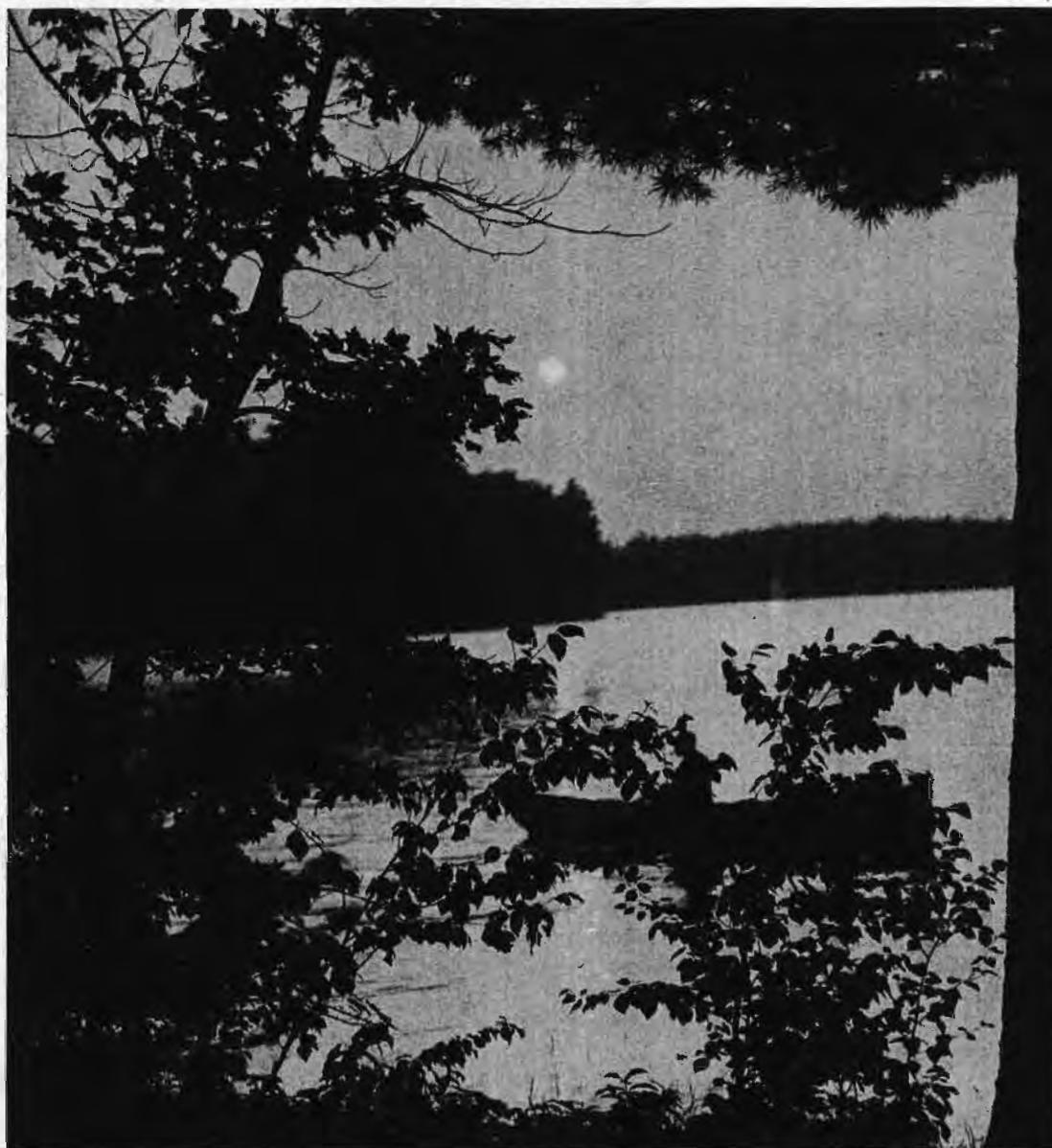


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

OCTOBER, 1932



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MAGNUS COMPANY

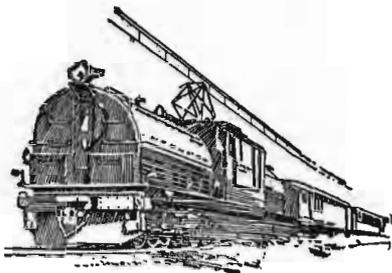
INCORPORATED

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

CHICAGO

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.



COOPERATION

Boiled down to its very essence, cooperation means a willingness to do our part. It is most essential in every phase of human activity, social as well as business.

Since it is an established fact that there is no such creature as a wholly independent man or woman it behooves us all to cooperate willingly.

In a business organization cooperation is popularly known as team work.

Team work means unity and in union there is strength.

When we acknowledge our dependency upon others for the necessities, the pleasures and the comforts of life we profess an obligation to our fellow man. Willingness to discharge this obligation faithfully and cheerfully lends strength to an organization and to society as a whole.

Man is a gregarious animal. He needs the association, the help and cooperation of others. To the end that we give aid shall we reap benefit to ourselves.

Let us resolve to cooperate with our fellow worker and our neighbor actively and willingly.

(Contributed by L. M. Jones, Supt., Sleeping & Dining Car Depr.)

A handwritten signature in cursive script that reads "J. D. Finch". The signature is written in dark ink and has a long, sweeping underline.

Vice-President



Leadership

By D. E. Wood

READERS may wonder why a subject like this is not handled by a known and recognized great leader. Logically, to learn the truth about any subject one should seek and contact those skilled therein. The lawyer gives us knowledge of the law; the banker, of finance; the doctor, of health. Why not then, turn to the leader for knowledge about leadership?

The reason is that leaders are hard to find. True leadership is conspicuous by its absence. Great leaders, like poets, are born—perhaps but one in a century—in one or two thousand years.

Leadership is a state or condition which, by inverse ratio, places the rest of us in the class of followers. Only a few ornery "buckers" try to run "agin the government"—fight against the course of Nature—whatever the odds. What more can be done, then, than to consider this subject much as one might view Washington's monument or Cleopatra's needle—walking around it, carefully inspecting all sides. Thus may we measure our stature and decide on which side we are most fitted to stand.

True leadership implies perspicacity—insight—subconscious "intuition"—wisdom on the part of him who occupies it. As the towering marble or granite "spike" pierces the atmosphere of space and rises toward the blue of heaven, so does the real ability of the true leader show itself above that of his followers.

True leaders neither assume nor seek the position. The time and the occasion determine the choice as well as the powers delegated. They seemingly float into it naturally without effort on their part; they are lifted or placed in position by their devoted followers, and they meet the requirements of the situation as perfectly as the keystone fits the arch. The place seems made for them—and it was—or it would not be offered to them.

Those who *seek* leadership are rarely leaders. By force they win the position, and by force they must hold it. The gangster is one who can "stir the gang," but his position as "big chief" is well illustrated by a lion at the head of an army of sheep. He holds his place because not one of his followers dares question his authority.

The leader thinks different thoughts from those of his followers. His view-

point is different. He sees situations from an angle diametrically opposite to theirs. He looks out upon them and their situation: they look up at it and to him. He has a broad horizon; they have a narrow one. Like a captain directing his company, gives the command "in reverse" as he faces his men, in order that they may go in the opposite direction, so the leader must consider the position of his followers and advise a different course of procedure from that which they may think or believe is best.

No leader is ever chosen because of the honor the position carries. A load is offered to every leader—a load of responsibility and work, to carry which requires the broadest shoulders, the spirit of courage as well as the willingness, the desire and the strength to serve his followers at any cost to himself. He is expected to serve at a sacrifice, and he should be willing so to do. That is the price he pays.

Innate within the heart of every true leader is believed to exist the subconscious or deep-seated urge to "square accounts" with service to a great number of people; or perhaps, forsooth, in ages past—who knows?—the great leader determined in his own mind, to become a great servant of the people, because he has in his heart a profound love—love on a very large scale—and he is willing to pay the price—stand the gaff—of attaining such greatness. He knows the law so aptly stated: "He who would be truly great, let him first serve." Therefore is his course clearly laid out, because within his soul burns the unquenchable fire which alone accomplishes what it attempts.

Courage—indomitable courage—to speak and to act in time of need, is the first manifestation of leadership. The courage of his convictions has carried many a man to success; because the more courage he possesses, the more enthusiasm he generates to "put over" what he attempts.

Leaders work only with principles—never with principals. If it is not good FOR all, it must not be used AT all. They know that nothing is worthy which does not follow the principle or law of "one for all and all for one"—another way of saying the Golden Rule.

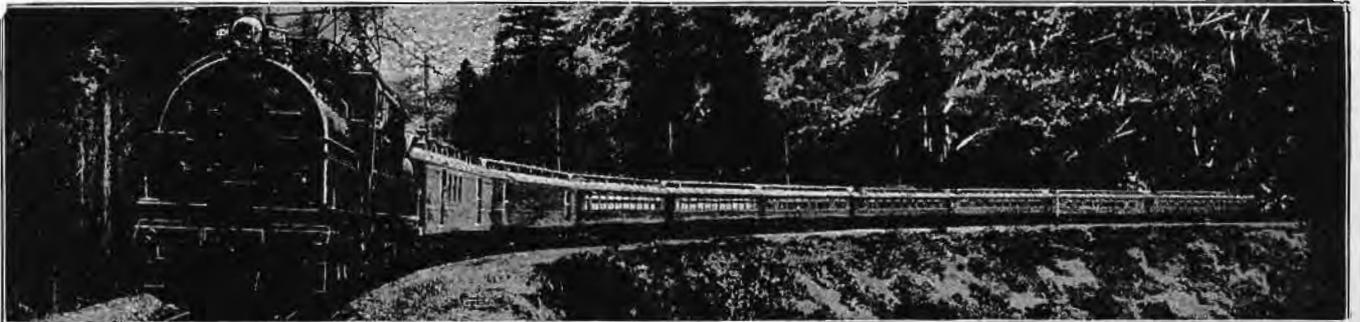
A true leader must be a big man—big enough to lead—to encompass the desires, the emotions, the intentions and the wishes of his followers. Himself, he will not consider. How big is that? Big enough to realize and admit his mistakes (for no MAN is infallible) and attempt to correct them. As big as Walt Whitman's concept: a critic hinted that the "good gray poet" contradicted himself. "Do I contradict myself? Then I contradict myself. I am large. I contain multitudes." He must be big enough to save himself, for he who needs—and craves—a vicarious saving grace and is not courageous enough to pay his own debts, is unworthy the cost of being saved.

Unlike the army commander who rises by right of preference rather than natural righteousness, the true leader must lead with consideration instead of by force of domination, political or predatory influence, or might. He must possess to a well-developed degree—which determines also the degree of his leadership—the qualities of conscientiousness, courtesy, executive ability, firmness, honesty, initiative, justice, self-control, will, judgment, and decision. He must be wise in council, keen to reason, firm in action, and "quick on the trigger."

Every leader automatically becomes a target for the shafts of enmity fired by those whose personal interests may be adverse to the welfare of his followers. He must stand criticism and abuse from many who are unworthy and unable to do better themselves or to tell him how to serve better. He must act always from altruistic motives. Unfortunately, many chiefs and other minor "heads" too often act selfishly.

The world wants—needs—leaders. It has had enough—too many—elevated men and women. Heads "named" for the place are usually figure-heads. Executives "chosen" by their intimates are expected to favor those who have thrust honors upon them. Rulers by heredity rarely have enough force of character to rule themselves and their own conduct. Governors "elected" by their subjects are seldom qualified for the work of the office. None show or possess more than a few of the qualities of real leadership.

Let the caliber of men be first determined—their life, their experiences, their capacity for the job; let them be weighed, measured and tested for the abilities needed. Then let the opportunity to work and to serve be offered



by those in need—those willing to be followers devoted to the cause needing a leader. To offer one's services or to seek the position of leadership is to admit the greatest weakness. The position should seek the man.

If men be true leaders, they will automatically show their ability and accept the responsibilities of office without thought or consideration of personal gain, advantage or reward. With right motives, right effort, and right purpose,

God will be with them—and success is certain. The SEEKERS for leadership can then be cast into the sea.

The bold enterprising spirit of a Patrick Henry stating the ultimate in unequivocal terms—"liberty or death"—shows the true leadership type. The self-sacrificing nature of a Buddha giving a life for a mere cub, is a noble type of leadership. The Christ who died that all men might live, is the sublime type.

Along Some Historic Trails

Mrs. H. L. Monty



Along Historic Trails.
View of the Mississippi from Ridgewood

HOW many of the millions of listeners on radio, phonograph and concert, to the world famous compositions of Anton Dvorak realize that some of the inspiration interwoven in his marvelous music was received among the hills and valleys of the Iowa country side; realize that in a primitive church at Spillville, Iowa, he officiated at the little organ and perhaps while he sat over its chords, he first drew the motif for his lovely "Humoresque." A tablet erected in Spillville says that "Humoresque" was composed while Dvorak was living there.

One often hears it said that Dvorak drew the inspiration for his great work, "The New World Symphony," from the new and strange world he came into in Iowa and Minnesota, and that much of the appealing tenderness of that wonderful music grew out of the homesick heart of the composer who never ceased to long for his "hills of home."

Again, at Festina, a short distance from Calmar, there still stands what is asserted to be the "smallest church in the world"—a little structure capable of seating but eight people and having a miniature pulpit, the smallest ever known to have been built into any church. This little edifice was erected by a man named Johann Gaertner, a veteran of Napoleonic Wars, who on coming to this country and finding home and peace, resolved to make a

thank offering for his survival of the Napoleonic Retreat from Moscow and of the Battle of Waterloo. This man's last resting place is in a shady spot back of his tiny chapel, and the grave is marked by a boulder. A tablet marking the spot has been erected by the society of The Daughters of the American Revolution, in the state of Iowa.

Another remarkable place of this vicinity is the home of the Bily Brothers' Cathedral Clocks. Four miles from



View of the River from Oak Crest

Spillville, easily reached from that place, one comes upon this collection, the greatest clocks in the world. They are the handiwork of plain farmer men who for twenty-five years worked on their farms by day and in the after hours, when the day's work was done, spent their time, far into the night, carving masterpieces of handcraft in wood engravings.

On the tallest clock to be seen in the collection is carved the town hall, bridge and tower of Prague, Bohemia. This clock is eight feet tall, and every half hour the chimes play, a door opens in the front and carved images of the twelve apostles pass in review. This clock is called The Apostle Parade.

All of the clocks have chimes imported from Switzerland.

"Beulah Land"

By H. D. Brown,

Author of "The Old Elkader Line"

Contributed by Mrs. M. J. Ramsey, taken from an old scrap book of her husband, Mark J. Ramsey, train dispatcher on the I. & D. Division for over 40 years, now deceased.

Did you ever ride in a railway coach and make a big long trip,

When you felt just like a millionaire or a purser on some ship?

As you pass on through the valleys o'er the mountains to the west

Where everything is sunshine and your mind at utter rest,

You feel just like a man in love as you pass along the shore,

Of some lovely lake or river you have never seen before.

Your pleasure trip draws to a close, you hum some sweet refrain

As they drop you off at Beulah for the Old Elkader Train.

Beulah's only nine miles from the Mississippi river

And bounded all around by hills. To wait there makes you shiver;

It has a population of "one" and something more,

A lonesome little brooklet runs right beside the door.

William C. Brown, the President of the New York Central line,

Was the Agent down at Beulah about eighteen sixty-nine.

It has a spring and fish-pond, too, but you're not allowed to seine

While you sit around there waiting for the Old Elkader Train.

A man came in here from the west, I think t'was Thursday night.

His ticket read Elkader, he thought it wasn't right

To put him off at Beulah without giving him a hunch

That there wasn't any place in town where he could get a lunch.

He was hungry as a coyote and as sassy as a bear,

He sat around the depot till he almost learned to swear.

Those creepy thoughts stole over him and seemed to dull his brain

As he sat around there waiting for the Old Elkader Train.

This man had rode wild horses and lassoed Texas steers,

To kill a mountain lion was sport in early years.

"He hunted grizzly bears," he said, "and trapped all kinds of game,

Had been captured by the Indians, but all these things were tame.

Has knocked around for thirty years and been in every state,

But Beulah had 'em beat a mile where a fellow has to wait."

He whistled and he shouted till his lungs began to pain,

But he failed to hear the "All Aboard" for the Old Elkader Train.

"I don't see why the company," he said, "can't pull a fellow by,

Take him down to North McGregor when they know we must be dry,

Where they liquidate a little, just to make your palate work

And could satisfy the inner man at the Berry or the Burke."

He's going to write to Clifford Thorne and David Palmer, too,

The commissioners of the Railroads will "Ketchum," I tell you.

He thinks that Uncle Sam would have a hard time to explain

Why they make you wait at Beulah for the Old Elkader Train.

Conductor: "Can't you see the sign, 'No smoking?'"

Sailor: "Sure, mate, that's plain enough. But there are so many dippy signs here. One says, 'Wear Nemon Corsets.' So I ain't paying attention to any of them."

The Milwaukee Passenger Shop

By L. B. JENSON
Superintendent Passenger Car Shop, Milwaukee
(Continued from September issue)

MILWAUKEE SHOP lays great stress upon economical operation due to three main reasons. In the first place, a shop to be successfully operated must obtain a fair return for the money that it spends. Second, Milwaukee Passenger Shop is the chief custodian of the Account 317 (Passenger Train Car Repairs), expenditures of the entire railroad. Third, the Shop is in a competitive business.



L. B. Jenson

In normal times about 60% of the Account 317 charges of the entire railroad are incurred at Milwaukee Shop. Thus whether our Road's showing in the matter of Account 317 expense in total, per car unit owned, per car mile run, etc., is favorable or unfavorable in comparison with other railroads, and with our Road's past performances, is largely determined by how much money is spent at Milwaukee Passenger Shop.

Milwaukee Shop has three competitors, namely, other railroad coach shops, other manufacturing plants, and itself. In the matter of car repair work, Milwaukee Shop is matched against every other passenger car repair shop in the country. The Shop competes with manufacturing concerns in the repairing and manufacturing of many articles used by the railroad, and whether the Shop, or other concerns, obtain this business depends largely upon price and quality. The Shop competes with itself in the matter of today's performance against yesterday's. In the matter of car repair work this is very important. Some years ago the ownership was over 1,600 cars, while today it is less than 1,300. The 300 cars taken out of passenger equipment were chiefly small cars that could be repaired cheaply in comparison with the larger cars now left in the ownership. This forced concentration upon larger cars means that the Shop must be constantly alert so that it can maintain an output and costs favorable with past performances when the variety of cars was greater.

That Milwaukee Passenger Shop has been successful in obtaining an economical operation is clearly reflected in the continued drop in the cost of repairs made to cars turned out. In 1927 the average cost per car turned out was \$2,814; in 1928 the cost dropped to \$1,835; in 1929 to \$1,761; in 1930 to \$1,678; in 1931 to \$1,556.

To obtain an economical operation, Milwaukee Shop has followed several lines. Continued propaganda encourages savings of all kinds. At Cooperative and Foremen's Meetings the matter of cost, output and other factors pertaining to shop operation are frankly discussed. Routing systems that stress proper grouping, specialization and segregation of work are employed to permit maximum productive work. Cost control systems are used to keep expenditures within bounds and to point out weaknesses. Constant effort is made to obtain a balanced flow of work through the shop so that all departments will have sufficient work but none will be over or under burdened. Emphasis is laid on the conservation, reclamation and full utilization of material because 19% of the cost of general repair cars, 42% of rebuilt and modernized cars and 62% of new built cars is for material used. New devices and methods for reducing costs and improving the quality of work are constantly being installed. Practically all of the new devices and methods installed have come from suggestions made by the Shop's foremen and shopmen. And last, but not least, economical operation is obtained by the Shop's management, supervisors and workmen continually cooperating in a friendly spirit to make the Shop "hum."

Milwaukee Passenger Shop has been very successful in obtaining new ideas that result in improved ways of performing work. This success is largely due to the fact that the supervisors and shopmen desire improvements, realizing that what was fine yesterday under conditions then existing is practically worthless today under conditions now existing. Furthermore, the Shop management pursues the Ringling Brothers' policy of letting a man try out his suggested scheme, and help him, even though everybody else doubts the value or practicability of the scheme.

There have been hundreds of changes made in the manner of performing various work at Milwaukee Shop during the past five years. A few examples will suffice to illustrate new methods or devices, some of which saved pennies and others that saved dollars.

Until a few years ago the rubber which is used to weatherstrip the sash of coaches, etc., was cut into strips from a roll of sheet rubber by hand by means of a knife and straight edge. The Mill Cabinet Shop installed a "home-made" machine that reduced the labor cost of cutting the strips from 7½ cents to ½ cent per sash—a 7 cents saving. In 1930 the Mill Cabinet Shop repaired 7,792 sash that required these rubber strips, so that the cutting machine brought \$545.44 saving in that year alone.

In May, 1931, a new type of triple valve clamp was designed and installed in the Air Brake Shop which eliminated six movements in the cleaning of one valve.

This device reduced the cleaning cost per valve 48/10 cents. Over 15,000 triple valves are cleaned at Milwaukee Shop annually, so that the yearly saving from this device amounts to about \$720.

Some years ago the Shop installed spray booths for painting the sash, doors, etc., that are stripped from cars being repaired. In January, 1931, four paint spraying canopies were placed in operation and cars are run under these canopies to be painted and varnished. Insofar as is known, this is the largest battery of spray canopies in the country that is used for painting passenger cars. Each car is run under the canopies four times, that is, on each of four days the car is sprayed with a coat of outside and inside color or varnish. Also, the spraying of the roof, vestibules, underframe, trucks, etc., is spread over the four days. When the Shop's output is three cars per day, 12 cars per day receive coats of paint and varnish under the canopies, which means that each car remains under the canopies on an average of only two hours 40 minutes a day. A study showed that 379 pounds, equal to 41 gallons of paint material, costing \$82, were used daily in the canopies, and each man sprayed an average of 56 pounds of this material every eight hours. In addition to the coats of paint and varnish, the lettering on cars (except for applying the gold leaf) is also done by spray. Studies showed that paint can be applied on a car at least five times faster by spray than by brush, and better workmanship is obtained. Based on a normal shop operation, the spray-painting of passenger cars at Milwaukee Shop has effected an annual labor saving of from \$12,000 to \$15,000.

