer, Mrs. T. E. Wiley; secretary, Mrs. A. W. Loftus; historian, Mrs. C. A. Haynes.

Plans for a Milwaukee Picnic were made at the June meeting, same to be held on some date in July to which all employees of The Milwaukee at Cedar Rapids would be invited.

Regular card parties are being held every week, a great help in taking care of the needy. In April, two personal and phone calls were made. In May, four telephone calls.

Madison, S. D., Chapter

Mrs. Carl A. Borg, Historian

A BUSINESS meeting was held April 12th in the City Hall, when it was planned to have a dance and card party on April 28th. Mrs. J. J. Obrien was appointed chairman of the serving committee.

Mrs. F. J. Holmes of Austin, Minn., was a special guest of the party.

On May 10th a program was given in the Odd Fellows Hall. Betty Mitchell gave a dance, Mrs. Joe Lawler gave a reading and Mrs. Trotter two numbers on the piano accordion.

June 19th the last meeting of the club for the season was held in the waiting room of the passenger depot. Five new members were taken in. At the first meeting next fall, Sept. 13th, the groups will meet for the first time in its new club rooms over the freight depot.

Mrs. M. L. Adkins, president of the club named a committee to arrange for a picnic. Carl Berg, L. J. Flynn, P. H. Pfeiffer, Mrs. Laude McAdams, Mrs. Wayne Goudy and Mrs. A. B. Holter. This picnic was held at Lake Herman, Madison, S. D., on Sunday, June 26th, about 484 people attending. Program commenced with a picnic dinner at 1 p. m., and featured entertainment all through the afternoon with a long series of games and contests arranged by the committee in charge. Prizes for winners in the contests were donated by the merchants of Madison. It was decided without any doubt that Leo Flynn was the best looking bachelor and Tom McGee the best sprinter, on the grounds.

Austin Chapter

Blanche Keck, Historian

AT OUR April meeting we had the pleasure of entertaining Mrs. Kendall and Miss Lindskog. An informal get-together meeting of the board members took place at the home of Mrs. Van Dyke during the afternoon, and a general discussion of club matters took place. As about the same problems confront all chapters, particularly in welfare work, it was a fine thing to get news and views of the other chapters from our guests.

In the evening about 65 members gathered at the club rooms for the usual picnic supper, the last one of the season. Mrs. Kendall and Miss Lindskog gave brief talks, which were enjoyed and appreciated, as always. They both stressed the great need of enlisting the aid of the men for both the financial and moral support they can give the club. As Mrs. Kendall said, surely we need have no hesitancy in asking the men to become members of the club because each man can know that he is helping someone else not so fortunate, just the same as he would be helped if he were in need.

Mrs. Valentine reported \$60.50 spent for groceries during the month, dues \$2.00 for reinstatement in a lodge paid for a Milwaukee employe, seeds furnished another family, six families in all aided. Many sick calls were made, seven cards sent to those who were ill, and four letters of condolence written.

It is with very great regret we record the death of Mrs. John Telf, one of our charter members. Our deep sympathy is extended to Mr. Telf and two little girls.

Mrs. Ben King, chairman of the membership

committee, reported 130 members up to the present time.

A \$10.00 gold piece was raffled off, and the lucky number drawn by O. C. Peed. It was a lucky number for the club, too, for Mr. Peed very generously donated the ten dollars to the club.

One of the most pleasant events in the history of the Austin chapter was the visit made by 22 of our members to the Mason City chapter, April 28th.

Twin City Chapter

Mamie Rasmussen, Historian

THE Board Meeting of Twin City Chapter was held April 25th, at 2:30 p. m.

Plans were made for a series of card parties, and socials this summer.

Mrs. Stanley named the following chairmen to serve during the year:

Welfare—Mrs. A. McCullum, Sunshine—Mrs. Wm. Smith, Ways and Means—Mrs. Edw. Bannon, Membership—Mrs. Fred Lamberg, Program—Mrs. C. D. Gallivan, Auditing—Mrs. Fred Arnold, Constitution and by-laws—Mrs. R. C. Donehower, Social—Mrs. C. W. Stolte, Hostess—Mrs. Louis McMahon, House—Mrs. A. A. Kurzejke, Publicity—Mrs. Edw. Bannon, Used Clothing—Mrs. Wm. Haack, Purchasing—Mrs. Wm. Haack, Telephone—Mrs. Phil. Bornkamp.

The last regular meeting before the summer recess was held on May 2nd, with a good attendance.

Reports from the officers and committees were read and approved.

After the business meeting, dancing was enjoyed by all. Mrs. Gladys Baldwin furnished the music.

At the close of the evening lunch was served by Mrs. Stolte and her committee.

Our next regular monthly meeting will be held in September.

A special board meeting was held May 13th.

Mrs. Edw. Bannon, 2nd vice-president general, just returned from a meeting in Chicago, also visiting several chapters with Mrs. Byrum, Mrs. Kendall and Miss Lindskog, of the General Gov. Board. We are looking forward to their visit in the Fall.