After the paint-spraying of car-bodies was in successful operation, Milwaukee Shop found that its car-washing costs were too high in relation to the painting costs. The study and experiments made to reduce the washing costs resulted in the adoption (about April, 1931) of the spray-method for washing car-bodies. In March, 1932, the spray method was extended to include the washing of sash, doors, etc., that are stripped from cars being repaired. Under the spray method special washing compounds are sprayed on the cars by means of portable washing outfits. This method is in contrast to the hand method where oxalic acid and soap were applied by hand on the cars by means of pails, brushes and sponges. Under the spray method two men wash the inside and outside of a car that is being given general repairs in one day, whereas it required at least six men one day under the hand method—a two-thirds reduction in man-hours. Based on normal times, the spray washing of cars at Milwaukee Passenger Shop has effected an annual labor saving of from \$12,000 to \$15,000.

Milwaukee Passenger Shop has now a complete spraying performance for both the washing and painting of both car-bodies and their stripped parts, and is a pioneer in this aggregate spraying method, which, in normal times, results in a labor saving of from \$24,000 to \$30,000 per year. The spray washing method used for railway car-bodies and their stripped parts was "invented" by Milwaukee Passenger

(Continued on page 17)

ACCIDENT SAFETY FIRST PREVENTION

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

	July, 1932			July, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	—	8	8	2	16	11	-2	-8	-3
Lines West	—	5	1	—	3	2	—	+2	-1
System	—	13	9	2	19	13	-2	-6	-4

A decrease of 38% in reportable cases.

	7 Months, 1932			7 Months, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	10	80	47	7	92	76	+3	-12	-29
Lines West	—	20	10	1	11	16	-1	+9	-6
System	10	100	57	8	103	92	+2	-3	-35

A decrease of 1% in reportable cases.

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

Name	Title	Division
C. E. Elliott	Superintendent	Terre Haute
P. L. Mullen	Master Mechanic	Dubuque & Illinois
F. J. Swanson	General Car Dept. Supervisor	Northern District
M. J. Gruber	Asst. Supt. (classified with Trainmasters)	Terre Haute
A. M. Martinson	Asst. Master Mechanic (Classed with Traveling Engineers)	Milwaukee (1st Dist.) and Milw. Terminals
W. E. Ring	Division Engineers	Trans-Missouri
T. McMahon	Roadmaster	LaCrosse & River
O. E. Blake	Chief Carpenter	Trans-Missouri
G. W. Dahl	General Yardmaster	Dubuque & Illinois
F. M. McPherson	Agent, Large Freight House	Chicago, Ill.
F. S. Peck	District Storekeeper	Middle District
O. J. Pohey	Signal Supervisor	Marion, Iowa
J. G. Wetherell	Asst. Engineer	Milwaukee Grade Separation
G. Lamberg	Loco. Shop Supt.	Minneapolis
L. B. Jenson	Passgr. Car Shop Supt.	Milwaukee
John Reinehr	Shop Supt.	Tomah Shops

Green Bay Car Dept. Safety Record

The Car Department force at Green Bay, Wis., under the supervision of Foreman H. R. Jones, has covered a period of 632,096 man hours without a reportable or lost time injury. This record extends over the period January, 1929, to July, 1932. This is a very fine showing and one of the outstanding safety records on the railroad.

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

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

- *Dubuque & Illinois
- *Kansas City
- *Terre Haute
- Milwaukee
- *Madison
- *Milwaukee Terminals
- *Iowa & Southern Minnesota
- *Hastings & Dakota
- *Twin City Terminals
- *Trans-Missouri
- Idaho
- *Sleeping & Dining Car Dept.

Milwaukee Bowling League Standing

September 10th, 1932

Team	Won	Lost	Total Pins	Average
Olympians	3	1	2615	872
Sioux	3	1	2576	859
Express	2	2	2533	844
Arrows	2	2	2499	833
Limited	1	3	2510	840
Pioneers	1	3	2489	830

INDIVIDUAL AVERAGES

Name	Games	Total Pins	Average	Handicap
Mashnek	3	577	192	—
Demsat	3	532	184	—
Morgan	3	536	179	—
Cline	3	515	172	—
Pentecost	3	508	169	1
Girard	3	507	169	1
Kinzner	3	507	169	1
Collins	3	500	167	3
Petersen	3	495	165	5
Pyette	3	485	162	8
E. Schuetze	3	478	159	11
Swanson	3	476	159	11
Dprsey	3	469	156	14
L. Rickett	3	467	156	14
James	3	463	154	16
Smith	3	456	152	18
Candler	3	455	152	18
Turner	3	454	151	19
Vatersneck	3	448	149	21
Fleming	3	439	146	24
Razckowski	3	432	144	26
J. Brady	3	417	139	31
Stumme	3	391	130	40
E. Brady	3	387	129	41
Munro	3	366	122	45
A. Rickett	3	363	121	45
Pelzer	3	355	118	45
O. Schuetze	3	355	118	45
Nofke	3	338	113	45
Jennings	3	281	94	45

High Game—Meshnek, 217. High 3 Games—Meshnek, 577. High 5 Man Game—Olympians, 929. High 5 Man 3 Games—Olympians, 2615.

C. A. CANDLER, Sec'y.

Tacoma, Wash.

Sporting News

The Freight Auditor's Bowling League got under way on Sept. 15 with the usual six teams. While the first night is not to be considered a criterion of the class of the league, it did upset the dopsters who had it all figured out beforehand.

The standings as of Sept. 15 are as follows:

Won	Lost	Average	
1 Twin Cities	3	0	842
2 Chicago	2	1	759
3 Omaha	2	1	727
4 Milwaukee	1	2	714
5 Kansas City	1	2	697
6 Seattle	0	3	751

Player	Average	Player	Average
Miller	154	Larson	161
Beneke	112	Hussey	144
Patock	161	Riplinger	155
Christ	172	Ewalt	144
Specht	160	Bartels	142
Peterson	161	Reinert	151
Nickels	104	Harvey	115
Ganzer	132	Crickard	149
Pufunot	139	Greenwald	151
Gerke	178	Helwig	161
Weyforth	160	Wayrowski	146
Lynch	154	Allaire	146
Braun	146	Bialas	128
Ludwig	182	Neuzil	123
Malczynski	200	Duffy	154

A Nation's Out-door Museum

By Mildred I. Speer

FOR some distance after leaving the Missouri River, as one travels toward the setting sun, you see only prairie, and occasionally a stony butte whose steeply sloping sides terminate suddenly, giving the appearance of having been sliced off smoothly with a huge cake knife. And then all at once you come upon the little town of Lemmon, South Dakota, squatting low against the prairie as though it feared to raise a single spire heavenward and interrupt the sweep of the eye over the endless miles and miles of prairie land.

Nevertheless, this little town, crouching on the huge flat breast of the plain, has suddenly appeared on every road map and railroad map as the place to stop and view the only out-door museum in the United States.

Tourists from north, south, east and west are stopping there daily to view its wonderful collection of fossilized, or agatized, specimens of wood, plants and bones of prehistoric animals.

As one steps into the Lemmon Petrified Wood Forest, he seems to have been suddenly swept backward fifty million years, to a country covered with dense, tropical vegetation and traversed by huge animals, the like of which have never been seen by living races. Trunks and stumps of mammoth trees, petrified by countless ages beneath water, until the cells themselves have been replaced by mineral sediment in stratas of manifold colors, stand or lie in natural profusion throughout the park. There is something unusual and unexplainable in every piece. In one the imprint of a huge hoof that was sunk 1½ inches into the surface and measures 8 inches across; in another three frogs; in

still another the print of an immense leaf. And so on and on, finding something everywhere you look to cause an exclamation of surprise and wonder.

The bones of prehistoric animals, the skulls of human beings, the weapons of another race, have been found within a few miles of Lemmon and placed on exhibit in this park. Quartz, agate and mica are to be found in a large range of colors and sizes. Cannon balls in natural formation and ranging from one to sixteen inches in diameter have been set in pyramids



The Castle

mids throughout the forest. But most beautiful and curious of all is the castle built from thousands upon thousands of these petrified specimens. With its turrets pointing to heaven, even as the castles of old and thousands of gems

sparkling in the sunlight, it is a work of art. The walls and ceiling of its one room are lined with small pieces of fossilized materials from another age, every one different and every one unique in its coloring and formation. And then before leaving this structure that has taken millions of years to make, one meekly and with quite awe, enters his name upon the pages of the guest book which holds the names of visitors by the thousands from every state and province of the continent.

And so, as you travel on, either by automobile over the Yellowstone Trail (U. S. No. 12, as it is also called), or over the steel rails of the Chicago, Milwaukee, St. Paul and Pacific, the result of one man's dream remains in your mind, and you let your imagination play with the possibilities suggested in the Lemmon Petrified Wood Forest, in the squatting little town on the plains of South Dakota.

stay all night and enjoy home cooking. I have even spent the week-end with some of the boys who have been kind enough to invite me.

Time—Neighbors—Clothes

It's great to drop into a store and feel that you can spend an hour or two or three or a half day just visiting and not feel that you are wasting valuable time. I like the depression.

I am getting acquainted with my neighbors. In the last six months I have become acquainted with folks who have been living next door to me for three years. I am following the Biblical admonition, "Love your neighbor." One of my neighbors has one of the best-looking wives I have even seen. She is a dandy. I am getting acquainted with my neighbors and learning to love them.

Three years ago, I ordered my clothes from a merchant tailor—two and three suits at a time. All my clothes were good ones. I was always dressed up. But now, I haven't bought a suit in two years. I am mighty proud of my Sunday-go-to-meeting clothes. When I dress up, I am dressed up and I don't mean maybe. I like the depression.

The Wife

Three years ago I was so busy and my wife was so busy that we didn't see much of each other, consequently we sort of lost interest in each other. I never went home to lunch. About twice a week I went home for dinner,—at 6:30 o'clock. I never had time to go anywhere with her. If I did go on a party, I could never locate her; since there was always a "blonde" or a "red-head" available I didn't much worry about it.

My wife belonged to all the clubs in town. She even joined the young mother's club. We don't have any children, but she was studying—and between playing bridge and going to clubs, she was never at home.

We got stuck up and hifalutin. We even took down the old family bed and bought a set of twin beds—on the installment plan. When I would come home at night, if my wife was at home, she would already be in her bed and I would crawl in mine. If I came in first, it was vice versa.

Beds and Clubs

We like the depression. We have come down off our pedestal and are really living at my house now. The twin beds are stored in the garage and the old family affair is being used. We are enjoying life. Instead of taking a hot-water bottle to bed these cold nights, she sticks her heels in my back just like she did before Hoover was elected.

I haven't been out on a party in 18 months. I have lost my book of telephone numbers. My wife has dropped all the clubs. I believe we are falling in love all over again. I am pretty well satisfied with my wife. Think I will keep her, at least until she is forty and then if I feel like I do now, I may trade her for two twenties.

I am feeling better since the depression.
(Continued on page 32)

Good Philosophy

Read This

AND you will be glad you are living in this Depression Age. This article was sent to us, and as we know you will enjoy reading it, we are passing it along to you. If you have already read it, read it again. It is just like seeing a good show a second time—it has to be good to be good!

"I like the Depression"

Says Henry Ansley of the Amarillo News Globe.

"I like the depression. No more prosperity for me."

I have had more fun since the depression started than I ever had in my life; I had forgotten how to live, what it meant to have real friends, what it was like to eat common, every day food. Fact is, I was getting just a little high hat.

Then—And Now

Three years ago, only one man of the News-Globe organization could be out of town at a time and he had to leave at the last minute and get back as soon as possible. Many times I have driven 100 miles to a banquet, sat through three hours of bunk in order to make a 5 minute speech, then drive the 100 miles back so as to be ready for work the next morning.

Nowadays, as many News-Globe employes as are invited to, make those trips and we stay as long as we want to. The whole outfit could leave the office now and it wouldn't make any difference.

I like the depression. I have time to visit my friends, to make new ones. Two years ago when I went to a neighboring town, I always stayed at the hotel. Now I go home with my friends,



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Importance of Railroads

By Prof. Wm. Z. Ripley, *Economist*
From *Western Rys. News Bulletin*

THE indispensability of American railroads to the people may best be evidenced by consideration of the volume of the service rendered. For the best proof of the worth of anything is to picture one's plight if deprived of it.

The load thrown upon other means of transportation were the railroads to lapse is roughly calculable. Such data will also show clearly that the United States cannot, in the public interest, even allow them to dilapidate.

In this time of depression, to be sure, there is an excess of unused cars, locomotives, tracks and terminals. But the United States does not stand still. Normal business will return, as it always has. And the volume of national transportation will continue to increase.

Such being the case, consider what happen if transportation by rail were to cease, and all to be thrown upon the highways.

The "New York Times" consumes about 110,000 tons of news print paper annually. For the most part this comes from Canada. Even in 10-ton truck loads it would require 11,000 trips a year, tearing over the long stretch from Ontario to New York, to supply a single newspaper. But what about the entire press of the country? Its consumption in 1931 was 3,250,000 tons, mainly derived from Canada—two and one-half million tons now come by rail, the rest by water.

It would take 250,000 truck trips—and a 10-ton truck at top speed is not only a powerful road grinder but an unpleasant travel-companion—from Canada to each newspaper office throughout the land to meet the current requirements of the American press for news print.

Turn to coal! Revenue tons of soft coal originating on Class I railways in 1929, amounted to 368,338,000. It would take upward of 100,000 10-ton truck loads every day in the year to transport this amount. With five-ton trucks, which are actually more than three times the capacity of the average now in service, it would take almost 2,000 vehicles to each single mile of improved state highway in the United States to hold this aggregate.

Try it out with your pencil, figuring the equivalent of a single train load of coal such as moves on the Pennsylvania railroad or

in New England. One hundred 100-ton truckloads. And if this be a maximum train load, remember that few trucks can carry 10-ton.

Think of the man power, also. Every truck takes a driver. That train load of coal requires a crew perhaps of five or six men. It would take a thousand men to handle such volume on the highway.

So much for mere coal carrying capacity. Now let's move it. Railroad freight performance is measured by so-called net ton miles. This unit takes into account both the load and the distance the load is carried. In 1929, Class I railroads hauled 490,000,000,000 tons of freight one mile; or one ton of freight was carried an equivalently almost inconceivable distance.

How many motor trucks under average performance would it take to bear the load transported by rail in 1929? The average run of a motor truck is 25,000 miles a year, two-thirds of this under load and the remainder empty. Then there must be allowance for idle time, repairs, and other odds and ends. Apparently it would take about six and one-quarter million five-ton trucks constantly at work to do the job.

Further, this total would be added to the existing equipment, freight and passenger, already on the highways.

At an average length of 25 feet, 6,250,000 trucks would form a solid line 30,000 miles long. Only think of that number of trucks, almost 10 columns abreast, fenders touching, all the way from New York to San Francisco!

How often would this myriad of vehicles have to pass to and fro, were there no rails open for service? In 1929 there were in the United States 208,324 miles of surfaced state highway. The truck mileage necessary to equal the ton mileage of the railroads would have to be distributed over this stretch at the rate of 2,055 truck

miles for every mile of surfaced highway per day. This is equal roughly to 85 truck miles an hour on each mile of such road.

Who Pays for the Highways?

From an article by Dr. C. S. Duncan,
Economist

CAN we not say definitely and without qualification that additional expenditures for the improvement and maintenance of the highways, over and above what is required for the private passenger automobile, should be borne wholly and absolutely by commercial operations? The principle is clear. Its application is difficult. What are these additional expenditures for construction and maintenance?

What is this difference in cost? In October, 1925, the Journal of Land and Public Utility Economics, published an article by the chief of the Bureau of Public Roads, from which I quote as follows:

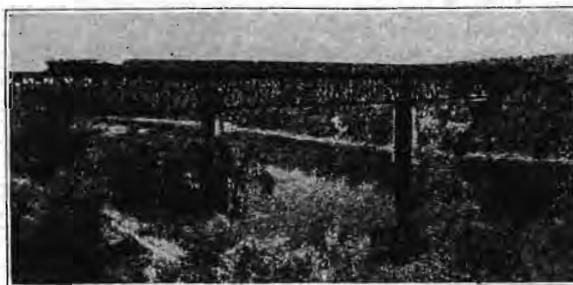
"Compared with the pavement required for dense passenger car traffic only, such a pavement would have (for truck traffic) an extra thickness of about two inches of concrete—an extra cost of, say, \$10,000 a mile. Roughly, that is the measure of the additional cost of building for heavy truck traffic."

In 1932, in a statement by the Bureau of Public Roads, referring to the state of Pennsylvania, it is calculated that the thickness the pavement required for passenger cars is five and one-half inches over all, while for a five-ton truck the required thickness is seven and seven-eighths inches over all, a difference of two and three-eighths inches in the thickness of the concrete slab. There is no consideration given herein for the greater width of these highways, which is also an important element of expense.

Clifford Older, formerly highway engineer for the state of Illinois, has calculated that the increased construction and maintenance cost of the highways in Illinois for heavy truck traffic was \$9,000 per mile.

These heavier vehicles constitute about one and one-half to two per cent of the total number of vehicles using the highways. For example, the governor of the state of Virginia has announced a cost of \$10,000,000 for reconstructing bridges in that state to accommodate only two per cent of the vehicles.

All this is to say that while there is definite evidence of a substantial increase in cost, there is no information available as to precisely what this would mean for the country as a whole or as applied to the greatly varying



Martin J. Flanigan

ON SEPTEMBER 20th, at Washington Boulevard Hospital, Chicago, occurred the death after a long and painful illness, of Martin J. Flanigan, Manager of the Safety Department of the Milwaukee System. Mr. Flanigan was in his 63rd year and the fiftieth year of his service with this company.

He started his railroad career at the age of 12 years as water boy on the section of which his father was foreman, and from that humble beginning, few men have had a wider experience in the various departments of railroad work. While still serving with the section crew, he managed to pick up a knowledge of telegraphy from the operators along the line and at the age of 15 years he qualified as an operator. He served ten years in that capacity at various stations in Iowa and Illinois, and then for a short time went into train service as freight brakeman.

In 1895 he was appointed train dispatcher at Marion, Iowa, and in 1908 he went to Aberdeen, S. D., as chief dispatcher. One year later he was appointed trainmaster with headquarters at Aberdeen. In 1918 he was promoted to a superintendency and served in that capacity on the Dubuque, H. & D. and Iowa Divisions.

On January 1st, 1929, he was appointed manager of the reorganized safety department of the System, which position he occupied until the time of his passing.

Funeral services and interment took place at Aberdeen, S. D. Mr. Flanigan is survived by his widow and two sons, to whom the sympathy of his many railroad friends is offered in their sorrow.

Who Pays For the Highways?

(Continued from page 8)

conditions within each state. These are facts which we need to know in determining the relative burden which each highway operation should bear. These are costs that should be met by such vehicles, over and above a fair share of other costs.

Not until the present year have I seen courage enough on the part of those who advocate unlimited improvements of these highways on the present basis, to state the policy at which they aim, I quote from an article by the chief of the Bureau of Public Roads, which appeared in the April, 1932, issue of the Scientific American:

"We are not investing the large sums we are pouring into this newest of the great works of internal improvement simply to provide pleasure roads for motorists. The purpose is much more serious than that, as I have tried to indicate. It is commerce as well as personal travel that we are providing for—a kind of commerce, an intensity of commerce that will not be possible unless we have these roads. It is absolutely necessary that we build for trucks as well as for automobiles."

Is it, then, to be the policy of this country that these highways are to become progressively and without definite limit great avenues of commerce? If so, com-

mercial operations on the highways should in equity pay all the costs involved.

Ship-by-Rail Clubs

THE movement which has been started on several of the western railroads and named Ship-by-Rail Clubs, is making good progress. There are already twenty-two such clubs functioning actively and fifteen more in process of organization..

This is an employe movement of excellent purpose, and should be very generally promoted and backed by the employe body. Its basic idea is to make the shipping public railroad-minded to the end that revenues may be increased and employment brought back to normal.

At Deer Lodge, Montana, a little different line has been pursued than at other places, perhaps, in that the business men of the town have been asked to join hands with the railroad men. They have responded very satisfactorily and the Deer Lodge Club numbers among its most active members one of the prominent business men of that town.

Thomas A. Kelly

THE death of Thomas A. Kelly, H. & D. Division engineer, at the age of 81 years, removes another one of the honored veterans of our service. Mr. Kelly had been in engine service with this company since 1883; and previous to that had been in like service with other railroads both in the east and middle west.

Mr. Kelly is survived by his widow, one son, three daughters and ten grandchildren.

The story is told of Mr. Kelly that dur-

ing a severe blizzard while pulling a fast passenger train, he "felt" that something was wrong ahead, and applied the air, coming to an abrupt stop. Not more than six feet ahead of him stood a stalled freight train.

C. H. Tanner Completes 50 Years With Milwaukee; 41 Years as Tama Agent

THE charmed circle of "Fifty Years of Service" has been reached by C. H. Tanner, agent at Tama.

On July 25, 1932, Mr. Tanner completed 50 years of service with the Milwaukee. He is now well started on his fifty-first year with the company, in good spirits, and feeling able for many more years of work.

Lacking but two months, Mr. Tanner has spent 41 of his 50 years in Tama as agent.

On July 25, 1882, he started work for the Milwaukee at Steam Shovel Pit. The company was getting material from this place for the yards at Council Bluffs.

Mr. Tanner spent two and a half years in the dispatcher's office at Perry. He was agent at Neola four and a half years. He also worked at several other towns before getting the Tama assignment.

Mr. Tanner ranks second in seniority rights on this division. One other man has about five years seniority rights. Incidentally, this man aided Mr. Tanner in getting a job with the Milwaukee.

Mr. Tanner has worked under every administration of the Milwaukee road. At present, Mr. Tanner has charge of the stations at Gladstone, Potter and Dunbar in addition to his duties at Tama.



A DELEGATION of one hundred Chicago members of the American Legion traveled in a special train over the Milwaukee Road to the fourteenth national convention held in Portland last month.

Led by Emmet Whealan, president of the Cook County, Ill. Board, they sought the 1933 meeting of the Legion for Chicago. They carried posters, banners and pamphlets advertising Chicago's Century of Progress. The group included Walter LaBuy, Cook County Commissioner; Thomas German, chief auditor for the city of Chicago; Hal E. Reading, past commander, 13th Engineers Post; Fred L. Boisey, Chef de Train Passe 40 and 8

Society; Edward Clamage, past commander, Cook County Council; Robert Casey, past commander, Chicago Police Post.

Special stops were made along the way for sight-seeing. At Wakpala, S. D., a band of Sioux Indians staged tribal ceremony for the Chicagoans and inducted Mr. Whealan into their tribe. At Butte, Mont., the Local Legion Post entertained the visitors.

The Chicago delegation was highly successful in its efforts to secure the 1933 meeting for the "Century of Progress" city.

William Wallace, City Passenger Agent at Chicago, accompanied the party.

Fifty Years of Service

ON SEPTEMBER 15th, Martin J. Larson, special representative for Operating Department, celebrated the 50th anniversary of his service with the Milwaukee Road.

He entered the service as messenger boy in the office of the General Passenger Agent when he was 15 years old. The general offices were then located in Milwaukee and the General Passenger Agent was Mr. A. V. H. Carpenter.

In 1889 he went to Sioux City as chief clerk to the superintendent, and in 1903 came to Chicago to fill the same position in the office of the General Manager, who was at that time Mr. W. J. Underwood. He returned to the S. C. & D. Division and served there until 1917 in the capacity, first of trainmaster and then superintendent. For the past fifteen years his headquarters have been in Chicago.

Upon the death of Mr. C. H. Mitchell, Mr. Larson was elected secretary and treasurer of the Veteran Employees Association, which position he occupies in addition



Presenting 50-Year Button to Mr. Larson

to his other duties in the Operating Department.

Mr. Larson was the recipient of many congratulatory messages from his many friends all over the System, and he also

received the 50-year service button of the Veteran Employees Association, from Vice President J. T. Gillick, with the following letter:

September 15, 1932.

Dear Martin:

Fifty years ago this morning you were fortunate enough to get a job in the office of the Passenger Department on the Milwaukee Road.

During those Fifty Years the Railroad has been fortunate in having your services. I do not recall any position that has ever been assigned to you that has not been fulfilled with credit to yourself and those who selected you for the many, various jobs. I am sure it must be a very great satisfaction to you to look back over your Fifty Years of service with this Company and realize that during that span of life you have never had a boss who was dissatisfied with your accomplishments.

My best wish on your Fiftieth Anniversary with the Milwaukee Road is that you may be spared and be with us for many years to come.

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

He's A Fifty-Four Year Man

ON OCTOBER 7th, 1932, Mr. T. A. Thayer, agent at Red Wing, will have completed fifty-four years of service with the Milwaukee Road.

Having come from northern Iowa in 1878 looking for steady employment, he hired out at Winona coaling and wooding engines, working from 6:00 p. m. to 7:00 a. m. and receiving thirty dollars a month for his services. The following year, April 1879 to April 1880, he worked as night watchman and baggageman at Hastings. At this time the western terminal of the H. & D. Division was Glencoe and the cut-off from Cologne to Minneapolis had not been built. His spare time was devoted to learning telegraphy and from April 1880 to August 1895 he was employed as agent and operator at various stations. In August 1895 he was appointed agent at Red Wing, which position he is now holding.

Retires After 63 Years Continuous Service

IF THE first hundred years are the hardest, H. B. Parker, veteran agent at Tekoa, Washington, figures the second hundred will be a cinch. He retired



H. B. Parker

Last month after 63 years' service with this company, most of which had been in station work. He is 80 years old and is going to take the rest of his life easy on a little farm near Minneapolis. He and Mrs. Parker have been married 57 years and "are still

on speaking terms," he says.

Mr. Parker went to work for this railroad when its entire mileage was less than two hundred miles, as brakeman on freight on the old "Prairie" Division, then went into station service at Black Earth, Arena and again at Black Earth, Wisc. In 1909 he went to Rosalia, Wash., as agent, transferring thence to Tekoa, where he has remained until his retirement.

FIRE PREVENTION

L. J. BENSON

More Deadly Than Dynamite

IF MORE people realized their perilous danger in the presence of gasoline vapor, they most certainly would be more careful in their contact with it.

The sight of a workman sitting on a keg of dynamite smoking a cigarette would give most of us cold chills, but few will pay any attention to extremes in carelessness in the treatment given a substance infinitely more dangerous. Government experts have fixed the explosive power of gasoline vapor at eighty-three times greater than that of dynamite.

The use of gasoline has been practically eliminated on this railroad, but there is still some of it about and that is where the danger lies—just in having it about. A small quantity of gasoline can produce a great quantity of vapor, which is highly explosive when mixed with the right proportion of air and needs only a slight spark to touch it off.

Conditions need not be complicated in order to produce trouble. A cigar, cigarette or match, the breaking of an electric light bulb, presence of a lighted lantern or any flame, a spark from a tool, any friction spark or static electricity; even, it has been said, a spark from a cat's back is sufficient to explode gasoline vapors.

Perhaps notice has been taken of the chain that rolls along behind a motor truck carrying gasoline; or perhaps you have watched the attendant at a gasoline station place the metal nozzle of the supply hose against the metal rim of the car's gas tank. Both precautions are to ground any static that may be generated, diverting it to the ground instead of permitting it to spark in midair.

About 2500 lives is the nation's loss each year from the mishandling of inflammable liquids and statistics prove that gasoline is rapidly reaching the top of the common

causes of fires. It may be interesting to know that the bulk of fires from this cause is not among those who handle gasoline professionally. Knowing and respecting the danger, they exercise the necessary care, sometimes at great expense. It is the average man who is the victim of this deadly explosive. In our own "Milwaukee Family," two lives have been taken in as many years.

Certain fundamentals must be kept in mind regarding gasoline hazards; provisions should be made for static (an example is our insistence that vapor proof globes be used where volatiles are stored); gasoline must not be let stand around in open containers or in any vessel not securely capped; there should be no leaks in tanks, cans, gas lines, etc.; drainings from crank cases, rags or other refuse saturated with gasoline should not be left around indoors; ventilation should be provided for storage places; heat and open flames should be kept away from gasoline; cans containing it should never be left near heat pipes, furnaces or radiators, or be left exposed to the sun outdoors; where the atmosphere contains gasoline vapors, lights or open flames should be kept away and electric devices left unmolested until more than ordinary ventilation has been provided.

We want our people to be as safe around their own homes as they are at their work. Couple good judgment with your knowledge of dangers at both places and many costly accidents will be avoided.

* * *

Earl J. Falconer, Yard Brakeman, Milwaukee, Wis., has been mentioned for commendatory service. At 2:00 a. m., July 12th, while working in the Air Line Yard, he observed smoke coming from a car in the Blue Mound Yard, immediately went to that point, discovered fire and succeeded in extinguishing it in time to prevent severe loss.

Politeness Connected With Kindness

By Joseph Caldwell, A. G. P. A.

The word courtesy has a good many different meanings, and it is just possible that in bandying it back and forth in our meetings, and in our correspondence, we sometimes have lost or failed to feel some of the better and deeper things that it comprehends.

One of the authorized definitions of the term says that it means "politeness connected with kindness", and it is this latter meaning, kindness, about which I have been thinking.

We all know what kindness is, but is it equally true that in our work and association with each other, and with our present and prospective patrons, we always are as kind as we should be, or as we must be in order to satisfy that thing inside us, whatever it is, that tells us when we are right and when wrong?

In looking back over a day's activities can we conscientiously say that in our discussions with our fellow workers, or in our correspondence, our telephone conversations, or in our answers to requests for information or assistance, or in the work involved in making the patrons of our service comfortable, we were as kind and considerate as we might have been? If we cannot, then, if we are honest with ourselves, we must admit that in relation to that meaning of the word courtesy which we are considering we did not make good.

Some one, although agreeing with the above conclusions, may ask how it is possible to be always sure what would be the kind thing to do. Right there we get back to the stuff that is in us, back to our consciences, our sense of right and wrong, our understanding of the real meaning of the golden rule; and our sure and dependable guidance out of the difficulty is to think of ourselves as in the boots or the predicament of the other fellow and do for him what we in the same circumstances would like to have done for us.

Every one is familiar with the old adage to the effect that if the pennies are taken care of the dollars will take care of themselves, and in thinking about this question of kindness in it's general relationship to our patrons it has seemed to me that if we could train ourselves to be kind on all occasions there would be nothing to fear with reference to the question of being courteous on all occasions.

Mere politeness, although essential, too often is only a gesture; but kindness - who can think of that without feeling that it is prompted by sincerity, who can be the recipient of an act of kindness without feeling a sense of appreciation, a sense of friendliness for the one extending it?

And having been treated kindly, is there any possibility



of our patrons feeling, under any combination of circumstances, that they have been treated discourteously?

Let's all try to establish for our good old Milwaukee a reputation for being kind to its patrons.

The Agricultural and Colonization Department

Meetings Held in Three States Farmers Study Problems of Livestock Feeding

IN MORE than twenty meetings held in South Dakota, Minnesota and Iowa, the observer had a chance to study a phase of agricultural development work. These meetings were the result of a demand created by farmers living in Milwaukee territory. That demand had its inception from four different sources, all pointed toward fact finding meetings. There were western ranchmen who desired an outlet for range grown feeder animals, preferably in a territory where one-line shipments were possible. There were grain growers who had vast quantities of cheap feed crops that they wished to dispose of to the best advantage. There were a large number of farmers and feeders who wanted to know what changes the present economic conditions had made in the business of fattening lambs and steers for the finished market. Then finally, there were many who wanted to know where and how feeders could be purchased.

By co-operating with the local County Agricultural Agents, State Agricultural Colleges, bankers, stock buyers, and the farmers, it was decided that all the desired foregoing information could best be given to the interested public at a series of meetings. Practical farmers and experts from the colleges were invited and did co-operate in conducting each of the meetings. Those best qualified discussed the following questions: (1) Can home grown low valued roughages and grains be profitably used for fattening lambs and steers? (2) What are the latest experimental and experience findings in the use of all feed crops, or their combination, for the fattening of livestock? (3) What is the effect of present economic conditions upon the business of feeding livestock? (4) Can grain and corn belt farmers profitably feed in transit western grown feeders? (5) What is the value of diversified farm incomes to grain farmers? (6) Is it possible, through the business of livestock feeding, to more profitably use the available farm labor? (7) What grades and classifications of livestock command the top market prices, utilize the available feeds best and put on the most economical gains? (8) Is the business of fattening meat animals one that offers a future warranting the necessary investment in equipment? (9) What financial institutions can best serve livestock feeders of various credit ratings? (10) How can the community interest in livestock feeding be used to the mutual advantage of all?

Hundreds attended these meetings.

Not one person could truthfully say, at the close of the program, that it was of no benefit to him. Farmers watched the stock grading; bankers interested themselves in the problem of credits; all eagerly sought the advice of trained economists; everyone traded experiences and even the preacher or doctor could see the value of it all to his community.

Our Road was instrumental in bringing together many prospective feeders and those who could furnish feeder animals. Our Claim Prevention Department had a man attend many of the meetings in the interest of educating the farmer shipper in a reduction of livestock losses while in transit.

What a series of meetings like these will mean to the territories, served by Agricultural Development Agents Paul M. Lewis and Wade R. Hauser only time can tell.

Six Land Lists Farms For Sale In Seven States

AFTER several months of detailed survey work, our road has now completed six lists of farms and farm lands that may be purchased at comparatively low prices. These lists give brief descriptions of the areas surveyed as well as a short description of each farm or tract of land that is for sale.

The title pages of these land lists are: (1) Improved and Unimproved Farm Lands—Washington and Idaho; (2) Typical Farm and Farm Lands—Kittitas Valley (irrigated), Washington; (3) Partial List of Lands for Sale on the Greenfields Division of the Sun River Project, Fairfield, Montana; (4) Farm and Ranch Land—Western North and South Dakota; (5) Farm Lands in Northeastern South Dakota, Southeastern North Dakota and West Central Minnesota; and, (6) Farm Homes, Farm Lands in Northern Wisconsin and Upper Michigan.

The area included in these lists will make it possible for any prospective settler to choose a farm where he may grow or produce any farm product capable of being produced in the northern part of the United States. One may make a choice of seven states, he may be near large terminal

markets, or in the "wide open spaces," in the woodland or prairie country, near lakes, streams, mountains or even the seashore. But more important to the settler who is returning to the country, from unemployment in the city, is the fact that each one of the territories described in these land lists has been carefully surveyed and passed upon as a locality where farming may be successfully done by industrious farm-minded people.

Out of one of these land lists, we take an example. You note the complete description. It is representative of many of the farms that are for sale and gives sufficient reason for the present owner's offering the farm for sale.

"PPJ-96. 20 acres especially adapted for chicken, turkey, hog, dairy farming. Excellent location where stock, etc., can be handled, bought and sold. On fine street, about ¼ mile to cement paved highway. About half mile from city limits, 32 miles east of Spokane. Land is all tillable and lays good. Once acre still in natural pasture and balance farming land. All fenced. Large poultry yards with water piped to various points. Will raise gardens, fruits, berries, alfalfa, timothy, clover, etc., potatoes and corn. Nice woven wire fence with iron posts around the yard. Roses and other flowers. About 20 bearing fruit trees of several varieties, some berries. Buildings are one seven-room frame house, two porches, pantry, room for bath but fixtures not installed; water in house under pressure, fine cement basement under house; good garage; work shop; woodshed; long chicken house; also another long building fine for hogs, calves, turkeys, rabbits, etc., brooder house; barn for twelve head. This has possibilities of being made into a valuable home. Owned by old folks who have plenty of money and do not need the place. Taxes are low as there are four railroads in county and taxes are offset thereby. Electricity and phone in street available if wanted. Golden opportunity for some young man. Possession at once. Will accept as low as \$250.00 cash down and \$200.00 a year, 6 per cent interest. Should party now holding the place sell on contract and he and his wife die, the purchaser will receive full warranty deed and abstract without further payment. Owner has no children to leave property to. Price, \$4,750.00."

Suppose the foregoing description would appeal to you. Then by writing us and giving us the key number, PPJ-96, we will tell you just where the farm is located, who has it for sale and finally, we will enlarge on the description. There is nothing difficult about securing this information and when it is secured, any prospective purchaser may become thoroughly familiar with the territories served by our Road as well as have fairly accurate knowledge about a representative list of farms that may be purchased.



A Farm House in the Coeur d'Alene, Idaho

Is Now a 25 Year Man

Frank Lowry Passes the 25th Milestone of Service with the Milwaukee

NO ONE, to look at Frank C. Lowry, file clerk in the President's office, would dare to insinuate in his presence, that he was eligible to the veteran ranks of this railroad, so young is he in appearance and in spirit, while in mentality he will challenge the activities of many an older mind and come out ahead.

"Frank," as he is familiarly known to General Office people, completed his twenty-five years of service on September 1st last, all of which time has been spent in the office of the president of the railroad, beginning with Mr. A. J. Earling and serving under Mr. Byram and with Mr. Scandrett. He is deservedly popular and enjoys to a marked degree the confidence and esteem of his employers.

But railroading is not the only channel of his endeavors, because Frank is an ordained minister of the African M. E. Church and has had a pastorate in Chicago for a number of years. He is now the leader in the St. John A. M. E. Church of this city, a church in which not so many years ago he was just "a Sunday school boy." He is, moreover, secretary-treasurer of the Allen Christian Endeavor League, one of the highest positions in the A. M. E. church, and of him and his church activities, his co-workers say: "Rev. Lowry is one of the busiest ministers in Chicago and makes the whole city his parish. He has as many calls outside of his congregation as within, to minister to the sick and bury the dead, and take care of all, as well as look after his church, his position with the railroad and his family."

In the outstanding work of "Frank" and his church last winter, was serving three thousand meals to the poor children and a canned goods and food storage Auxiliary for the same purpose.

At the Chicago Annual Conference of the A. C. E. League he delivered a forceful and strong address to the conference on "What Is the Present Outlook," in which he displayed a basic grasp of the underlying causes of civilization's troubles and a true understanding of the way out.

CONSCIENCE-STRICKEN

This story is told of a man in one of those Help-Yourself places, where you are put on your honor to pay for just what you eat. As he passed the cashier, she said:

"How much?"

The man replied: "Two bits."

Just then he felt a tap on the shoulder.

"How much?" asked the cashier.

"One buck," said our hero and turned around.

"Gotta match?" said the fellow behind him.

Automobiles wouldn't be so dangerous if the horse-power of the engines were proportioned to the horse sense of the drivers.



Frank C. Lowry

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The Annual Meeting and Luncheon

ARRANGEMENTS are completed for the annual meeting of the Governing Board and the annual Get-Together Luncheon to be held October 7th and 8th at the Hotel Morrison, Chicago.

The Governing Board meeting will be held in the Rose Room of the Morrison on the 7th, instead of as heretofore, at the Club Headquarters at Fullerton Avenue. This will make for greater convenience to members who will not have to go outside the hotel for any of the club activities.

The Morrison is centrally located downtown and our visitors may easily reach the shops and theaters. The Morrison has offered very attractive room rates to those who will be in for over-night.

The luncheon will be held in the ballroom of the hotel, and a very interesting program has been arranged. All club members are most cordially invited to come in for the luncheon, which will be at 1:30 p. m., October 8th.

Some Outstanding Reports

SPECIAL attention is called to the work of a few of the Chapters which have adopted relief measures on a constructive basis:

Savanna Chapter has had a garden worked by unemployed men. Cabbage and tomato plants were donated by friends, but the Chapter spent, last spring, \$29.75 for seed. Two weeks ago, 150 bushels of early potatoes were dug and it is expected there will be many more late potatoes. Large quantities of beans, tomatoes and cabbage have been given to the families of the unemployed, to can; and the surplus has been taken care of by the members of the chapter at the club house. These busy women have a store of 75 quarts of beans, 50 quarts of tomatoes and 75 quarts of kraut as a reward for their kindly labors. This stock will be used the coming winter in the relief work, and it will be a great saving on the money outlay.

This chapter also carried on a soap-making day and made over 100 pounds of soap. Now that the weather is cooler the women expect to have several more of these special work days. They make soap from drippings, saved for them by the public.

Marion Chapter joined other clubs in Marion and started a canning kitchen, putting up all of Marion's surplus garden truck. The Boy Scouts called for the produce wherever a call was left. The Chapter furnished a wash boiler for the kitchen and the women their time.

At the last report, 1,650 quarts of vegetables had been canned and much sauer kraut and dried corn stored. Those among the unemployed who have worked on this project are to be given in the distribution which will commence with the winter. The workers are credited with 20c an hour and the product is valued at market prices.

This chapter also purchased a large amount of seed and is allowing those who are not able to do their own canning to take their produce to the canning kitchen, help with the work and receive credit to be used during the winter.

Other gardens reported to date as successful are Portage, Wisconsin, this chapter giving seed to 39 families; Mason City, Iowa, several gardens very successful; Aberdeen, S. D., in the spring bought 9 hogs of 100 pounds each, at \$1.55 apiece, or \$13.95 in all. The animals were

put in the country to fatten and on August 8th reported that the animals weighed from 200 to 230 pounds each and were worth about three times as much as was paid for them. The pork product will be distributed this winter.

Avery (Idaho) Chapter

Mrs. E. H. Shook, Historian

AVERY CHAPTER met on Friday evening, June 22, the fourth Friday of the month, which was chosen as a regular meeting time.

The reports of the different committees were read. Mrs. J. Drake gave the treasurer's report. Mrs. Frank Kroll gave the membership report, and to date we have 43 voting and contributing members. Eleven new contributing members.

The Ways and Means Committee reported having a pinocle party. The party was held in the hotel lobby on Tuesday evening, July 19. The receipts were \$9.50 and the total expense was \$5.85, which left \$3.65 clear. The Courtesy Committee gave a very good report.

The Courtesy Committee was instructed to express the sincere sympathy of the Avery Chapter to Miss Etta Lindskog in her recent bereavement in the death of her mother. We are disappointed in Mrs. Byram and Miss Etta Lindskog not being able to visit us, but we are looking forward to a visit from them later.

After the adjournment of the business meeting, the Social Committee gave a pinocle party for the members. Mrs. Drake won high honor and Mrs. Hoover won consolation.

It is hoped that our next meeting can be held in our own Club rooms.

In behalf of the chapter, I would like to correct an error made in the Officers' Report. Mrs. E. H. Shook should be listed as Historian, instead of Recording Secretary.

Tacoma Chapter

Mrs. F. W. Rasmussen, Historian

THE June meeting of Tacoma Chapter was held at the home of Mrs. Harry Hatch on Lake Steilacoom. Lunch was served at noon out on the lawn. Coffee was served by the club. About thirty-five were served.

The business meeting took place at 1:30 p. m., President Mrs. Kirkland in the chair. The reports of the chairmen were given. The benevolent chairman is busy as ever.

Scholarship chairman reported looking after the needs of a child in the tubercular sanitarium.

Our Sunshine chairman, Mrs. C. Schimth was reported as being very ill.

The Chapter met Monday, July 25, at the home of Mrs. Geo. Pyette on Lake Steilacoom with twenty-three members present and four young people. A picnic lunch was served at noon.

After lunch the meeting was called by Mrs. Emanuel, first vice president, as Mrs. Kirkland was unable to be present.

The reports of the chairmen present were given. The benevolent chairman reported very little help was needed during the past month as the fruit gave work to many.

During the past month three members of the Milwaukee family were called by death, Mr. E. Hurd, Mr. Procter and Mr. E. M. Leigh.

On Friday, August 19, the club will give a card party in the club rooms and a dinner in September. Arrangements to be made later.