The first of a series of card parties which was held May 20th at the home of Mrs. Wm. Hoack, was a huge success. \$16.00 was added to our treasury. Bridge and 500 were played.

Green Bay Chapter

Mrs. Chas. Heyrman

A VERY successful evening card party was held during the month of May. Mrs. Chas. Cheany was in charge. Bridge and Five Hundred were played.

Our regular social afternoon party too, was a success. Cards were played, prizes awarded and refreshments served. Mrs. Leighton Stickler had charge.

We are sorry to report the death of one of our oldest members, Mrs. P. H. Nugent. Mrs. Nugent was a faithful member of the Milwaukee Women's Club and a charter member of this chapter.

The regular business meeting of Green Bay Chapter was held Thursday evening, June 2.

Reports were read by the Secretary and Treasurer and the various chairmen of committees.

Plans were discussed for the annual picnic to be given some time this month.

It was decided to dispense with all meetings during the months of July and August.

Mobridge Chapter

Bess B. Bunker, Historian

AS AN opening number for the May meeting of the Mobridge Chapter, held in the club rooms on the evening of May 24th, the song "America the Beautiful" was sung.

The secretary reported a special meeting held in the club rooms on Saturday forenoon, April

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FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Cocur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

MONTANA RED CEDAR PRODUCTS—"Everlasting Gifts"—Chests, Gun Cabinets, Smoking Stands, Card players' novelties; Table and Floor Lamps. C. C. Field, 804 California Ave. Deerlodge, Mont.

FOR SALE—Dark interior Yukon mink, domesticated and acclimated high-grade stock. The fur market commands very high prices for these aristocrats of furs. Auction sales statements in my files prove it even during the last two years of depression. If interested in a healthful, pleasant and profitable out-door enterprise, write Henry Wanos, Prop. Argonaut Mink & Fur Ranch, Bristol, S. D.

FOR SALE OR TRADE—For small Mo. farm not more than 50 miles from K. C., Mo., 6-room modern house, 50x150 ft. lot; glass enclosed front porch; full basement; decorated walls; five cherries, one pear and 1 apple tree; lots of grapes; 2-car garage; value \$7,000; sacrifice for cash. Located 17 miles west of Chicago on the main line of the C. M. St. P. & P. If interested write O. W. Sawyer, 173 S. Addison St., Bensenville, Ill.

FOR SALE—Well improved 285-acre farm 2½ miles east of Stamford, Jones County, S. D., on highway No. 16. Fenced and cross-fenced; 35 acres alfalfa hay; fenced hog tight; 120 acres farming ground besides the alfalfa hay; rest wild hay and pasture. For full particulars write G. E. Abbott, Stamford, S. D.

FOR SALE—Partridge Cochinchina chicks, also Light Brahmas; May hatched all pure blood, 40c each. Also Multiplier onions or

potato onions and winter onion sets for fall setting. Frank Florer, 140 S. Locust St., Valley Junction, Ia.

FOR SALE—80 acres cutover land in Pine County, Minnesota, located 16 miles east of Sandstone on state aid road, one mile from store and oil station. Ideal dairy and farming locality. Will sell at a sacrifice. Write, Ray H. Hoffmann, 309 North 5th St., Austin, Minn.

FOR SALE—Will sacrifice \$165 scholarship with the International Correspondence Schools for \$60.00. Ronald L. Jordan, 102 Prospect Street, Vermillion, South Dakota.

FOR SALE—7-room frame house, furnace heat, two lavatories, two-car garage. Corner, excellent transportation; four blocks from C. M. St. P. & P. Mayfair Station, Chicago. Clear, price \$6000, or will rent at \$45.00 per mo. Address G. A. Semmlow, 2433 Fargo Ave., Chicago. Phone Bri. 3397.

FOR SALE—5-Room Bungalow—New—Attractive. Built of the best of materials and workmanship. Upon inspection, you will find each room to be a model room by itself and unique in style. This is not a real estate home and is the best buy in Humboldt Park District. Your inspection is invited. 3257 South Lenox Street, Milwaukee, Wis.

SPORTSMEN—Fisherman John tells his secrets. Write now for a copy of his 1932 fishing calendar. "It shows when fish bite best," and is full of good fishing tips. 25c postpaid. Fisherman John, mail address, P. O. Box 276, St. Paul, Minn.

For Sale at a bargain price, 133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds, and other buildings; also 3-room house, ½ mile to good grade school, 5 miles Colville, Wash. Will trade for a smaller place near Tacoma, Wash., or sell at a very fair price. Write 7404 So. Park Ave., Tacoma, Wash.