Sioux Falls Chapter

Mrs. A. B. Main, Historian

SIoux FALLS Chapter has not been very active during the summer months. However, meetings have been held at the club house every month to allow for new business and check

Summary of Activities, by Chapters, for fiscal year April 1, 1931, to March 31, 1932, inclusive

Chapter	Amount Expended for Welfare, Good Cheer, Benefit and Scholarship	Estimated Value of Donations requiring no Expenditure by Chapters	Donated by Gov. Board to Chapters for welfare work (included in 1st col. of this report)	Welfare and Good Cheer Calls Made	Messages of Cheer and Sympathy Sent	Number of Families given assistance	Number of Persons reached through welfare work	Amount Cleared on Ways and Means Activities	Balance in treasury on March 31, 1932	Total Membership on March 31, 1932		
										Vot.	Cont.	Total
Gen. Gov. Board	\$ 132.48		\$ 132.48			3	7	\$ 233.77	\$16,661.88		4	4
Aberdeen, S. D.	1,562.38	\$ 360.00		1,712	234	273	1,309	586.27	675.35	286	456	742
Alberton, Mont. (New)	36.15		110.00	6	2	2	13	42.10	57.99	28	13	41
Austin, Minn.	643.82	217.00	200.00	1,444	81	18	77	193.98	229.65	134	90	224
Beloit, Wis.	412.16	74.00	100.00	504	34	23	89	255.37	118.10	46	30	76
Bensenville, Ill.	563.14	23.50	200.00	174	7	14	54	146.76	23.26	76	186	262
Black Hills (Rap. Cy.)	137.32	40.80		870	43	15	70	312.13	349.17	64	88	152
Butte, Mont.	94.40			108	7	4	24	10.00	84.05	44	56	100
Cedar Rapids, Iowa	135.13	60.55	137.85	102	21	43	174	69.77	48.54	36	19	55
Channing, Mich.	245.76	74.46	120.00	71	20	25	100	94.24	27.14	46	70	116
Chicago Fullerton Ave.	1,063.92	275.00		270	13	107	325	1,431.55	1,585.16	387	623	1,010
Chicago Union Station	650.74	45.00		495	336	72	275	767.44	906.53	251	394	645
Council Bluffs, Iowa	169.36	36.00	105.00	194	25	18	74	25.97	40.02	51	31	82
Davenport, Iowa (New)	51.83			175	22	23	75	180.15	80.26	68	78	146
Deer Lodge, Mont.	208.13	22.50		129	8	17	68	11.85	95.01	35	6	41
Des Moines, Iowa	161.41			131	18	5	12	87.82	106.23	45	48	93
Dubuque, Iowa	800.15	85.75		640	125	47	175	169.58	111.50	92	247	339
Green Bay, Wis.	187.34	51.75		731	48	19	78	107.77	203.54	116	317	433
Harlowton, Mont.	181.11	.75	75.00	134	25	7	44	50.60	47.36	43	17	60
Janesville, Wis.	327.19	90.30		779	151	21	96	274.98	77.07	144	144	288
Kansas City, Mo.	164.53	13.00		243	11	17	59	97.75	54.26	52	40	92
La Crosse, Wis.	119.45	1.75		280	44	25	153	7.50	267.30	88	50	138
Ladd, Ill.	121.20		90.00	9	7	5	25	31.07	9.47	22	10	32
Lewistown, Mont.	109.36	35.00	105.00	109	18	40	45	75.35	119.44	38	29	67
Madison, S. D. (New)									51.50	25	17	42
Madison, Wis.	108.41	12.80		110	30	17	75	164.87	246.69	53	23	76
Marion, Iowa	542.41	85.62		625	59	15	75	177.84	626.84	139	52	191
Marmath, N. D.	273.05	22.00	150.00	505	79	43	147	68.15	102.82	30	27	57
Marquette, Iowa	26.53			2			5	81.01	182.99	36	6	42
Mason City, Iowa	289.36	125.40	50.00	774	79	20	99	126.04	23.62	138	170	308
Milbank, S. D.	20.05			137	3	9	35	75.25	73.84	40	24	64
Miles City, Mont.	644.63	64.10		569	107	54	168	290.57	795.51	158	68	226
Milwaukee, Wis.	841.03	34.00		300	77	22	82	786.32	444.63	327	85	412
Mitchell, S. D.	135.35	13.50	50.00	130	13	7	20	17.75	63.70	57	121	178
Mobridge, S. D.	1,686.47	269.00	300.00	1,377	89	51	289	524.78	15.57	175	147	322
Montevideo, Minn.	397.30	44.45		281	49	25	125	117.73	186.70	51	149	200
Murdo Mackenzie, S. D.	168.75		100.00	36	19	15	25	60.81	102.18	26	37	63
Ottumwa, Iowa	888.59	193.33	100.00	1,596	172	33	165	646.35	161.68	177	188	365
Perry, Iowa	472.01	43.75		160	77	22	94	340.18	493.23	173	99	272
Portage, Wis.	56.30	20.50		265	8	14	44	58.12	402.38	92	18	110
St. Maries, Idaho	322.65	68.95	150.00	644	13	7	29	15.90	37.85	41	36	77
Sanborn, Iowa	35.48	61.50		750	109	35	81	59.70	99.78	57	99	156
Savanna, Ill.	1,226.87	117.19		447	54	134	590	971.80	580.54	208	132	340
Seattle, Wash.	261.69	125.99	50.00	591	82	17	71	223.73	163.89	73	95	168
Sioux City, Iowa	510.86	67.50	100.00	1,000	34	15	50	150.07	242.22	140	189	329
Sioux Falls, S. D.	408.98	25.80		52	6	6	35	435.45	199.94	48	114	162
Spokane, Wash.	362.41	74.79		262	24	14	37	175.69	236.66	146	432	578
Tacoma, Wash.	642.88	86.50	200.00	722	83	48	211	595.66	155.95	193	196	389
Terre Haute, Ind.	1,179.25	84.00	235.00	404	15	60	294	167.16	58.25	75	469	544
Three Forks, Mont.	82.90		97.90	65	14	1	12	13.60	43.06	29	12	41
Tomah, Wash.	568.00	53.02		258	35	33	135	75.66	323.82	104	199	303
Twin City (Mpls. & St. P.)	833.35	25.00	609.38	176	19	73	230	361.35	102.86	147	205	352
Wausau, Wis.	403.65	42.40		392	75	18	107	350.58	122.10	115	48	163
Total	\$21,687.67	\$3,268.20	\$3,567.61	21,940	2,724	1,656	6,872	\$12,395.88	\$28,319.08	5,265	6,503	11,768

Chicago, Illinois, June 14, 1932.

up on relief work needed at this time. Mrs. F. R. Doud, chairman of the Sick and Relief Committee has been quite active, and two families are receiving clothing and food.

One of the outstanding cases of relief work is the attention given to the small daughter of a Milwaukee employe. Food to the family of this child, daily fresh milk, clothing, bed clothes and other articles donated, and, most of all, the sending of this little girl to the Red Cross Tubercular Camp for almost three months is just a sample of the good work being done by the Milwaukee Women's Club.

Plans for our annual picnic at the McKennon Park on August 28th, included invitations to all chapters near Sioux Falls who cared to attend. The club furnished baked ham, ice cream, coffee and cream, and each family was asked to bring their own dishes, one covered dish and sandwiches for their family. There were games and contests, and a kitten ball game between the Sioux Falls Milwaukee Team and the Sioux City Milwaukee Team. Mrs. J. R. Bankson was in charge of the arrangements.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY chapter met Sept. 1st in regular session. The meetings were disbanded during July and August, but board meetings were held as usual. After the business meeting plans were

made for a benefit bridge party to be held at Parks Tea Rooms. A nice sum was realized for our charity work. A great many calls have already been made for aid and where there are small children in the family we have been supplying milk.

Plans were made for our annual birthday party which is usually held in October. This is our 4th year of holding them and they seem to be quite popular with the members.

We owe a vote of thanks to Mr. Heinzelman for the time he has spent in caring for the flowers and grounds around the Club House.

We already have 80 voting members and 34 contributing members, and hope to be able to reach our last year's quota soon.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

WAUSAU Chapter resumed its fall meetings at the club house, Tuesday afternoon, Sept. 12. Reports were read showing that nearly \$180.00 was expended for welfare work during the summer—\$47.14 in June, \$53.79 in July, and \$76.11 in August. This included the dispensing of seven hundred pounds of beet sugar to wives of the unemployed to enable them to can fruit. The earnings of the chapter during the summer did not keep pace with the expenditures, but \$46.00 was received from the Merrill benefit party June 28, \$19.50 from membership dues, way and means

activities, etc., in June; \$55.01 was received from dues, ways and means activities, donations, etc., in July; \$18.50 was received in August from various sources, including a donation of \$10.00 from Miss Julia Clark, agent at Schofield.

Announcement was made of the annual get-together meeting in Chicago, Oct. 7 and 8. Plans were made to hold a public card party at the club house Tuesday afternoon, Sept. 27, at which time the silverware and Gladstone bag, kindly donated by B. F. Hoehn and J. P. Horn, will be raffled.

Mrs. Sam Loomis, chairman of the membership committee, announced a membership of 87. Plans were made for a membership drive, the goal being 76 more, to equal the number at the end of March, 1932.

Following the business meeting, four tables each of bridge and five hundred were played.

Though the chapter was inactive part of the summer, some very pleasant social events were held. Much credit is due the Merrill members for the successful card party they gave at the St. Francis church hall June 28. Thirty-nine tables of bridge and five hundred were in play. On July 28 a large party of club members enjoyed a card party and indoor picnic at Babcock. Coffee was served by the Babcock ladies; \$6.50 was received for card playing and \$1.10 donated. On August 16, an outdoor card party and picnic was enjoyed at Road Lake by a large number of members. Coffee was served by the Tomahawk

members and \$4.50 was received for card playing. For both picnics, a special coach was secured for the groups through the courtesy of B. F. Hoehn.

The Wausau chapter feels a strong need for carrying on through the coming winter, as there are numerous demands for assistance.

Bensenville Chapter

Estelle Newcomer, Historian

This chapter met Wednesday, September 7th after a recess of two months. The president, Mrs. Tanning, opened the meeting and welcomed the members.

The treasurer, Mrs. Hoover, reported a donation of \$50 and the total expenditures of the last two months, \$50.06.

It was moved and seconded that the bills be paid at the end of each week, at the discretion of the officers.

The membership chairman, Mrs. Woodworth, reported a total membership of 88.

The librarian reported a total of 900 books.

The ways and means committee plan to hold a series of card parties, the first on September 13th.

Mrs. Hugdahl was elected secretary for the balance of the year, vice Mrs. Eggert, resigned.

Beloit Chapter

Mrs. Edgar Ruck, Historian

Beloit Chapter held its regular meeting September 14th after a recess of two months.

Our welfare chairman reported \$16.78 spent in August for food; also nine personal and sixteen telephone calls made.

The sunshine chairman reported making 6 personal, ten telephone calls and one card sent in August.

Membership showed a steady increase.

The Chapter voted to send its president, Mrs. Yohn to the annual meeting at Chicago; also to have Mrs. Barbee, ways and means chairman and Mrs. Flanagan welfare chairman accompany her.

Plans for a card party were discussed, to be held in the near future.

A social hour and refreshments followed the business meeting.

St. Maries Chapter

Mrs. Peter Mickelson, Historian

ST. MARIES CHAPTER found it too warm to meet in the club house, so our July meeting was held at the home of our president, Mrs. C. H. Burt.

During the year seven families, consisting of twenty-nine persons, were taken care of. Our president reported that the heads of all our relief families have found employment and are taking care of their own; also have put in gardens.

After our business meeting we were all invited to go outside on the lawn. We played out-of-door games and a picnic lunch was served.

We decided to take up a silver offering. Found this a great success, as it netted us \$1.71.

Miles City Chapter

Mrs. W. H. Wise, Historian

OUR first get-together picnic was held June 19 and was a great success. Races were held for men, women and children.

Mrs. Al. Herven won the ladies' race; Mr. H. J. McMahon, the men's, and Mrs. Arnold Running won the stout women's race.

A game of horseshoes was played by the men. The highlight of the afternoon was the baseball game, played men versus women.

Dave Hagerty acted as umpire, and many of his decisions in favor of the women, were questioned by the men, causing a near riot. However, the women won.

A free lunch was served, consisting of hamburger sandwiches, potato salad, coffee and ice cream.

H. E. Riccius acted as chief chef, frying all the hamburger.

The club appreciates the untiring efforts of

Mr. W. N. Ross, as chairman of the committee. Due to his able management, the affair was a success in every way.

The last meeting before June recess was held June 3.

Alberton Chapter

Mildred Miller, Historian

ON August 12th, Alberton Chapter met in honor of our general officers, Mmes. Byram, Kendall and Devlin.

Many topics of interest were discussed and much useful information was given by the visitors in regard to club work.

As this was our first visit from the general officers of the club, we were of course interested in hearing from Mrs. Byram, president-general the history of The Milwaukee Railroad Women's Club and of its record of helpful work among those of The Milwaukee Family in need.

Our club room has been freshly painted, the work having been done by our women ably assisted by the "men-folks." It looks bright and clean, now and we shall all enjoy meeting there.

We wish to thank all who helped in fixing up the club room so nicely.

Sioux City Chapter

Lillian Rose, Historian

ASIDE from the Board meeting, at which time the losers entertained the winners in the recent membership campaign, the month of August was warm and quiet. Quiet until Sunday the 21st when the big annual picnic was held at Riverside Park. Being unavoidably absent, I am indebted to Conductor Wellington Fox for the following report of the event.

Readers, meet Mr. Fox. (Save your applause, until the end, and let him tell you all about it.)

"Several large gatherings of this division have been held in the past, but none of them equalled in size and enthusiasm the picnic held Sunday, August 21. Arrangements were made by the Sioux City Chapter of the Womens Club, who fully demonstrated they were the 'minute men of the hour.' President Mrs. E. A. Murphey and her competent staff took great pains to see that all had a delightful and enjoyable time. Agent Homer Snow was very much in evidence being selected as Generalissimo,—and as usual Homer fulfilled the contract.

The great event of the day and leading attraction was the ball game between the Sioux of Sioux Falls captained by R. F. Doud, and the Arrows of Sioux City under Homer Snow's direction. The Sioux came down with a big delegation of 'cheer-boys and girls,' intending to spring a big surprise, hoping to carry victory back all neatly folded up in cellophane.

An Appreciation

THE following from a club member who has received assistance as well as good cheer from one of our chapters, will be read with interest:

Dear Miss Lindskog:

I wish to thank you very much, also those connected with the Veteran Employes Association for helping us the way they have.

When I joined the Women's Club when they first started here, I did not think of needing help, but one never knows what will happen and it is wonderful the things they have done for us and others here in town. Words cannot express half of what I think of them. Our chapter president is just wonderful, she is always so thoughtful of others. If it had not been for her, my son would not have had a Christmas or been able to attend school last year. He thinks there is no one like her, and also thinks there is no organization like this club.

It sure is wonderful to belong to a club like this and I will do all I can to increase the membership.

Thanking you for all you have done for us all.

Yours truly—

The two captains went into a huddle beneath the historic Council Oak tree and selected Conductor Fox as umpire.

The Fox realizing he was up against a tough proposition, made it plain, he would brook no interference and that his decisions must be final. The game started, and what a game! The Sioux were out for blood and scalps. The Arrows eliminated the old Stone Heads and put on the poison darts. Fast and furiously the players pitched, batted and ran. So fast sometimes it was impossible for the umpire to see all that went on. The pitcher for the Sioux had a puzzling delivery. The ball came up to the batter like some one had made a service application of air just to control and steady it. But the terrific speed of the Arrows finally won them the decision of 5 to 4.

It was reported that Engineer Main made a blue print of the game and took it back to Sioux Falls with him. The umpire is fully aware he may yet hear some echoes of this historic game."

Thanks Mr. Fox, for pinch hitting for me, and come again. And to all the "out of town folks" who came to the picnic, we surely appreciated your coming and sincerely hope you had alotta fun. Come again.

Here comes September, and I s'pose everybody is getting into line for the fall and winter activities. Don't forget to tell us all about your work and your pleasures, the hows, the ways and the results.

Portage Chapter

Mrs. F. P. Miller, Historian

THE regular meeting of the Portage chapter was held in the club room September 2nd, with out president, Mrs. W. Washburn, presiding.

Relief chairman reported 38 families received seeds, and all gardens were inspected by relief chairman and the president, and all the families had plenty of vegetables all summer, besides most of them will have potatoes and other vegetables, to store for winter use. Every one was so thankful to the club for the seeds.

A board meeting was held at the home of Mrs. Washburn, August 25th.

House and purchasing, Mrs. W. Bauer, chairman and her committee, put the club house in first class condition, cleaning, painting, kitchen furniture, new curtains, etc.

After the meeting the members enjoyed a wonderful musical program, also two local girls entertained the members with tap and acrobatic dancing.

Refreshments were served by Mrs. MacFarlane and her committee. We will expect to see you all at the get-together luncheon in Chicago, October 8th.

Channing Chapter

Mrs. J. R. Krause, Historian

RENEWING our club activities this fall the evening of September 7th, our President, Mrs. C. Huetter, was pleased with a good attendance. The members of Channing Chapter extend to Miss Lindskog deepest sympathy in her recent bereavement, the death of her mother.

Reports were read of the General Governing Board and vote was taken to send our President, Mrs. Huetter to annual meeting of club in Chicago, October 7th and 8th.

To do away with all expenses that we can possibly avoid, we have dispensed with serving lunch, following social hour at meeting. Cards will be played as usual and small prizes given.

Our afternoon card parties have been going on all summer and much credit can be given our social chairman, Mrs. Wm. Porter, for their success.

Mrs. Porter's report shows that \$22.58 was cleared on these parties and will continue them for balance of year.

Treasurer Mrs. J. Kramer reports a balance of \$35.06 on hand.

Mrs. A. Worthing, Sunshine Chapter, reports 8 cards of good cheer and sympathy sent out, and 25 calls made.

The Patterns

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

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

7648. Ladies' Dress with Slender Hips. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires $3\frac{3}{4}$ yards of 54 inch material. The plaitings will require $\frac{3}{4}$ yard 39 inches wide cut crosswise. Price 12c.

7662. Ladies' Smock. Designed in sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires $4\frac{1}{4}$ yards of 35 inch printed material and $\frac{1}{2}$ yard of contrasting material. With long sleeves $4\frac{1}{2}$ yards. To finish with bias binding requires $4\frac{1}{2}$ yards $1\frac{1}{2}$ inch wide. Price 12c.

7616. Ladies' Coat. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires $3\frac{3}{4}$ yards of 54 inch material. To line, requires $4\frac{1}{2}$ yards of 35 inch material. Price 12c.

7654. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 if made as in the large view, requires $4\frac{1}{2}$ yards of 39 inch material. With long sleeves and without bolero it requires 4 yards. Without the bolero and with short sleeves $3\frac{3}{4}$ yards. Price 12c.

7668. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. Size 8 requires $2\frac{3}{4}$ yards of

35 inch material if made as in the large view. If made without bolero and with short sleeves $1\frac{3}{4}$ yard. Price 12c.

7675. Ladies' Blouse. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires $1\frac{1}{2}$ yard of 39 inch material, together with $\frac{1}{2}$ yard of contrasting material, and $1\frac{1}{2}$ yard of machine plaiting. Price 12c.

7672. Girls' Dress. Designed in sizes: 1, 2, 3, 4 and 5 years. Size 3 with short sleeves requires $1\frac{1}{2}$ yard of 32 inch material. With long sleeves $1\frac{3}{4}$ yard. For contrasting material $\frac{1}{4}$ yard. Price 12c.

7657. Charming Model. Designed in 6 sizes: 14, 16, 18, 20 (with corresponding bust measure 32, 34, 36, 38) and 40 and 42 bust. Size 20 if made as in the large view, requires $3\frac{3}{4}$ yards of 39 inch material. With sleeves and without capelet $3\frac{3}{4}$ yards. Price 12c.

7676. Ladies' Skirt. Designed in sizes: 28, 30, 32, 34, 36 and 38 inches waist measure. Size 34 requires $2\frac{1}{4}$ yards of 35 inch material. The width of the skirt at the lower edge is $1\frac{3}{4}$ yard. Price 12c.

Favorite Recipes Breads and Muffins

Whole Wheat Bread. To two cups scalded milk, add one-fourth cup sugar and two teaspoons salt. Let cool and when lukewarm, add one yeast cake dissolved in one-fourth cup warm water. Stir in four and one-half cups whole

wheat flour. Beat well, and let rise to double its bulk. Beat again and turn into greased pans, having pans one-half full. Let rise to not quite double its bulk, and bake. This is not a stiff dough and may not be kneaded.

Graham Raised Loaf. Scald two cups milk and add six tablespoons molasses and one and one-half teaspoons salt. Cool and when lukewarm, add one-third yeast cake dissolved in one-fourth cup lukewarm water, two and one-half cups graham flour or two cups sifted graham flour and one-half cup graham bran. Then add sufficient white flour to knead. Cover, let rise, shape into loaves, rise again and bake in hot oven.

Boston Brown Bread. Mix and sift one cup rye meal or barley flour, one cup corn meal, one cup graham flour, three-fourths tablespoon soda and one teaspoon salt; add three-fourths cup molasses and two cups sour milk. Mix thoroughly, turn into a buttered mould and steam three and one-half hours. Do not fill mould more than three-fourths full. Place cover on firmly and tie it down.

After steaming, place in slow oven for half to three-quarters of an hour to dry off.

Coffee Cakes. One cup scalded milk, cooled, two yeast cakes dissolved in milk, then add yolks of four eggs, three whole eggs, two-thirds cup of butter, one-half teaspoon extract of lemon, or gated nutmeg and four and two-thirds cups flour.

Let rise six hours and place in refrigerator overnight. In the morning turn on floured board, roll in long piece and spread with softened butter. Roll or fold from sides toward center to make three layers. Cut slices three-fourths inch wide, cover and let rise. Then take each piece separately in the hand and twist from ends in opposite directions, coil and bring ends together at top of cake. Let rise in pans and bake twenty minutes in a moderate oven. Cool and brush over with fine sugar moistened in boiling water and flavored with vanilla. This is Brioche coffee cake.

Raised Muffins. One cup scalded milk, one cup boiling water, two tablespoons butter, one-fourth cup sugar. When lukewarm, add one-fourth yeast cake, and when dissolved, add one well beaten egg and four cups flour. Cover and let rise overnight. In morning, fill buttered muffin rings two-thirds full, let rise until rings are full and bake thirty minutes.

The Milwaukee Passenger Shop

(Continued from page 5)

Shop, and has recently been adopted by other railways including the C. & N. W. and Soo Line.

Milwaukee Passenger Shop during the years 1927 to 1931 has shown a steady decline in the number of personal injuries received by its employees. In 1927, 74 employes were injured; in 1928, 47; 1929, 38; 1930, 14, and in 1931 only 8. Viewed from another angle, in 1927 one employe out of every 12 was injured; in 1928 one out of 17; in 1929 one out of 20; in 1930 one out of 48, and in 1931 one out of every 65. These injuries include reportable, lost time and minor. This is a good performance when consideration is given to the speed and hazard of shop operation.

Milwaukee Shop is somewhat of a "show place," and is constantly being visited by officials from other railroads of this and foreign countries. During the past few years the Shop has had among its visitors, railroad men from England, Russia, China and Japan—seekers after new ideas.

"I wish our bank could get on its feet enough to stop sending back our checks marked 'No funds,'" said the bride to her husband. "A bank that hasn't got enough money on hand to pay a \$4.27 check ought to be merged and put on a sound basis."



SPECIAL COMMENDATION



Name and Division	Citation and Date	Cited by
E. M. Moriarty, Brakeman, K. C. Division	Found broken arch bar, while inspecting train, August 8th	W. C. Givens, Superintendent
B. Dunham, Brakeman, K. C. Division	Found broken arch bar, on passing train, July 17th	W. C. Givens, Superintendent
Wm. Farrell, Pump Repairer, Elgin	Discovered brake beam down on passing train, August 20th	L. F. Donald, Superintendent
W. P. Weber, Flagman, Milwaukee Division	Discovered brake beam down while inspecting train, August 25th	N. P. Thurber, Asst. Supt.
Edw. Leininger, Pump Repairer, Superior Div.	Discovered two broken angle bars on one joint in track	E. A. Meyer, Superintendent
A. Rasmussen, Engineer, Superior Division	Discovered broken rail	E. A. Meyer, Superintendent
F. E. Scott, Trainman, K. C. Division	Discovered defective equipment in train, August 29th	H. S. Munson, Trainmaster
E. Moriarty, Trainman, K. C. Division	Discovered broken arch bar while inspecting train, August 25th	H. S. Munson, Trainmaster
W. Carpenter, Brakeman, K. C. Division	Discovered defective equipment while inspecting train, Sept. 6th	H. S. Munson, Trainmaster
John LeBow, Conductor, K. C. Division	Discovered broken arch bar while inspecting train, August 17th	W. C. Givens, Superintendent
Frank Bowes, Brakeman, K. C. Division	Discovered broken arch bar while inspecting train, August 15th	H. S. Munson, Trainmaster
R. E. Lewis, Brakeman, K. C. Division	Discovered broken arch bar while inspecting train, August 8th	H. S. Munson, Trainmaster
W. L. Lewis, Brakeman, H. & D. Division	Reported stockyard shed at Danube on fire; stopped train and helped to put out fire, Sept. 8th	H. M. Gillick, Superintendent
F. E. Hastings Agent, Coon Rapids	Discovered broken arch bar in passing train, Sept. 13th	A. J. Elder, Superintendent

Our Business Getters

General Passenger Agent W. B. Dixon furnishes the following list of employes who have interested themselves in securing passenger business for our line since his last report:

Miss Katherine Sausser	Ticket Auditor's Office	Chicago
Esten Hendrickson	Engineer, I. & D. Division	Mason City
Miss Mary Gen. Braheny	Stenographer, Superintendent's Office	Mason City
Mrs. R. L. Goltz	Wife, Chief Clerk	Mason City
Gregory LaChapelle	Engineer, Superior Division	Green Bay
A. F. Maschke	Storekeeper	St. Paul
Frank C. Luth	Switchman	St. Paul
Miss G. H. Steineck	Information Bureau, Union Station	Chicago
E. M. Kirton	Information Bureau, Union Station	Chicago
Harry T. Grounds	Galewood Freight House	Galewood, Ill.
H. Hewing	Car Foreman, Bensenville Repair Track	Bensenville, Ill.
H. Keyes	Locomotive Dept., Western Avenue	Chicago
Miss Rose Finnell	Ticket Auditor's Office	Chicago
Elmer Hiseox	Electric Dept., Western Avenue	Chicago
Joseph Hines	Secretary to Vice President	Chicago
Miss Betty Nelligan	Chief Telephone Operator, Union Station	Chicago
Ray C. Snyder	Engineer, Chicago Terminals	Chicago
James R. Long	Telegraph Dept., Western Avenue	Chicago
C. G. Hill	Car Accountant's Office	Chicago
David Bystedt	Cashier, Operating Dept.	Chicago
John Butler	Auditor of Expenditures Office	Chicago
F. C. O'Connor	Freight Claim Agent's Office	Chicago
F. G. Herrick	Traveling Auditor	Austin, Minn.
Chester Oswald	Machinist, Locomotive Dept., Roundhouse	Bensenville, Ill.
Granger Smith	Office of General Supt. of Transportation	Chicago
George Layton	Captain of Police	Savanna, Ill.
H. M. Morrison	Office of Auditor of Investment & Joint Facility Accounts	Chicago
Hugh McGrorty	c/o Storekeeper	Milwaukee
Miss Oma Carruthers	Central Computing Bureau, Fullerton Avenue	Chicago
Albert Pittsley	Bridge and Building Dept.	Chicago
Mr. Jaffney	Dining Car Steward	Chicago
F. H. McPherson	Weigh Master, Union Street	Chicago
H. E. Salzer	Traveling Auditor	Spokane
Robt. Randall	Local Freight Office	Great Falls
Thos. Hughes	Traveling Time Inspector	Tacoma
A. B. Snider	Brakeman	Spokane
J. N. Dyer	Clerk	Spokane
Mrs. P. L. Hays	Wife, Chief Dispatcher	Spokane
J. Gump	Brakeman	Spokane
Miss Madge Murphy	Stenographer	Spokane
Wm. Smith	Roundhouse	Spokane
Carl Lillwitz	Clerk	Spokane
Mrs. D. C. Leaming	Wife, Conductor	Spokane
L. B. Modeland	Yard Office	Spokane
B. F. Fuller	Agent	Bowdle, S. D.
M. J. Wheeler	Bill Clerk	Winona, Minn.
Miss Martha DeKeukelaere	Accounting Dept.	Chicago
C. J. Kuckleberg	Operator	Rapid City
Art Schomaker	Brakeman	Mason City
Mrs. Smola	Wife, Division Storekeeper	Mason City
Chas. Siegel	Retired Stationary Engineer	Milwaukee
Mrs. R. Isaacson	Wife, Engineer	Green Bay
T. Cahill	Union Station Information Bureau	Chicago
Miss Ida Tucker	Transportation Department	Chicago
Warren Kelley	City Freight Agent	Kansas City
Mrs. J. K. Bronoel	Wife, Stenographer to D. F. & P. A.	Green Bay
J. F. Breit	Storekeeper, Western Avenue	Chicago
W. M. Ludolph	Assistant Engineer, Engineering Department	Chicago
J. B. Wallis	Traveling Auditor	Chicago
E. W. Covnick	Traveling Auditor	Minneapolis
F. C. O'Connor	Freight Claim Agent's Office	Chicago
A. A. Woolman	Machinist, Deer Lodge Shops	Deer Lodge, Mont.
R. E. Townsend	Electrical Operator	East Motal, Mont.
H. W. Leal	Engineering Department	Chicago

G. Reichert, freight shop superintendent, Milwaukee, furnished traffic tip securing two passengers Milwaukee to San Francisco and return, using our line to Kansas City and returning from Omaha.

H. G. Wood, signal department, Milwaukee, was instrumental in securing fare to Omaha for San Francisco and returning from Seattle.

H. D. Carpenter, Seattle local freight station, was instrumental in securing routing of freight shipments to Seattle.

Andy Ayres, signal maintainer, Tacoma, Wash., furnished traffic tip securing two fares from Everett, Wash., to Columbus, Ohio.

Charles Levee, switchman, Tacoma Yard, furnished traffic tip securing two passenger fares, Tacoma to Washington, D. C.

Coach Yard Electrician, John Haglund, Milwaukee, was instrumental in securing one round trip fare, Milwaukee to El Paso and return, via our line between Milwaukee and Kansas City.

Joe Henkel, employed in store department, Milwaukee, secured a passenger from Milwaukee to St. Paul.

Philip Emanuel, C. C. Dining and Sleeping Car Department, Tacoma, Wash., furnished tip that secured one passenger, Tacoma to Chicago.

Arthur Westerberg, B&B foreman, Tacoma, furnished tip securing one passenger, Seattle to Chicago.

Richard Klug, mechanist dept., Milwaukee Shops, furnished tip securing two passengers, Milwaukee to Rockford, Ill., and return.

I. B. Sonnedecker, clerk, Seattle local freight station, furnished traffic tip securing five passengers Seattle to Chicago en route to England.

H. J. Barth, yard clerk, Seattle, furnished tip securing one passenger Seattle to Chicago.

Byron P. Walker, engineer, Seattle, was instrumental in securing one passenger fare, Seattle to Chicago.

A. E. Ward, North Milwaukee, secured a passenger, Milwaukee to Los Angeles, via our line to Kansas City.

G. I. Russell, Tacoma office, was instrumental in securing routing of cream shipments, Ellensburg to Tacoma, after the business had been going via a competing line.

Lee Ward, barge captain, has been very active in securing freight shipments as well as some passenger business for The Milwaukee.

Al. Jeffers, conductor, Superior Division, furnished traffic tip resulting in securing approximately twenty-five carloads of freight for a new church building being constructed in a town on the Superior Division.

A. L. Hebard, North Milwaukee, furnished tip resulting in sale of four tickets and a compartment, Milwaukee to Madison.

Yard Clerk Wallace, Milwaukee, was instrumental in securing a carload shipment for Minneapolis. This employe was able to counteract the influence of a trucking concern and of a competing rail line.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy 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. Hiddleston.....	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. Braheny.....	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, Moberge, 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.

Iowa (Middle and West) Division

Ruby Eckman

Donald Hickey, son of Conductor Ray Hickey, won the title of tennis champion at the various meets in the tournament held in Perry in September.

Conductor C. R. Cornelius was off duty for ten days in September, Lee Tolbert had his run on 3 and 4 during his absence.

Joseph Sacora who makes his home with his daughter Mrs. W. N. Foster in Perry, suffered a stroke of paralysis the early part of September and was taken to the hospital for care.

Mr. and Mrs. W. H. Applegate celebrated their golden wedding anniversary in a fitting manner September 6th. Mr. Applegate is employed in the master mechanic's office at Perry but the celebration was held at the home of their daughter in Marion as many of their life long friends live in Marion.

Mrs. C. H. Tanner wife of the agent at Tama suffered a stroke of paralysis the fore part of September.

Kenneth Hicks of Dennison, whose father was a Milwaukee fireman for a number of years, died as the result of injuries sustained in a fall from the hotel where he was employed. Funeral services were held at Perry and burial took place at Churdan.

Mrs. W. E. Rathman and Mrs. W. J. O'Brien were called to Waterloo the fore part of September by the death of their sister, Mrs. Stephen Lang. Mr. and Mrs. Lang had spent several weeks with Perry relatives a short time before they went to Waterloo.

Frank Anderson who has three sons in Milwaukee offices at Chicago, died at the family home in Perry the latter part of August. He had been sick several months. Engineer Ray Burns' wife is a daughter.

Conductor H. W. Lee had a family reunion at his home over Labor Day. His daughter Mrs. Shaw and family came from Wichita, Kans. and his son Donald and wife came down from Minneapolis.

Miss Esther Peterson, daughter of engineer Fred Peterson, who is taking nurses' training at Augustana hospital in Chicago was returning to work after a vacation at home on the night when an accident occurred at Atkins. Esther gave first aid to Conductor Dan Reel and Engineer John Riddle who were injured and rendered valuable assistance to the doctor who was called. She was commended highly for her work by those in touch with the situation, as well as receiving a letter of commendation from division officers.

Sam Frantum a brother-in-law of Engineer L. Dibbern and Conductor Clyde Utterback was killed in an auto accident the latter part of August, near Perry.

James Long a relief line man was on the Iowa division in September helping Line Man Millard and handling the work while he took a short vacation.

Mrs. Freeman Doyle, widow of the former agent at Neola died September 7th at the home of a daughter in Minneapolis. Funeral services were held at Council Bluffs and burial took place at Neola.

There were several weddings in August and September of especial importance to the Milwaukee families. Sheldon Majors, a former caller, and son of switchman Ralph Field was married at South Mills, Virginia. Sheldon is now in the navy being stationed at Portsmouth, Virginia on the U. S. S. Idaho.

A wedding took place on August 24th near Perry with Glenn Wicheal, son of engineer Frank Wicheal as the groom. The young people will live in Perry as Glenn is employed at an oil station and tire shop.

At Jefferson on August 13th, Fred Woolson, a son of brakeman Oscar Woolson was married

to a young lady from Rippey. Fred is employed as a baker in Perry.

W. H. Armstrong who formerly worked on the Iowa division as a section foreman and extra gang foreman came back to the Second district of the Iowa division as road master the middle of August. He displaced Tom Hysen a younger official. Tom set up his wedding date to September 16th and left soon afterwards for a trip to Ireland to visit the home folks. On his return he will go back to Wisconsin to his old job as section foreman.

A consolidation of signal maintainers made another move for Walter Ivey and he transferred to Herndon the first of September.

Engineer E. E. Clothier who has been on the reserve list for some time has gone into business for himself having purchased the business of two Insurance agencies in Perry. Elmer will represent the Traveler's Insurance Co., and has already been enjoying a nice patronage.

Engineer Billie Howe laid off a couple weeks in August and September and went to Montana to spend the time with Anfin Anfinson and wife on their ranch. Anfin was formerly an engineer on the Iowa division.

It is Grandpa Gallagher now, instead of just plain round house foreman Gallagher as Mr. and Mrs. Howard Benschoff are the parents of a son. Mrs. Benschoff was formerly Dorothy Gallagher, daughter of Foreman Lawrence Gallagher of the Sioux City round house force.

A. F. Schloe, for many years in the engine service on the Iowa division and father of Conductor Adolph Schloe, died at his home in Perry, August 23rd. While Mr. Schloe had been in poor health for a number of years which necessitated him spending his winters in a warm climate, he had been up and around until three days before his death. He celebrated his seventy-fifth birthday a few weeks previous. Fred was a native of Germany and in 1925 just fifty years after he came to America he made his first visit back to the fatherland. Burial took place at Perry.

Seattle General Office

Claire E. Shappee

MISS SUSAN HALL of the Real Estate Department and Miss Anna McCullough of the Legal Department have just returned from their vacation spent at the Olympic Games in California. From all appearances, they surely enjoyed their trip.

Several members of the Traffic Department took in the Indian Canoe Races at Coupeville on Whidby Island, held last Sunday. More than 1500 Seattle people attended these races



Rupert Ralston Gustafson, Grandson of Operator F. W. Bean, Bagby, Iowa

and got quite a thrill in seeing a real Indian Canoe Race.

We had the pleasure of a visit from Mrs. Carpenter Kendall while on her western tour with Mrs. H. E. Byram, who visited all the Milwaukee Women's Clubs in the west.

Miss Annette Standaert is enjoying her vacation this week. She isn't going as far north as she originally planned but hope she has a swell time anyhow.

Several of our friends went down to see Sophie Frank off to California. From her letters it appears she is enjoying her trip immensely and had lots of fun on the boat, but will be glad to get back to the northwest again.

We were all quite perturbed over the earthquake which shook us recently but when we found out it was Mr. Stablein's birthday, everything was explained.

Roy Hurd of the Transportation Department has some real nice opera glasses and he spends quite some time every day staring through them up and down Fourth Avenue. We haven't figured out yet whether he is looking at the pretty girls or the traffic cops?

From August 22 to August 27th, Seattle celebrated Fleet Week. The United States Navy in all its glory was a beautiful sight with Elliott Bay as a background. There were entertainments of all kinds including street dances, a smoker given by Mayor Dore for the children of the unemployed at which every seat in the civic auditorium was sold, and on Friday, 26th, the biggest celebration of all took place. Helene Madison of Seattle, arrived home from the Olympic Games via airplane from Los Angeles where she broke several world records in swimming. She was given a wonderful reception, demonstrating what Seattle really thinks of Helene. The streets were packed with people eager to see Seattle's champion prize winner and from the windows of office buildings in Metropolitan Center, streamed various colored serpentine and confetti, showering Helene and her parents, who drove up in a rose covered car. She gave a short speech and was then initiated into the Order of Seattle Tillicums and Mayor Dore presented her with a Buick Roadster from the people of Seattle. Altogether it was a great day for everyone.

Mrs. William Nelson, formerly Grace Cummings of the Traffic Department, entertained this week for the girls of the Seattle office.

Frank W. Bednar, Agent at DuPree, S. D., and daughter are visiting in Seattle this week.

Myrtle Brown of the Accounting Department spent an enjoyable vacation in California and the Grand Canyon. Her mother accompanied her.

Gladys Atkinson, also of the Accounting Department, is spending her vacation at Friday Harbor, Wash., and in Vancouver, B. C.

John Agner has a new Willys-Overland. While the rest of us had to outfit our kids for school one of the joys of being married though, John, old boy, old boy! That Blonde will get him yet.

Mac Barnhart finished painting his house, an all summer job. Now for a "ouse party."

The boys all look happier. Business is picking up.

Mrs. Harris of the Passenger Department returned from a two weeks visit at her old home in Iowa. We were sorry to learn that her father passed away soon after she returned to Seattle.

The Bowling Season is here again and the lineup of players is as follows: J. J. O'Meara, Tony Villatta, O. G. Edwards, H. Brownell, D. Peck and Gene Webster. Here's hoping they bring home the bacon!

There is an awful vacancy in a couple of the offices, and all because two of our most popular employees decided to take their vacations at the same time. About this time they are probably picking California Poppies. I am not gonig to mention any names but if you can work jigsaw puzzles, you can probably figger this one out.

We know people who will insist on buying bread when there isn't a single drop of gasoline in the tank.

Don't let him get up!



Claim Prevention

**LOSS AND DAMAGE
TO FREIGHT
RESULTS
IN
DISSATISFACTION
TO
OUR
PATRONS.**

**WE CAN RETAIN
THE
GOOD WILL
AND
BUSINESS
OF THE
SHIPPING PUBLIC**

**BY
FOLLOWING
SUGGESTIONS
OFFERED
BY THE
CLAIM PREVENTION
BUREAU**

**AND
IN ADDITION
USE THE
MONEY
NOW BEING
WASTED
IN
CLAIM PAYMENTS
FOR
MEETING
THE
PAYROLL.**

Harlowton Roundhouse

"Andy"

WEDDING bells terminate fast and furious courtship—that is our front page headlines for this month, and it refers to our handsome machinist welder, Bernis E. Edson, who apparently cares nothing for economic conditions where matters of the heart are concerned, for on September 4th, to be exact, he took unto himself a bride, Miss Francis Bennett, and they were pronounced man and wife until the rolling pin wears out. Friends of the happy couple gave them a merry send-off by taking them for a ride in a two-wheel trailer and if they managed to stick together through that rough ride, they are good for a long trip on the sea of matrimony. Our staff photographer has been endeavoring to get a photo of Mr. and Mrs. Edson, to accompany this article, but to date has been unsuccessful, as they are somewhat modest and do not like publicity, so we extend to them our very best wishes.

Perry Zimmerman says that he has the political situation pretty well in hand, but we don't know which hand. He has both feet on the democratic platform and all he needs now is a seat.

Roy Kidd, roundhouse foreman on east lines, and at one time at this point, paid us a visit on August 20th while on a vacation trip, renewing old acquaintances.

Henry Meyers, accompanied by his wife, made a trip to the Pacific Coast, where they spent a pleasant week with friends and relatives.

Chas. Hawkins and family spent the Labor Day week end in Moberge and Aberdeen, checking up on latest developments in that territory.

M. H. Shackley and daughter, Miss Irma Shackley, of Milwaukee, spent ten days visiting at the home of Mr. and Mrs. S. G. Fraser. Donald Fraser returned to Milwaukee with them, where he is attending the Boys' Technical high school.

Mr. McCoy of the Bird Archer Company has been pretty busy around here trying to eliminate the Engineers' shower bath feature from the sludge remover.

There seems to be some dispute around here as to the relative merits of a Buick belonging to a popular member of the depot force, and a Chevrolet belonging to an equally popular member of the Car Department staff. We did, however, hear a remark that one of the above mentioned benzine agitators could be distinctly heard at the depot from the Graves hotel, a distance of approximately four blocks as the wind blows, so no doubt it speaks for itself.

The bill o' fare would not be complete if we did not mention something about the golf activities—understand that Mike Murtha was in town, so a party made up of E. B. Cornwall, his daughter, Miss Helen Cornwall, Mike Murtha and Geo. Ellis played a foursome. Not having all the details we cannot broadcast a put by put picture of the game, but Mike is left-handed and used right-handed clubs, so he had 'em coming and going. It was slicing day for George, so he covered a lot of territory, and, of course, he had a good alibi. The Cornwalls did well. We do not know if E. B. C. gets pointers from Helen or if she gets them from him—so that's that. Big tournament on September 11th. Paddy Schultz was all tee'd up for the event, but he did not get to first base, but Mrs. Schultz took first prize for the women. It might not be a bad idea if Mrs. Schultz gave Paddy a few lessons.

Martin Walsh was on the sick list for a few days, but he is back and in good shape. He is too tough an Irishman to keep down.

If you want to know anything about bees, just get in touch with Wm. Heide. What he doesn't know about bees the bee has not found out himself yet. Bill is almost an expert and has quite a bee line.

Walter Cavanaugh returned from a very enjoyable trip in the east, where he visited friends and relatives.

The bachelor days are all over for Chas. Frost, our anvil pounder, as Mrs. Frost has returned from a month's visit in Tacoma, where she was royally entertained by friends.

Milwaukee Terminals

M. H.

ON August 29th, Yardman J. A. (Industrious Joe) McGoldrick returned to his home at 3313 West St. Paul Ave., and found six of his old classmates waiting to surprise him with a large birthday cake. Yardmen John (Pinch) Mollinger, Maurice (Honey) Hennessey, Wm. (Kaiser Bill) Schroeder, and Engineers H. D. James (retired), Louis Bilty (retired), and Wm. L. Crawley helped eat the cake.

Machinist George Keeley has returned to work in Roundhouse No. 1 after two months' illness.

Crossing Flagman M. H. Shackley of Cherry St., returned Sept. 4th, from a three weeks trip over the Lines West. He visited relatives at Harlowtown and Great Falls.

The local papers praise Yardman Frank Haskins who resisted an attempt to hold up his cheese store on upper North Third St.