BOSTON TERRIERS—My kennel is headed by Inspector Hagerty, weight 13 pounds, a splendid individual and grandson of Champion Hagerty King Jr., and Champion Captain Moody. Have several litters of beautifully marked seal brindle and white, excellent headed pups and good all over for sale out of high class females close up to champions. Equal to any of the eastern kennels highly advertised and priced stock. Prices \$20.00 up according to markings and sex. Guarantee a square deal. Inspector Hagerty at stud, fee ten dollars. Have a real kennel with individual runs with plenty shade. Phelps Kennels, Kasota, Minn.

HOUSEKEEPING COTTAGES on Pine Lake, Forest County, Wis. Good fishing, boating and bathing. Screened porches with drop curtains. Rental, \$25-\$15 per week, includes fuel for heating and cooking; ice and boat. Everything furnished but bed and table linens. Good running water in cottages. Mrs. C. W. Mitchell, 1546 S. 10th St., Milwaukee, Wis. Phone Mitchell 8823.

SPEND YOUR VACATION among the pines at Muskalonge Lake, Heafford Junction, Wisconsin. Furnished log cabins including boat, ice, linens, \$15.00 per week. Best musky, bass and pike fishing. Peter Zeches, Bradley, Wis.

SPEND YOUR VACATION at Nocue Beach Resort near Crivitz, Wis., on the Superior Division of the Milwaukee road. Through trains from Chicago twice daily. Electric lighted furnished cottages, \$10 to \$30 per week. Ice, boat and electric service free with cottages. Absolutely safe sand beach for children. Store and home bakery in connection. Board furnished for those wanting it. Chicago Terminal men please see Harry Erickson at Western Ave. Tower for descriptive folder and information. Others write R. Maguire, 2128 N. 34th St., Milwaukee, Wis. (Engineer, Milwaukee.)

30th, at which time Mrs. H. E. Byram, Mrs. Carpenter Kendall and Mrs. E. H. Bannon were guests. Mrs. Byram and Mrs. Kendall were greeted as old friends of the club. We are always happy to have them with us and feel a real inspiration from their presence among us. Mrs. Bannon endeared herself to all with her charm and friendly interest. The work of the club was gone over most thoroughly. Mrs. Dickey, our president, is putting forth every effort to meet the demands of the club in a most efficient and businesslike manner, and we feel sure that her leadership will be the means of our club doing the very most with what we have to do with, in the coming year.

Mrs. B. W. Goggins, charming wife of our new roundhouse foreman, was introduced by Mrs. Dickey. We are indeed glad to welcome Mrs. Goggins.

Our total membership is now ninety-one. Eleven memberships, new or renewed, were reported for the month of May. The club house was rented twice during the month and \$6.00 received for rental of same. A card of thanks from a family helped during the past winter months was read. The treasurer's report was read showing a balance on hand of \$190.40. \$22.00 was cleared from the card party given on April 30th, which was sponsored by the officers of the club. Net proceeds from the supper held on May 3rd were reported as \$52.00.

A group of tableaux depicting the various phases of "Mother Love" were arranged by Mrs. Rose, chairman of the program committee.

Miles City Chapter

Mrs. W. H. Wise, Historian

THE chapter held its last regular meeting before the summer vacation, Friday, June 3, with about 40 women in attendance.

All chairmen gave their monthly reports showing splendid work and cooperation. About 72 needy received aid, and \$170.00 was spent.

Gifts of good cheer estimated at \$4.00 were donated and clothing valued at \$30.00 was distributed in May.

Moneys taken in were \$48.00 dues, rentals \$8.00, card receipts \$12.80.

Reports show \$25.84 spent from the Lydia T. Byram fund for undernourished school children.

The Sunshine committee reported 55 personal and 41 telephone calls.

A silver tea for the fall opening of the musical department was also planned for.

The committee in charge of the picnic is: H. E. Riccius, W. N. Ross, H. J. McMahon, S. Nelson, Mark Johnson, E. Hall, Barry Glen, and Mmes. P. Leahy, W. H. Fellows, F. Spear, T. A. Dodge, A. W. Herrin and W. H. Wise.

Safety in the Use of Ladders

(Continued from page 7)

major causes of accidental death in the United States!

"There should be a GOOD stepladder in every home. It should be kept in a convenient place and its use encour-

aged. The use of substitutes such as chairs and boxes should be made taboo. The ladder should be replaced when it becomes weak with age or otherwise defective.

"There are usually plenty of ladders around an industrial plant, but they are not always kept in the best condition. They should be inspected regularly. There must be no missing, broken or worn-out rungs. Every defective ladder is a potential accident-maker. There should be an ironclad rule in every plant that such defects be reported immediately.

"Accidents are as frequently caused by the user as by the ladder. Never stand on the folding shelf of a step-ladder and be sure the spreaders are clamped out straight. Be sure every ladder you mount is safely anchored and don't lose your balance. A ladder will stand for a lot, you know—but there's a limit!

Watch the Little Things

"Little defects may cause big accidents so watch the little things. A minute for repairs, you know, may save hours of suffering. Just keep in mind that after all your safety is largely in your own hands."

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