Crossing Flagman Keller of Walnut St., has returned to work after being confined to his home during July and August with illness.

Engineer A. B. Mitchell has the sympathy of The Milwaukee Family in the loss of his wife by death August 24th. Funeral August 26th, interment at Valhalla.

It is reported that wedding bells will ring for Engineer Frank Sprague soon.

Yardman David Friedman visited Hot Springs, Little Rock, Memphis and New Orleans during his vacation in August.

In the parade of Spanish War Veterans who held their convention in Milwaukee in August we saw Engineers Chas. J. Sholes, Chas. Graf, Thomas P. Casey, John H. Maas and Jake Farringer.

Electrician F. W. Powers and his Helper Robert (BOB) Fenner were to sail for Alaska October 1st, but BOB has changed his mind. He says: "I would sooner have my position as helper and my home at West Allis where I can see the chimney of the Allis-Chalmers shops than all the gold in Alaska."

During State Fair week Machinist John Warzal and Boilermaker Wm. Berry had a ride in the Goodyear Blimp over the city of Milwaukee.

Kansas City Division

C. M. G.

SEVERAL Kansas City Division employes retired from active service during the past few months, among them J. H. Moore, section foreman at Hedrick, who retired on June 6.

Fred R. Fox, engineer, employed for forty-four years, retired on Aug. 17.

Guy Park, conductor, in service for forty years, retired on Sept. 6, all having given years of faithful service to our railroad.

Jordan ditcher operator, John Meagher, has added to his personal possessions a good looking Essex coupe; Roadmaster F. M. Barnoske is displaying a new Essex Terraplane car.

Agent T. H. Tuomey, Parnell, was a patient in the University Hospital at Iowa City for several weeks. He has returned to his home and is progressing nicely. The operation was a success and it is hoped that he will be able to resume his duties in the near future. He is being relieved by V. H. Campbell.

A number of Ottumwans spent a part of the month of August in various other cities. Traveling Engineer E. J. Kervin and wife were in Aberdeen, S. D., on a vacation for two weeks; Mr. and Mrs. J. W. Marble were visitors in Pleasanton, Iowa; Iver Carlson, wife and little daughter Patty visited with relatives of Mrs. Carlson in Gary, Ind. Sodie Blake of the Store Department, with his family, spent two weeks in Klamath Falls, Oregon; Mrs. R. R. Lowe and son Keith were guests of relatives in Shawano, Wis., and Miss Ruth Lowe is sojourning in California during the summer, being at present in Boulder Creek.

J. A. Mooney, Mrs. Mooney and daughter Dona stopped over in Ottumwa for several days en route from a week's visit in Merccr, Missouri, to Chicago.

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Congratulations to Mr. and Mrs. C. D. Smith, who have a new daughter, Mary Ellen, born at the Ottumwa Hospital on August 23.

On Sept. 5, John L. Quinlan, Jr., son of Conductor Quinlan, returned to St. Mary's University at San Antonio, Texas, to resume his studies, this being his junior year in the university.

John Thomas Coughlin, son of Yard Foreman Coughlin, entered Carlton College, Northfield, Minn., as a freshman on Sept. 14.

Leo Love, son of roundhouse foreman, is at present spending his vacation in the home of his parents. He will return to New York in the near future to resume his course of study in Columbia University.

The "Milwaukee Ship-by-Rail Club" was organized in Ottumwa on Aug. 19, the initial meeting being held in the Milwaukee Women's Club House. C. H. Baker was elected as chairman of the organization; H. G. Barnard, vice chairman; H. L. Henson, secretary, and M. L. Fromm, treasurer.

A demonstration of real ball playing was given on Sunday, Sept. 4, in the ball park at Pickwick Square, when the Milwaukee Women's Club sponsored a game for charity, teams consisting of practically all Milwaukee employes. Organization of the teams and practice games were under the direction of Joe Link, with his son Eddie as his first assistant. Due to a lack of space we are unable to mention all participants, but wish to express thanks to them in the name of the Women's Club for their assistance. Mrs. Joe Link was chairman of the committee in charge.

W. W. Bates, assistant master mechanic, Terre Haute, and Mrs. Bates visited in the home of Chas. H. Baker during August.

Chicago Terminals

Guy E. Sampson

TAKING a lot of interest in the report from Twin City "Ship-by-Rail" Club, Chicago Terminals employes called a meeting for Sept. 15th, and as that is the day our items must reach the editor it must suffice to say that we are assured by many employes that they are going to the meeting and without a doubt next month we will be able to give the readers along the line some idea of what we are accomplishing here in this big terminal. Personally we believe every taxpayer should get interested in the move, for it is to their interest to see the railroads placed back on a paying basis to insure their own taxes being reduced, instead of them having to help pay the millions of dollars that the railroads are now paying in taxes, should the railroads be forced out of the transportation business. Practically every newspaper in the country today is publishing many interesting facts which should be read by the public pertaining to this subject. As long as the public could get cheaper rates from unregulated transportation facilities, and the railroads still kept their thousands of employes on the payroll, as well as using up every available dollar they could scrape together to meet the payroll and other necessary expenditures, the average man didn't think much about it; but now when so many men have had to be laid off to cut the payroll, so it could be met, they begin to notice that the railroads are facing a crisis which can only be averted by every taxpayer getting into the game and assisting in seeing that the roads get at least a square deal from our officeholders who (should) represent the people. And who are the people? Every taxpayer or renter must help pay the bill, so that means "the people" takes in about everybody living in this great U. S. A.

General Superintendent of Transportation, Mr. J. L. Brown, is becoming a great lover of fine flowers. He and his family usually visit the flower gardens of Engineer A. L. Murawska at River Grove every Sunday morning and they never fail to take home some rare specimens of peonies, and we are advised Mr. Brown expects to soon equal A. L.'s fine garden. Mr. Murawska told us recently that he has received a lot of orders for plants from Milwaukee employes since he made

them that wonderful offer in last month's magazine classified columns. The writer also has some of Mr. Murawska's fine peonies in his flower garden.

Engineer Ray Lange, accompanied by his invalid father, and Switchman Wm. Sartwell made another trip to Dent, Minn., this month for a few days' fishing, and they all agree that there is no better place to go fishing than the place they visit. Personally we know they brought home some wonderfully nice fish, for we had a good mess of them. Thanks, boys, and some time when you go take us along so we can give our readers a lot of inside dope on "when and where to go fishing."

Well, fall is here and naturally we should expect the annual movement of stock and grain. Many of the boys who have been showing up every day only to find no extra jobs put on are praying in earnest for business to recuperate so that they may be able to supply the coal bin and cupboard before the hard winter days creep in upon them. Let's all get busy and induce shippers that we have the ideal method of handling their shipments, and after we get it see that it is moved expeditiously. A satisfied shipper is easy to keep, but we must keep him satisfied. And the Old Milwaukee Spirit can do just that.

A card from Mr. and Mrs. Arthur Bombard, who were honeymooning in the East, was received by the writer and we were sure glad Art and his Missus were enjoying their trip as they said they were. Will be glad to welcome them home and every employe wishes them many happy years as well as many enjoyable trips both down East and out West.

Agent Floyd Sullivan says that we are a bum reporter, as we mentioned last month that a new daughter had arrived at their home, and the fact was the infant was a he-male, and that instead of them having a King and a Queen they have two Jacks. Sorry we got the report through the wrong ear, but we are all subject to mistakes and stand corrected. Guess hereafter we will have to wait and see the christening certificate before reporting new arrivals.

During the depression in business Mannheim repair track was closed down and all work in that part of the terminal was done at Bensenville repair yards. All car department employes, and especially those effected by the move, are hoping the change will not be for long, and when business resumes its regular level Mannheim will no doubt be opened up and these same men find regular employment there.

If we educate ourselves to be safety conscious, fewer accidents will occur and the world will be a happier place to live. Let's get the habit.



The Murawska Boys in a Bed of Peonies at River Grove Gardens

West I. & D. Division

Edna Bintliff

MR. E. O. WRIGHT has been a patient in a local hospital where he submitted to an operation late in August. We are glad to report that Mr. Wright is recovering from his operation and will be back at work soon.

Mr. John Turney, Division Master Mechanic was a Mitchell visitor September 9th. Mr. Turney was busy inspecting the new addition to the Round House which is under construction.

Mr. and Mrs. Grainger Smith of Chicago were between train visitors at the home of Mr. and Mrs. Ray Hansen early in September.

Mr. John Hennesy, dispatcher at Mitchell spent his vacation at his old home in Madison, Wis., and other points in that state.

Miss Cleota Kanuff of Algona was a visitor at the George Slagle home early in September.

Miss Emma Reyner was a Mitchell visitor Labor Day, being enroute to Rapid City.

Mr. Louis Iliff took an extended vacation of two days during the Labor Day vacation and went up to Brandon, Minn., to get Mrs. Iliff, who has been spending a few weeks there.

Mrs. Otto Meink and daughter, Opal, spent a few weeks vacation in Missouri during the summer.

We have decided that our janitor, Jimmie Black had better stay off from ladders, high setps, etc. Mr. Black has appeared at the office on two different occasions with the same eye blackened. He has had very good stories as to the cause on each occasion. However, we rather wonder if he did not sing "The Poor Married Man" once too often at the family fireside.

Supt. Ingraham is spending a few days with his son, Mr. William Ingraham, at Buffalo, N. Y.

The little son of Jimmie Ollinger is very ill with pneumonia, we sincerely hope for him a speedy recovery.

Mrs. Jack O'Neil has returned from Dickson, Ill., where she has been visiting her mother.

Mrs. H. W. Schirmer and daughter, Frances, spent a few days visiting relatives at Nevada, Iowa, during August.

Mr. D. T. Westover was a Mitchell visitor recently.

Miss May Shoe who teaches at Plankinton has been visiting at the home of her aunt, Mrs. Otto Meink.

Mr. Henry Hinker was called to Woonsocket recently due to the death of his mother. We extend our sympathy to Mr. Hinker in his loss.

Miss Florence Paulin has been on the sick list for the last few days.

West End of the Trans-Missouri Division R. K. B.

WITH the approach of cooler weather maybe we can get seriously down again to reporting the doings on the West T. M. Our conscience didn't feel any better these last two months when we looked at the magazine and found a big gap where the T. M. notes should have been, and weren't. But come home, my boy, all is forgiven.

The many friends and acquaintances of James McGuire, Roundhouse Foreman at Miles City, were profoundly shocked last month at the news that he had been suddenly stricken while at work the night of August 12th, dying almost immediately. He had been in apparent good health up until the very moment of his collapse. Funeral services were conducted on August 16th. Mr. McGuire had been Roundhouse Foreman at Miles City since 1919.

Chances for business recovery on this division look bright at this time. The upturn came about the first of August, and although the increased business may be only seasonal, still everybody is hoping that it means the tide has turned for good. Among the cheery items were 1,300 cars of new grain moved off the east T. M. last month, with lots more to come if the price man will just jack her up a little bit, and leave her there. There isn't any farmer's strike out here yet, but everybody would like to see dollar wheat come back for a while.

The coal loading situation is much improved since the men working in the mines at Roundup voted to return to work last month. The loading is now averaging about 300 cars a week.

Resumption of paving operations in Miles City,

discontinued last year, is bringing us some business in the way of cement from the Trident Plant near Three Forks.

Inspector W. C. Scott from Lines East has been transferred to this division temporarily to aid in the inspection of grain cars and proper loading of stock shipments. Looks like there'll be plenty of work for him down on the east end, and we are glad to have him here helping out in our Claim Prevention work.

Mr. C. E. Seward, former Route Agent of the Railway Express Agency, at one time stationed at Miles City, has been transferred to a similar position in Spokane. He has been succeeded by Mr. G. F. Taylor, whose headquarters have been established at Great Falls, with jurisdiction over the T. M. Division.

F. J. McGourty, Special Apprentice at Miles City, spent several days in Marmarth this month acting in the capacity of Roundhouse Foreman.

We were sorry to learn that the baby daughter of Mr. and Mrs. E. C. Carlson had spent some time in the Miles City Hospital suffering from complications growing out of an attack of measles. However, the baby is reported considerably improved at this writing, and we are all happy to hear it.

Charley and Guy Fulks, employed in the Miles City shops, report a very pleasant trip through the Black Hills country last month, where they were joined by a sister from Arizona whom they had not seen for several years.

Another vacationist from the Shops was Farnham Denson, who with his family and an aunt from Georgia, made a trip through Yellowstone Park.

A face which we have not seen for some time is Helen Bugby's, who is relieving Edith Petterson as Stenographer to Division Engineer. Mrs. Petterson is on a temporary lay-off on account of the serious illness of her mother, Mrs. Andrew Berg.

We have just learned of the death of Mrs. G. W. Sarchet, wife of our Company Surgeon at Moberge. Although Dr. and Mrs. Sarchet are

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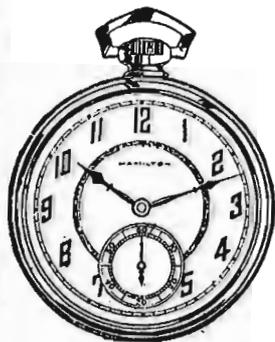
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better known on the east end, the many employees who have been transferred to Miles City from Mobridge, were sorrowful to hear of Mrs. Sarchet's passing.

Joe Peschl, Chief Timekeeper in the Superintendent's office, has again resumed work now that payroll time has come around again. Joe spent most of his vacation traveling over the country, and after a visit to his home back east, made a quick trip through Yellowstone Park before returning to work. His party included Mildred Webber and Mr. and Mrs. C. A. Nummerdor.

Mr. L. H. Rabun of Sioux City has been appointed to fill the vacancy left by the death of former Roundhouse Foreman James McGuire, and arrived in Miles City last week. We wish to extend a welcome to Mr. Rabun to this division.

Mr. H. E. Riccius and family took advantage of the holiday period over Labor Day to get in a trip through a portion of Western Montana. They were accompanied by Mrs. Frank Hemsey, wife of the former Traveling Engineer at Minneapolis.

Good news for business is the announcement that the Mossman ranches in South Dakota plan on shipping about 200 carloads of stock to the eastern market in the near future.

There have been several large stock shipments from the Montana territory also, among which were Ed. Light's shipment of 10 cars a couple of weeks ago, and just the other day he had 12 cars more going off to Chicago. Mr. Light reports hitting a very favorable market, and his stuff commanded just about the best price that has been paid this season.

Charley Fulks, former Boilermaker in the Miles City Shops, and family have now moved to Eastern Washington, where they will make their future home on a farm they have purchased.

Harold Fuller, former clerk in the Miles City office is acting in the capacity of Station Helper at McLaughlin.

Twin City Terminals

Leda Mars

MEETING of the Local Ship by Rail Club was recently held in the Freight Office. Mr. M. S. Bowker was elected President, and Mr. Harry F. Hagen, Superintendent and Treasurer. Mr. Harry Nee was appointed delegate to the convention to be held at St. Paul, Sept. 16th. Mr. M. F. Marrin was elected alternate delegate.

It was developed at this meeting that the Freight Station had a 100 per cent membership in the club, which is expected to carry on a fight for proper control and regulation of competing forms of transportation. All employees of the railroad are urged to get behind this movement for the protection of our jobs and recovery of business such as will warrant the re-employ-

ment of those of us now out of service due to reduced traffic.

Fred Dafoe, who was quite seriously injured in an auto accident some time ago, is progressing slowly at his home.

Frances (Leonard) Fagen is pinch hitting as an extra during the absence of Mr. Dafoe.

Mr. Arnold Nyland, formerly employed at the Local Freight Office, was a visitor at our office one day last week. Mr. Nyland holds a responsible position with the Texas Co. and has now been transferred to Minneapolis from Milwaukee, Wis.

Genevieve Mullaney, who was recently transferred to the Auditor of Station Accounts in Chicago, was a visitor at our office last week. We were all glad to see you again, Genevieve.

Mr. H. E. Brock of the Claim Department is nursing a carbuncle on his neck.

We were all sorry to hear of the sudden death of Robert Connors' father. Sympathy is extended to him and his family by his co-workers.

Carl Holmgren has quite an interest in a certain young lady in the Material Bureau. Each day at four o'clock they pace it off down Washington Avenue to Nicollet Avenue. Then where? "I'll guess with you." He also has his milk bottle handy at all times and enjoys a Ladies' Aid conference each afternoon.

A number of the employees of the District Accountant's office attended Ringling Bros. circus at Minneapolis on Aug. 27th. Peanuts and pink pop were the main attractions, Ron Evenson eating most of the peanuts.

Harold Rappe attended a dance at Fountain City recently and met a new blonde. He now is undecided between the "new school mistress," the blonde and the regular.

Russ Risberg has now changed his route to Vincent Avenue. The Chevvie now takes in Portland Avenue each day. Why?

Mathilda Cully spent Labor Day with her father at Aberdeen.

Congratulations to Mr. and Mrs. Ray Hoeffs due to the arrival of a nine-pound boy, Aug. 24th.

Harry Haye was in Owatonna on Labor Day visiting friends or "a friend." Who is she, Harry?

Eric Gehrke made the Bowling Team without any preliminaries.

H. Rappe and Leo Montgomery have gone in for golfing in a big way. Understand Helen L. and Irma W. are taking lessons from them.

In the spring a young girl's fancy turns to love. Who is it, Helen?

Toney Schwaab and Carlla Brink will be married Sept. 22nd. They will make their home in Milwaukee, Wis., where Toney is now located.

Notes from the Willapa Harbor Line

R. R. T.

NOTHING of any startling importance has happened on the famous Willapa Harbor Line during the last month, but at the same time the branch is still doing business at the old stand and every now and then some of the force break into public notice, so that it is our pleasant task to chronicle their doings, subject to our honored Editor's command to "cut it short."

After a visit to her former home at Mineral, Mrs. Johnson, wife of Engineer Hans Johnson of the Willapa Harbor Limited, has returned to Raymond to look after the family again. She was accompanied to Mineral by her son, Chester, while he son, Vernon, is still at the bath house at the famous Ohanapecosh Hot Springs up in the Cascades. Mr. Johnson also spent a brief vacation at the Springs and reports having received much benefit from the healing waters.

Frank Ziel, conductor of the Willapa Harbor Grapevine Express, and Mrs. Ziel, recently had the pleasure of a visit from their grandson, Billy McNabb of Chehalis, son of Superintendent McNabb of the Cowlitz, Chehalis & Cascade Railway at Chehalis. To his great pleasure your correspondent discovered a fellow stamp-collector in Billy.

The other day the force at Raymond had the pleasure of a visit from "Doc" Crane, the veteran Willapa Harbor engineer, who for a year past has been living in ease and affluence on his chicken ranch near Everett. "Doc" was leisurely driving around the Northwest on his way home from Portland and Long View; to judge from a whole pocketbook full of passes which he had with him he intends to take an extended trip through various Eastern States.

Mr. Musson of the Engineering Department at Tacoma has made several recent visits to Raymond in connection with a relocation of the proposed new Interchange Track with the Northern Pacific Railway. On one occasion he had to make extensive use of Al Revord, Section Foreman at Raymond, as rodman and Al is now all swelled up with his new position and hopes to be able to do some more surveying. The Interchange Track has to be changed because of the new highway bridge on the Raymond-Gray's Harbor highway, the approach to which will cut directly through the present Interchange Track and our Roundhouse. The Roundhouse will be torn down and rebuilt in a new location within the wye, adjacent to the fuel oil tank. As the State Highway Department expects to award the contracts for bridge and approach very shortly, the railroad changes involved will no doubt also be under way in the near future.

Fred Best, lineman and signal maintainer, raises the objection that his periodical visits along the line are never mentioned by anybody. We hasten to assure Fred that this is a mere oversight and not prompted in any way by lack of appreciation of Fred's visits. On the contrary, no one is more welcome than he and we take great pleasure in mentioning the fact that he recently paid another one of his ever-welcome visits to the Willapa Harbor line; we trust that he will continue to do so for many years.

Mr. J. H. Thomas, Roundhouse Foreman at Raymond, and Mrs. Thomas, received a visit over Labor Day from Mr. R. T. Thomas and family of Seattle.

Mr. A. O. Burton, the well-known Agent at Dryad, recently took a brief lay-off in order to fill the beds and plant the spawn in his mushroom-growing "plant" (we do not know the technical name of a mushroom farm), which is located in Tacoma. He has 22 beds planted which should be in bearing by the middle of September. If the venture is successful, as Mr. Burton has every reason to hope, he expects to obtain a larger place at Parkland, a suburb of Tacoma, and eventually to devote his entire time to the business. We wish him every success in the undertaking, but should be sorry to lose him from the railroad service.

Mr. F. D. Reynolds, operator at Chehalis, is temporarily back in the Relay Office at Seattle; during his absence Mr. M. E. Britts again at work at Chehalis which should seem rather familiar to him as formerly it was his assigned job.

A Willapa Harbor correspondence hardly seems complete without mention of the fishing exploits of Dan Verheek, Car Foreman at Raymond. On a recent Sunday Dan and another fisherman of Raymond, Mr. Ben Winters, drove up to Doty and out on a forest road to its end, and then started to fish a creek up into the virgin forest. They caught the limit and everything would have been lovely if they had not become lost in the almost impenetrable wilderness. The going was terribly rough and they had no idea where it would lead to; it began to rain and darkness set in. Flashlight and lunch had been left in the car, but where was the car? By great good fortune Dan found a match or two in his pockets and they succeeded in starting a fire under the trunk of an overturned forest giant, which at least sheltered them from the worst of the rain. They spent the night there without anything to eat, having lost their fish also in the scramble through the thickets. Finally morning dawned and by incredible exertions they at last worked their way out, only to find that they had spent the night not more than a quarter mile from

the railroad track. When they got back to the car, it could not be started and if it had not been for some friendly loggers going to work who towed them out they might still be there. In the meanwhile their families had been distracted by anxiety, visioning their dear ones dead in the wilderness, and the wives were just on the point of organizing a search expedition, when the lost ones returned, hungry, weary, wet, without fish, but still vowing that they had had a great old time.

S. C. D. Office J. B.

HEY PITCHER:

This from an innocent by-stander: "The all-star aggregation from the Mechanical Engineer's office was defeated 11 to 4 in a so-called baseball game, by the Test Department Nine. Despite sterling support by his team mates the 'none such Pitcher' Harold 'Jipper' Montgomery insisted on forcing in run after run by the simple expedient of walking practically six batters in a row each inning. If future games are played the Mechanical Engineer's office need only be represented by Montgomery and a catcher, there being no need for additional players."

"Gee, did I have tough luck, I was so sick last week, had such an awful cold I couldn't go any place." This is what Walter had to say when he returned from his vacation. That is tough luck, Walter, when vacations only come once a year and you have nice girl friends 'way down in La Mars, Iowa.

During Martin's vacation, he and his family drove to Benton Harbor, Michigan. They had a grand time, stopping at the different points of interest along the way, and a much more grand time when they arrived there.

Steve said that he didn't do so very much, oh, no, not much, just went swimming, fishing and playing golf and last but not least went to a wedding. (No, you're wrong; not his own, his brother's.)

Well, soon the great golf tournament will be here and as everyone cannot win, I wish the contestants from our office the best of luck and hope that next month I will be able to announce that the winner of the "Grand Prize" was a member of this office.

Herman, what did you do the second week of your vacation? We heard about the first week being spent in Terre Haute but not a word about the second one. From the new coat of tan you had when you got back, you must have spent it in the wide open spaces.

If the party who said "It's cheaper to move than pay rent," will step right up and tell Frank how to do it, he might be able to convince Frank this is true. Frank has moved twice in one month but he still didn't bet ahead of the landlord.

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

CONGRATULATIONS are extended to Mr. and Mrs. Phillip, Rethwich of Lansing, Ia., on their marriage July 19th, 1932, at Mason City, Ia.

Mrs. Rethwich, before her marriage was Miss Fern Trayer, daughter of J. Trayer, Operator in the Dispatcher's office, Mason City, Ia.

Mr. L. A. Anderson, wife and son, visited in Mason City the latter part of July. Mr. Anderson was formerly Chief Clerk to the Local Store-keeper here and is now located at Western Avenue, Chicago.

Mr. J. T. Gillick, Mr. Penfield, accompanied by Mr. Ingraham and Mr. Bost, made a trip over the I&D division the latter part of July en route to Aberdeen Division.

Mr. R. A. Whiteford, Assistant Engineer at Mason City, was transferred to Savanna, Ill., the latter part of July where he took the position of Division Engineer.

The following cryptic message was received over the wires and startled the office force—

26 LONG SMOKES FOR 15 CENTS!

A Way to Get Greater Pleasure at Lower Cost

If you've got the blues, cheer up! Here is a way to get 26 dandy smokes for 15 cents! *Change to a pipe—and Edgeworth Smoking Tobacco.*

Pipe smoking is pleasure smoking. And Edgeworth Smoking Tobacco, made as it is from the finest burley tobaccos, is a remarkable pipe tobacco. Men who have smoked Edgeworth for as long as 20 years say that it's a cool, slow-burning smoke that never bites the tongue. Perhaps it's because this special Edgeworth blend has its natural savor insured by a distinctive and exclusive eleventh process. Now—notice this: the 15-cent tin gives you 26 (average size) pipefuls . . . 26 long, peaceful smokes. And Edgeworth in the larger sizes gives you even greater economy.

We've all got to sit down and think things out these days. And nothing helps like a pipe filled with that good blended-burley Edgeworth. Maybe you are already one of the great army of pipe-smoking Edgeworth fans.

But speaking particularly to you men who are dissatisfied with your smoking, or who feel you are spending too much, we want to say this: A pipe with Edgeworth will give you greater pleasure at lower cost. If that

appeals to you, try one tin of Edgeworth. (You can buy it in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice—and in all sizes from 15-cent pocket package to pound humidor tin. Some sizes come in vacuum tins.) Smoke Edgeworth critically. Compare it with other brands. Compare the cost with that of other forms of smoking. Then decide for yourself whether you want to go on with Edgeworth. We abide by your decision.

Or, if you prefer, try before you buy. Send your name and address for a free sample packet of Edgeworth Ready-Rubbed. Address: Larus & Brother Co., 108 S. 22d St., Richmond, Va.

Listen to Edgeworth's radio program, "The Corn Cob Pipe Club of Virginia," every Wednesday evening from 10 to 10:30 (E.S.T.) over a coast-to-coast network of the National Broadcasting Company.



"Core broke down west of Scenic this AM—probably tied up two or three days with broken shaft." We were wondering if they took his last section man away, or something of that kind, the last straw, etc.

Up to recently Leo Montgomery, Clerk in the District Accountant's office, Minneapolis, has terminated his week-end runs at Mason City but evidently Leo has followed in the trend of the times as we are now informed that he has changed his terminal to Sheffield and will make Mason City only a flag stop in the future. What is Mason City's loss is Sheffield's gain, however, we understand that there will be no objections on account of making Mason City only a flag stop.

District Accountant's Office, Minneapolis—Please copy.

Mr. J. M. Murphy, Roadmaster from Sioux Falls, and Mr. H. S. Rowland, Traveling Engineer from Sioux City, came to Mason City August 25th to ride the circus trains to Sioux Falls, belonging to Ringling Bros.-Barnum and Bailey shows.

Mrs. Wm. Hanson, wife of Machinist Helper at Mason City, was called to Omaha August 29th on account of the death of her mother.

Our sympathy is extended to Mr. Joe J. Rooney, switchman at Mason City, on the death of his wife who died August 4th, 1932.

Leo Montgomery stopped off at Mason City the latter part of August. Roadmaster Montgomery tells us that Leo never spends much of his evenings at home any more. All this is very exciting!

Miss Grace Moran, stenographer in the Division Freight and Passenger Agent's office, returned from her vacation Sept. 6th which was spent in Chicago, Duluth and Minneapolis. She ran on to various railroad friends on her trip.

William Mutschler, son of C. E. Mutschler, Chief Clerk in the Superintendent's office, and who has been working on the Bolting Gang this summer, is entering Ames College this year as a Junior. Galen Meuwissen, son of Chief Dispatcher Meuwissen, returns to Ames this year as a Sophomore. Robert Bost, son of Division Engineer Bost, is returning this fall to University of Minnesota.

Mrs. J. Carlton Starr, formerly Mariam Ingraham, had an emergency operation for appendi-

citis Sept. 5th, at Mason City. We are glad to hear that she is now improving, and she is expected to be up and around soon.

Mr. and Mrs. Faye Higgins of Mitchell arrived in Mason City Sept. 12th. Mr. Higgins is Train Dispatcher at Mitchell and is visiting his father, Mr. C. B. Higgins, who is Dispatcher at Mason City.

Mr. and Mrs. Ingraham and son Sidney returned from Buffalo, N. Y., Sept. 5th where they visited their son William who is Manager of the Fairmont Creamery Co. at Buffalo.

We know the I&D employes would envy the Sioux Falls people if they could have looked on at their picnic held at Sioux Falls August 28th. There was a big turnout as though they expected to have a grand time, and they were not disappointed. Ice cream and coffee were furnished by the committee and prizes were offered for the different games, Mrs. Doud being a peppy organizer. We hear that Wad Adams failed to meet Mrs. Bankson thereby

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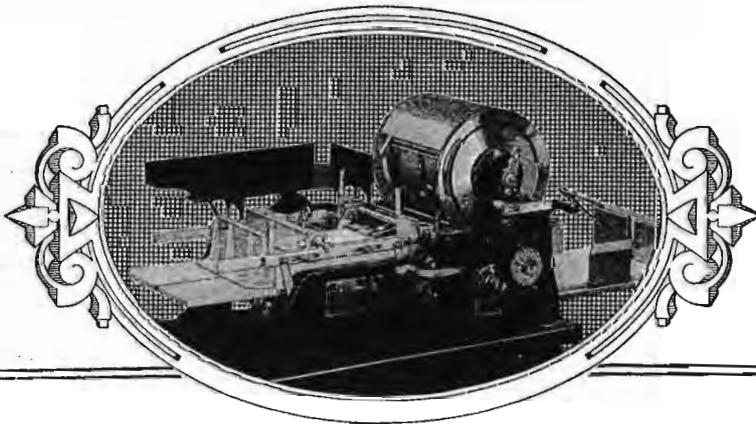
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adroitly escaping some work planned for him by that lady. This failure was made up for by Eddie Adams who was running hither and yon, as his public demanded. He had a great many orders thrown at him but still came up smiling. The soft ball game was between Doud's Holy Terrors and a local soft ball team, though there was some talk of the Sioux City team playing that day.

La Crosse-River Division Items

Eileen

OUR very best wishes go with Herman Ogden who on September 1st entered Salvatorian Seminary at St. Nazianz, Wis., to prepare for the Priesthood. His position as stenographer in the Engineering Department at La Crosse is now being filled by Earl Hazelwood. Bill Collins has taken the position Earl formerly held in the Superintendent's office.

Joe Wiselus while showering hogs on a car on No. 66 noticed a calf which had jumped half over a partition and was hanging over it, in danger of being crushed by the hogs. He promptly set Mr. Calf back in his own country, which no doubt averted a claim, and he should therefore be put on the list of Those Who Do.

Miss Naldrea Hodges of the Store Department at La Crosse is recovering nicely from an operation for acute appendicitis in the Park Hospital at Mason City. We hope that it will not be long before she will be back at work again.

A passenger from Winona to Los Angeles, Calif., was secured for our line on a traffic tip card filled out by Mr. M. J. Wheeler, Bill Clerk at Winona. It shows what results can be ob-

tained by the use of these tip cards. Let's have more of them filled out.

At 9:00 A. M. September 22, 1932, in the Church of St. Boniface, Minneapolis, Miss Carola Edna Brenk became the bride of Mr. Anthony J. Schwab. They will live in Milwaukee where Tony is employed in the District Accountant's office. **Congratulations.**

Mr. J. M. Gallwitzer, Operator at Tunnel City, is to be commended for his watchfulness in discovering the red hot wheels under a car in No. 263 while passing Tunnel City September 8th, and notifying the Train Dispatcher promptly so that the train could be stopped and necessary attention given before an accident occurred.

Last week's bowling was disastrous for Erick, from a financial standpoint at any rate. It's both monetary and moral support he's needing. But changing the subject, you should hear him discuss the farm situation in Iowa.

Ralph Jorns was observed vigorously shaking his cap and otherwise mistreating it by banging it up against the wall. All unawares, it seems, he laid his cap down in a cockroach nest in the dog house, and as he was calling for messages at the telegraph office, they began to move about. On account of this happening on a Friday night, Ralph had two baths that week.

Rocky Mountain Division Northern Montana

Max

AT THE joint meeting of the Lewistown Rotary and Kivans clubs on September 6th, V. F. O'Dell, conductor on the Northern Montana, was the speaker guest in honor of Labor Day. His topic was the ills of labor and business, which the speaker said were the same. Bus and truck regulation, the six-hour day, and an old age pension are the three major planks in the platform offered by railway workers as a program which if adopted by legislative enactment, they believe will go far toward bringing back a condition of prosperity and normalcy, not only in transportation circles, but in all lines of business and industry, Mr. O'Dell said. The talk by Mr. O'Dell was well received by some one hundred business and professional men present. They were pleased to have for a guest one who was so representative of his craft and who had made such a study of the economic ills confronting the country.

The wheat movement this fall will be strung out for a number of months due to the fact that the farmers are holding their crops in the hopes of better prices. Heretofore there has been a big rush during the months of August, September and October.

Joan station, four miles west of Moore, will be a busy place when the contractors move in there to oil some twenty miles of highway between Lewistown and Moore. Several hundred cars of material will be shipped to that station.

Oliver S. Porter has taken the position as cashier at Lewistown which was given up by Mrs. Anna Reuther. Mr. Porter will be welcomed home by his many friends. While chief clerk to the division superintendent, before the consolidation, Mr. Porter was also secretary of Masonic lodge No. 37 at Lewistown.

Assistant Superintendent Fuller went to Helena for the Republican state convention.

D. Fiock, agent at Coffee Creek, has returned from Canistota, Minn., where he went for treatments.

Miss Leola Fulp, step-daughter of Otto Blatter returned to Cornish School of Music, at Seattle, Wash., where she will resume her studies.

G. G. Coonrad, ticket agent at Lewistown, is confined to his home with rheumatism. J. G. Campbell is in charge of the office during his absence.

Two former station agents are now engaged in the oil service business. Rex Koube has taken charge of the Standard Oil Company's bulk station and W. L. Reeser has taken their filling station at first avenue and main street in Lewistown.

Miss Mabel Newbury, stenographer in the office of assistant superintendent spent the Labor Day holidays with Mrs. John P. Smeltzer at Three Forks.

Harry Wilkinson, one of the older Northern Montana station employes, recently employed as smelter clerk has been checked in as permanent cashier at Great Falls.

James Gamell, section foreman at Denton, has returned to work after being a patient at St. Josephs hospital at Lewistown.

Ed. Nelson, section foreman at Judith Gap, has been on the sick list.

James G. Plumb, relief agent, has returned to Lewistown from Coffee Creek.

E. P. Sima, of Seattle, made a trip over the division inspecting motors cars.

George F. Collins has moved his family to Great Falls where he is firing the switch engine.

Iowa (East) Division J. T. Raymond

Word was received at Marion Sept. 6th of the death of Homer Riddle, age 84, at the home of a daughter at Madison, Ind. Mr. Riddle served for a number of years on this division as a carpenter and was well known among the older employes. His passing is much regretted.

Dispatcher Earle E. Edwards returned to Marion early in Sept. resuming his position. T. J. Allen of Miles who had been filling this position went to Wisconsin, with his mother for a brief visit.

Train Rules Examiners A. C. Peterson and J. M. Oxley were in Marion two days on business the latter part of August.

The station building at Olin which was burned quite a while ago has been reconstructed. The work was completed about the middle of Sept. Agent Carter and all concerned are happy over the new building.

M. A. Devoe has been appointed Agent at Fayette in place of J. V. Mullen who has been transferred to Madrid. Mr. Mullen has been a popular representative of the company at this important station and his going is regretted by many friends on the Calmar Line.

E. J. King has been appointed Agent at Waucoma in place of L. A. Patton who has been

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transferred to Bayard Iowa. Mr. Patton has been on this division for a number of years and has applied for and been appointed Agent at Bayard. The best wishes of a number of friends go with Mr. and Mrs. Patton hoping that they will prosper in their new location.

Fireman John Riddle of Savanna and Condr. D. T. Reel of Perry, who were injured latter part of August are reported on Sept 14th as making a fair improvement at a Cedar Rapids hospital.

Opr. R. L. Merrill of Marion has improved sufficiently in health to resume work on 3rd trick Marion, Opr. Edw. Muffaly has resumed work on 3rd at Cedar Rapids relieving James McGuire.

Train Baggageman Charlie Hayward has been laying off since Aug. 17th on account of sickness, Ray Mark relieving on Nos. 7 and 8 between Marion and Omaha.

Passenger Conductor Ben Bulkley spent three weeks in Hot Springs, S. Dak., taking treatments. He resumed work Sept. 13th much improved in health. Condr. Phil Shoup relieved him on the Cedar Rapids-Calmar "jitney."

Condr. W. I. Farrell, who has been off duty for six weeks following an operation in Washington Blvd. Hospital, Chicago, has resumed work on the Marion-Cedar Rapids transfer.

Condr. Wes Pulley took a couple weeks off commencing Sept. 12th, Art Young relieving on the Monticello-Oxford Jct. wayfreight.

Mr. and Mrs. R. A. Woodworth of Bensen-

ville were guests of Mr. and Mrs. A. J. Elder, Marion for several days the middle of August.

Jennings Hotchkiss, son of Train Master Hotchkiss of Marion entered Iowa State College at Ames, Iowa, the latter part of September.

Mr. and Mrs. W. H. Applegate of Perry former Marion residents celebrated their golden wedding anniversary at the home of their daughter Mrs. R. E. Leidigh and family Sunday, Sept. 4th. They were married in Roseville, Ill.

Open house was held Thursday afternoon and evening Sept. 8th at the home of Dr. and Mrs. R. E. Leidigh and Mrs. La Verna Crew in honor of the Golden anniversary of Mrs. Leidigh's and Mrs. Crew's parents.

Many friends including several from Cedar Rapids called to extend their congratulations and best wishes. Dainty refreshments were served.

Mr. Applegate has been in continuous rail-

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road service for forty-four years, most of this time spent at Marion. He now has a position in the Master Mechanic's office at Perry.

Agent G. W. Ireland of Wyoming went to a hospital at Monticello Sept. 3rd for a minor operation and was making satisfactory improvement Sept. 14th (the time these notes are sent in.)

Opr. F. W. Behrens has charge of Wyoming station during Mr. Ireland's absence.

Mr. and Mrs. Harry Conger of Moberge, S. Dak., were called here early in Sept. on account of the death of Mr. Conger's sister Mrs. L. C. Smith of Sioux City. Funeral services were held in the Presbyterian Church Sept. 4th.

Mr. and Mrs. Fred C. Newlin of Marion made a brief trip to Cedar Falls, Iowa, accompanied by their daughter Gwendolyn Newlin the latter entering her second year at State Teachers College.

Mr. and Mrs. Frank S. Keith of Marion returned home early in Sept. after a two weeks visit spent at Womens Lake, Minn., near Hackensack, Minn.

Drafts from the Drafting Room H. J. M.

AFTER a late start, a baseball team has been organized to represent the office. Some of the boys have had experience in how to "holt" on to the ball and how to "sock the old apple." The others have thrown aside their knitting and decided to take up the game, even though a little late in life. With the combination of both, the team has done fairly well. Some of the experienced boys are Schultz, Jaeger, Rosar, Monty, Roman and Filut. The boys that are doing fairly well are Chandler, Lentz, Bob, Kuntz, and Uecker. The runs, if there are any, are scored by the experienced boys at bat. The opponents' runs, of which there are many, are scored by the "failure of the knitters to 'holt' on to the ball," and also forgetting that they are playing baseball, they start playing marbles with the ball. The mainstay of the team is Monty, the Manager. He pitches and has to strike the opposition out to get the side out. Now and then he walks a man. But then fellows only get to first base. If a ball is hit they get to third or home on a single or pop fly that is butter-fingered. Monty says if they had 8 more men like himself—boy, what a team they would have. For further details of the team they would have you see Monty. If there are any scrub-women, nurse-maids, etc., desiring a place on a baseball team, get in touch with the Manager. He's good—Ask him.

Mr. E. E. North, wife and children, report a very enjoyable vacation, spent in the wilds of "Tu Mux-a-demo"—That is to say they witnessed a rodeo in Twin Bridges, Mont., where the boys wear chaps for britches and ride the "brons" straight up, Egad! While helping stack wheat in Hot Springs our Ernie received several blisters as well as a nice coat of sunburn. (No—I mean tan.)

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Gus Koester returned with a new supply of fish (stories) while up north. He claims he had to throw a few "minnow" huskies back in the water because they were too small (only 27 inches long). Now I'll tell one. How would you like to throw a fish 27 inches long back into the water? The biggest fish I ever caught was about 9 inches long. Where is this place, Gus?

Mr. Scott is now vacationing up north at Minocqua, his favorite resting spot.

"Out Where the West Begins"— East End of the Trans- Missouri Division

D. H. A.

IT IS with deep regret we write of the passing of Mrs. G. A. Sarchet, whose death occurred on Sept. 6th after an illness of four months. She leaves to mourn her loss her husband, Dr. G. A. Sarchet, two daughters, Mrs. Paul Nylan and Jean Sarchet, and a host of friends. Dr. Sarchet and Mrs. Nylan accompanied the remains to Minneapolis, where she was laid to rest in Sunset Park Cemetery. Deepest sympathy is extended to the bereaved ones.

Mr. and Mrs. Alex Sawdy of Milwaukee and Mrs. J. J. Stroebel of Le Sueur, Minnesota, visited at the home of Mrs. Stroebel's parents, Mr. and Mrs. Crabbe. The Stroebels and Sawdys are former residents of Mobridge.

Gilbert Cooley, son of Engineer John Cooley, arrived from New York City for a visit with his parents at McLaughlin, S. D., before leaving for Bombay, India, where he has accepted a position.

We are glad to note that we showed an increase in our received shipments for the month of August and we think prosperity is just around the corner, for Agent Frank Williams has invested in a fine new Chevrolet car.

Mr. and Mrs. Emil Johnson and son Dick attended the wedding of Mrs. Johnson's niece at Chippewa Falls, Wisconsin, on August 30th.

Supt. G. H. Hill, W. E. Ring and O. E. Blake of Miles City transacted business here on August 26th and 27th.

Section Foreman Nordvold Newman of Promise, S. D., is a patient at the Mobridge hospital.

Tom Hunt renewed acquaintances at Faith, S. D., over the week-end.

Mr. and Mrs. J. L. Downs and Al Gates attended the Grand American Shoot held at Vandalia, Ohio. In the preliminary Jimmie broke 90 out of a 100 targets and Al Gates 92. In the race for state championship Downs tied for third place. They report a fine time.

Engineer J. G. Kressel and family have been transferred to Miles City. We regret losing this worthy family from our midst, but wish them the best of luck in their new home.

Mrs. W. P. O'Hern of Wakpala has returned from a visit at the home of her mother in Chicago, and with Mr. O'Hern's mother and sister at Graceville, Minn.

John Baun and family spent a couple of days at Britton, S. D.

Mr. and Mrs. Leo Swanton and Miss Hazel Swanton visited friends at Sisseton, S. D., and Brown's Valley, Minn., over Labor Day. Leo

tried his luck at fishing, but claims he likes steak better than fish anyway.

A change is being made in the express office at Mobridge, Clarence Herzog of Glendive, Montana, resuming his former position as express agent here and Mr. D. S. Elbert returning to his former position as express agent at Miles City. The Elberts have made a host of friends here who hate to see them go.

Frank Schneider was called back to work as a machinist at the local roundhouse after an absence of several months.

Mr. G. S. Cooper, of Seattle, western representative of mail, express and baggage, spent a few days in Mobridge on business.

Traveling Inspector W. C. Soot of Portage, Wis., has been checking elevators on the Trans-Missouri Division during September.

Agent M. A. Tripp of Marmarth was operated on for appendicitis at the Miles City Hospital. We are glad to know he is much improved. Troubles never come singly. On Sept. 11th a son of Agent Tripp was severely injured in an auto mishap, one eye being gouged out and his hip dislocated.

Agent Frank Bednar of Dupree has returned from a fine vacation trip spent on the west coast.

Wm. Boyle, agent at La Plant, has been on the sick list for a couple of weeks.

Operator E. H. Knutson of Hettinger is taking a three weeks' vacation.

Ding Childers is now serving as agent at Watauga, S. D.

We are enjoying some beautiful fall weather. South Dakota can't be beat for ideal weather in the fall of the year—that is, if the wind does not blow.

Roundhouse Foreman Ben Goggins and wife have taken an apartment at the Brown Palace Hotel for the winter.

Mrs. Ivan Kern of Seattle, Wash., spent a few days here visiting with old friends.

Splinters from the Wooden Shoe Brooming

ON FRIDAY, Sept. 2nd, 1932, the SHIP BY RAIL Club was organized at Green Bay, Wis., with the following officers elected:

Chairman—Fred Penford.

Vice Chairman—H. R. Jones.

Secretary-Treasurer—H. C. Ballard.

In addition to above a Board of Directors was elected consisting of representatives from each of the various departments. It is hoped that all employes on the Superior Division will interest themselves in this Club and will become members.

Mr. John Johnson and a party of friends spent three days camping and fishing at Reiley's Point.

Mrs. Allen Woodruff and son are expected home after visiting the last month with her sister in Detroit.

Mr. Chas. Robinson spent Saturday, the 27th, in Chicago watching the Cubs play ball.

Denis Hogan is very liberal when it comes to giving a meal to a hungry man, but we thought he went the limit when he brought a whole blueberry pie to Allen Woodruff and he ate it all—no one else could get a bite. Stingy thing.

Mr. and Mrs. Eric Gehrke spent Labor Day with friends in Green Bay. Everybody was glad

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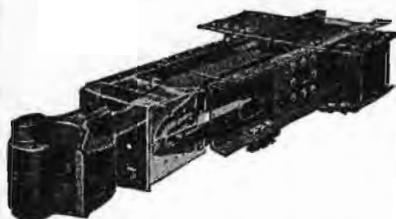
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CREOSOTED MATERIALS and COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis



Duane G., 6 months; son of Rate Clerk
Glen Williamson, G. F. D. Seattle

to see the Gehrkes, who are now located at Minneapolis.

Chas. Whitt, Traveling Time Inspector, spent a day in Green Bay, checking time.

The Train Dispatchers are now all through with their vacations and Ed. Grade, the relief Dispatcher, has returned to Channing.

Cecil McAbee and Clem Schauer were both callers at the office a few weeks ago.

Car Inspector August Schroeder, age 45, who was employed in the Green Bay Car Department since 1910, passed away while on duty Sept. 8th about 11:20 P. M., due to heart trouble. He was working on a car straightening the sill step at the time the attack took hold of him. He was found by the Yard Clerk about 11:20 P. M. Our most sincere sympathy is extended to his family.

Idaho Division

Gertrude Alden

ON THE third of September James L. Forward, the veteran messenger of Spokane, who has been associated with the local freight organization since the advent of the Milwaukee Railroad into Spokane, retired on pension. The familiar form will be missed in the offices in the business district of Spokane, but Mr. Forward has earned a well deserved retirement and his friends and acquaintances are glad it is possible for him to find contentment and enjoyment in his declining years.

Train Dispatcher F. B. Beal submitted to an operation recently and has been confined to the Deaconess Hospital for nearly a month. It is hoped that he will soon be able to return to work.

The other Beal boy, also a train dispatcher in the office at Spokane, Riley W. Beal, has been ill with neuritis at his home, where Mrs. Beal has been filling the role of nurse, and under her care Riley has been progressing nicely and expects to resume work shortly.

During the illness of the twin dispatchers J. W. Corbett and G. D. Thornton have done the relief work in the dispatcher's office.

Jack Ashton, son of Spokane Operator W. H. Ashton, will soon return to his school work at Washington State College, where he is a sophomore this year.

Engineer C. H. Burrill is enjoying a trip to Portland, Oregon, and Phoenix, Ariz.

Conductor R. W. Duell and wife are contemplating a trip to Portland, Oregon, and Vancouver, B. C. Ralph expects to leave on the trip as soon as his broken leg has mended sufficiently.

Mrs. P. S. Dunn of Tacoma recently visited her husband, who is Division Accountant in the Spokane Superintendent's office.

Agent L. G. Graham and family recently enjoyed their vacation on the Sound, spending most of the time at Bellingham.

Fullerton Avenue Building A. M. D.

A GROUP of employees of the Milwaukee Railroad met in the Council Room of the Union Station Sept. 15 and organized the Employees Ship by Rail Club, Milwaukee Road, Chicago, Unit. Pat Hayes, Chas. Hoge and Lester Morton, all of the Chicago Terminals, were elected Chairman, Vice Chairman and Secretary, respec-

tively. Mr. C. L. Whiting presided at the opening of the meeting as temporary chairman, but retired as soon as a permanent chairman had been elected. A committee of three was appointed to draw up a constitution and by-laws and also to plan the proper procedure and future activities of the Club. A meeting will be called in about two weeks to consider the report of the committee and to organize a drive for membership. The aim of this organization primarily is to assist the railroads to obtain a square deal in the State Legislature in order to combat the rising menace of unregulated truck and bus competition. It will also cooperate in devising methods of obtaining new business for the company.

If this movement is to be successful, it is absolutely essential that every employe join this club. It must be remembered that the busses and trucks are partly responsible for the tremendous loss of business, and due to this loss of business, the large number of unemployed railroad men. If this condition continues, no employe's position will be safe. This applies to all, so please do not rest with the assurance that your position is permanent and therefore that it is not necessary for you to cooperate, but get behind this movement and give every effort to make it a success.

As the name implies, the membership is open to any citizen interested in the welfare of the railroads as well as employes, and as soon as the petitions to join this club are printed, they will be passed out to every employe in the building for his own, his family and his friends' use in enrolling. You will be notified of the next meeting by bulletin.

Just to surprise you, we will begin these notes with three babies:

Jack Barclay, a youngster from the Record Room, is the daddy of an 8½-lb. baby girl. We understand her name will be Diane Helen.

Carl Denz of the Car Accountant's Office is the proud papa of a baby boy. His name is Jimmy Carl. Does he know the Car Service Rules yet, Carl?

Also, last but not least, Maurice H. Weinstein has been holding out on us. He has been the father of a baby boy since July 25, 1931, and nobody knew a thing about it. The baby's name is Jerome.

Corrie Curry of the Auditor of Expenditure's Office, who is out of service for the time being, is selling insurance for the Employees' Mutual Benefit Association. Anyone interested can reach her by calling Longbeach 2100.

Evidently Margaret Glowienke of the Central Typing Bureau has a stand in with Lady Luck, for she won a Plymouth car donated by the Ice Cream Institute of Chicago.

Josephine Varello of "C" Bureau in the Car Accountant's Office was married during the first week of September to Richard Tuebner, a former employe of the Freight Auditor's Office. The employe of "C" Bureau, of which Miss Varello was a member, presented her with a beautiful vase of flowers together with a handsome silver tray including sugar bowl and creamer. The Bureau's best wishes for her future are extended in all sincerity.

The fishermen have returned, and what fish they caught!

Mr. W. Kruckstein, our Ticket Auditor, caught a 33-inch muskellunge weighing 12½ lbs. For your information, the fish was caught on a number 8 spinner. Whatever that is.

Of course, after Mr. Kruckstein returned, along came Tony Naatz and he had caught a 37-inch musky weighing 15 lbs. somewhere in the Rhineland country. We understand this fish was caught on a plug or something. These fish will probably get bigger as time goes on, if you know what we mean.

L. J. Silver of the Auditor of Overcharge Claims Office has certainly had his share of hard luck. He has just returned to his desk after recovering from several broken ribs, a broken collar bone and numerous contusions and bruises sustained in an automobile accident.

Art Gentzke of the Freight Auditor's Office

has returned after two weeks' illness. The Statistical Department claim they are glad to have their boss with them again.

A railroad company was held up in Boston yesterday and robbed of nineteen thousand dollars. Aren't robbers wonderful! They're the only people in the world who would ever suspect a railroad of having so much money.—Exchange.

The New Hub of the I. and D. Division

William Lagan

A claim prevention meeting was held at Scotland, S. Dak., Aug. 25th with about forty-five agents in attendance. Mr. C. R. Dougherty and Mr. F. R. Doud had charge of the meeting.

Edw. Todd of Milwaukee, Wis., has been appointed Night Round House Foreman at Sioux Falls, S. Dak.

Tom Shanahan, Custodian at Fairview, S. Dak., secured a party of forty-five persons, from Fairview to Sioux City and return Sunday, Aug. 21st. We must admit that Tom is right on the job as a business getter.

Mary Gen. Brahney of Mason City attended the Womens Club picnic at Sioux Falls, Sunday, August 28th.

One of our most popular Milwaukee families has left us and every one was certainly sorry to lose them. Mr. and Mrs. Louis Rabin and family have left to reside in Miles City, Mont., on account the appointment of Mr. Rabin as Round House Foreman at that point. We were all glad to see Louis get a better job but we want them to know that they will surely be missed around Sioux Falls.

Every one who attended the Womens Club picnic at Sioux City certainly had a fine time and we wish to thank the Women of Sioux City for the fine dinner and entertainment they provided.

Mr. Ingraham attended to business in Sioux Falls, Wednesday, August 14th.

The Milwaukee handled the big Ringling Bros. circus August 26th in and out of Sioux Falls.

On August 28th the Womens Club of Sioux Falls, held their annual picnic at McKennon Park. There was a large attendance from the vicinity of Sioux Falls and every one had a lovely time and a wonderful feed was furnished by the ladies of the club. They also had some interesting entertainment for young and old. Many nice prizes were awarded in the many contests put on for the benefit of every one.

Coast Division

"Kirk"

MRS. Mike Borell and daughters Rose and Irene left Tacoma Sept. 9 for Grand Forks, B. C., where Mrs. Borell was called on account of the death of her father. All Milwaukee friends express their sympathy to Mrs. Borell and family.

Timber Inspector Fred Weinhart arrived at Tacoma Sept. 6th after thirty days' visit with his mother in Northern Wisconsin, also visited with friends and relatives in Chicago. Fred reports it pretty hot back there.

Fred Rasmussen and Mrs. Rasmussen arrived home safe and sound from their jaunt to Niagara Falls and New York City and report a splendid time. Fred says you can travel for ten miles up the Hudson River on a motor coach for ten cents. Of course, you could have done the same thing for a nickel in the subway, and be away ahead of yourself on the bus, but the sights from the bus make it a real trip. Fred probably will want to go every year now.

Mr. T. J. Hamilton left the other day with oodles of fishing tackle and bait of all kinds for the Olympic Peninsula. Don't suppose that he will catch as many fish as Sam did earlier in the season, but hope he gets a good rest and lots of relaxation.

S. C. Whittemore, Chief Dispatcher, Tacoma, is receiving considerable publicity lately. Don't know what it cost, but the Tacoma Sporting World's issue of Sept. 5th carried a full column on the front page about Sam Carlos Whittemore.

This article was only supposed to be a "Thumb-Nail Sketch of Prominent Ringsiders," but I am sure if the reporter had consulted with M. J. O'Connor that Sam would have had the full front page instead of just a column.

Regret to report the death of brakeman George E. Lyen, which occurred at Tacoma Sept. 11th. Mr. Lyen had been a brakeman on this division for 21 years. The sympathy of the Coast Division employes is extended to Mrs. Lyen.

Florence Hall of the Trainmaster's force, has returned to her duties after a vacation spent in resting up without any long trips. Says she is good for another year now.

Mr. and Mrs. Negley are now vacationing via auto in Montana, expecting to spend some time in Miles City and in the Yellowstone National

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as a part of every day procedure and in cases of emergency, is effecting many economies and speeding up operations in nearly every department. Watch for Orange Airco Oxygen Cylinders, Black Airco Acetylene Cylinders and sturdy well designed Airco-Davis-Bournonville Welding and Cutting Torches.

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FLOWER LOVERS ATTENTION!—I am giving a great sacrifice sale to employees only. There are six (6) highly rated peonies all labeled including a division of the World's largest pink peony, Martha Bullock, which at times measures twelve (12) inches across and retails at two dollars and fifty cents (\$2.50) and six (6) highly rated Iris all labeled, including two (2) Siberian Iris for only three dollars and fifty cents (\$3.50). This offer for September and October only. Send money order to

**A. L. MURAWSKA, Eng. C. T.,
River Drive Peony Garden,
8740 Ridge St., River Grove, Illinois.**

FOR SALE—Finest Quality Dark silky Eastern mink, immediate delivery at \$15 a pair. Lack of space compels me to sell most of the increase. They will not last long at this price. A few pens for \$5 each. Raising mink is profitable and an interesting pastime for anybody with ambition. Also have a \$275 electric meat grinder for a sale at \$40. It is a real bargain for some one. Write P. O. Box 88, Aberdeen, So. Dak.

FOR SALE—Attractive brick home and garage in Highlands; very modern, sun-room, 3 bedrooms, 2 baths, hot water heat. 56 ft. front. Beautiful shrubbery. Built of very best materials. Inspection invited. Reasonably priced. 6520 Milwaukee Ave., Wauwatosa, Wisconsin.

FOR SALE—Remington Automatic Pistol, Model 51, cal. .380; new condition; \$12.00. A. G. POLLATH, 621 E. Burleigh St., Milwaukee, Wis.

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

MONTANA RED CEDAR PRODUCTS
—“Everlasting Gifts”—Chests, Gun Cabi-

nets, 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 Wagnous, 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 2 1/4 miles east of Stamford, Jones County, S. D., on highway No. 16. Fenced and cross-fenced; 33 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—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—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—Our beautiful suburban home, containing two city blocks. Just 24 blocks from the center of a city of 23,000 pop. Has a semi-bungalow house 28x30, full cement basement; has hot water heating plant, big cistern, fine well, two stall garage, large chicken house 20x40, divided into two rooms. Plenty of shrubbery, pine, elm and ash trees. This would be a fine home for one retired or who wants something to busy himself. There is a large grape vineyard, also a large raspberry patch, plum and crabapple trees. All fenced. A real bargain in one of Iowa's best cities. For further information write Walter J. Strong, 924 15th St., S. E., Mason City, Ia. P. S.—Would sacrifice for quick sale.

FOR SALE—Montana moss agates; cut, \$1.00 each; cut but not polished, 50 cents each. Harry Lueder, Mahto, So. Dak., Box 25.

FOR SALE—Will sacrifice for less than half my \$130 Everready Sunshine Lamp. Like new. Excellent for the treatment of colds, rheumatism, lumbago, etc. Take a sunbath in your own home. Recommended by physicians everywhere. Can be seen at 3020 Hawthorne St., Franklin Park, Ill.

ATTENTION, DEER HUNTERS—Now is the time to make reservations in one of the best hunting grounds in Wisconsin, where deer are plentiful. Write Reader's Ranch Lake Resort, Pound, Wis. Reached by C. M. St. P. RR.

FOR SALE—Potatoes, onions, 3 lbs., 25c. Winter onion bulbs, 50c bu. Partridge Cochon hens, 75c each. Not prepaid. Frank Florer, 1408 Locust St., Valley Junction, Ia.

FOR SALE OR EXCHANGE—Modern Brick 2 Flat Bldg. in Jefferson Park, Chicago, well financed, near schools and car lines, convenient to Forest Glen Station; will trade for 5 or 6 room house or bungalow in Chicago or in suburb on Milwaukee Road. Inquire P. A. Schloss, 208 Union Station, Chicago.

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

Park. Charlie thought the hot weather of Montana would be beneficial after our long winter.

The Washington Railroad Employees' and Citizens' League recently formed in Tacoma is growing by leaps and bounds with good prospects of spreading to all other towns of any size. This club is similar to clubs which have been formed in Ohio, Virginia and other southern states and which have had very good success in supporting the candidacy of those men who will publicly and definitely pledge themselves to support those national and governmental policies which will at least give the railroads equality of competitive conditions. All we ask is the chance to do business on the same basis as other transportation systems, a square deal for all and special privileges for none. All employees should attend the meetings and join the league, using your influence to get others interested. This is one club that has no initiation fees and no dues. See me.

Good Philosophy (Continued from page 7)

sion. I take more exercise. I walk to town and a lot of folks who used to drive Cadillacs are walking with me. I like the depression. My digestion is better. I haven't been to see a doctor in a year. I can eat anything I want to.

Food and Food

I am getting real, honest-to-goodness food. Three years ago, we had filet

mignon once a week, now we have round steak and flour gravy. Then, we had roast breast of guinea hen, now we are glad to get sow-bosom with the buttons on it. I like the depression. My salary has been cut to where I can't afford to buy lettuce and spinach and parsley and we can't afford to have sandwiches and frozen desserts and all that dam-foolishness which has killed more good men than the World War.

I like the depression. Three years ago I never had time to go to church. I played golf all day Sunday and besides I was so darned smart that there wasn't a preacher in West Texas who could tell me anything. Now I am going to church regularly, never miss a Sunday.

And if this depression keeps on, I will be going to prayer meeting before long.

I like the depression.

—From the Amarillo (Texas)
News Globe.

It was the dear old lady's first ride in an auto, and she watched with growing alarm the driver continually putting his hand outside the car as a signal to the following traffic. At last she became angry. “Young man, you look after that car of yours, and watch where you are going. I'll tell you when it starts raining.”

Butcher: “How about a nice round steak, madam?”

Mrs. Newlywed: “Really I'd rather have an oval one. You see, it would match the shape of my meat platter so much better.”

RAILROAD RADIO

First Railroad Man: “I built that radio set myself, Ed. How do you like it?”

Second Railroad Man: “I believe it, she whistles for every station.”

Joe—“I'm having domestic trouble.”

John—“But you always said that your wife was a pearl.”

Joe—“She is. It's the mother o' pearl that's the trouble.”

PEACEMAKERS

“My wife used to play the piano a lot, but since the children came she doesn't have time.”

“Children are a comfort, aren't they?”—Pathfinder.

NOT THE PROPRIETOR

“Could you help a poor man who has just come out of prison?”

“You should be ashamed to own it.”

“I didn't own it, mum. I was only a lodger.”

“What's dat new job you done got on de railroad?” she asked.

“Well, honey, you all knows de guy dat goes alongside de train an' taps de axles to test em?” explained Mose. “Well, Ah just helps him listen.”

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and
Barrel Equipment

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LAVA SHADOW PICTURES



**Lava is a dirty-hand soap that
works faster and lasts longer!**

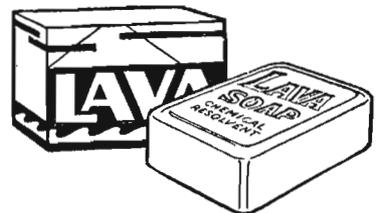
There's no need of scrubbing away great gobs of soap every time there's a pair of greasy hands to wash.

Lava is a big husky cake of soap that gets the dirtiest hands clean in *less than a minute*. And it makes creamy masses of lather even in the hardest water.

Lava contains fine, powdery pumice which gets the dirt in a jiffy. And there's glycerine to protect the skin. Glycerine, you know, is a part of many fine hand lotions.

Try Lava around the house too. It's fine for shining bath tubs and wash bowls . . . quickly cuts burnt-on grease from pots and pans.

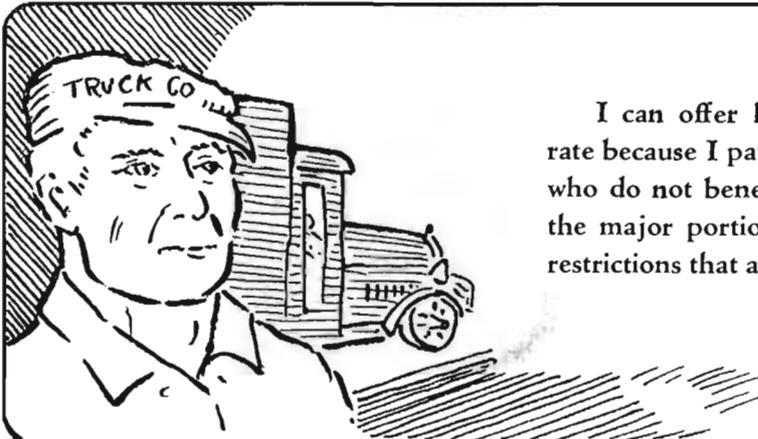
Your local grocery and drug stores sell Lava in two big sizes, 6¢ and 10¢.



LAVA SOAP

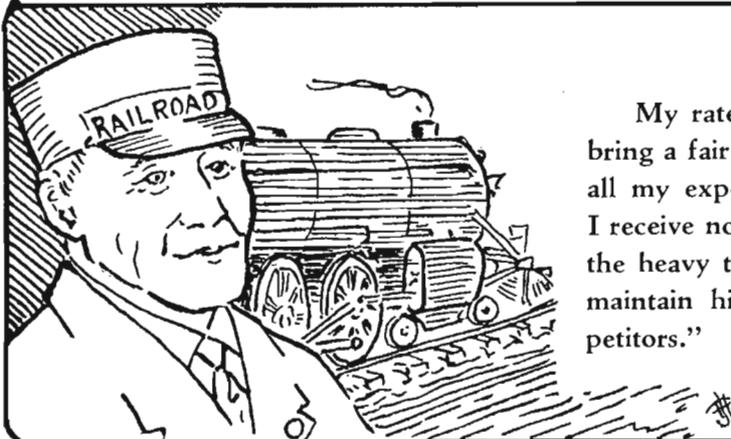
TAKES THE DIRT . . . PROTECTS THE SKIN

WHY THE RAILROADS CANNOT MEET WHAT IS CALLED "COMPETITION"



I can offer highway shippers and travelers most any rate because I pay but a small part of highway costs—those who do not benefit from my highway service contributing the major portion—and I am free from many legislative restrictions that are costly and burdensome to the Railroads.

I can move shipments by water at low rates because I use, practically free, waterways provided at great public expense. Those who do not patronize my Inland Waterways contribute in taxes more than three dollars for every dollar saved by favorably located shippers.



My rates, fixed by the government, not only do not bring a fair return but in many instances now fail to cover all my expenses. Unlike highway and waterway carriers I receive no tax aid from the public, but, on the contrary, the heavy taxes I pay are applied in part to provide and maintain highways used by my truck and barge "competitors."

The national and state governments invested billions of dollars in highways, and allowed, and still allow, them to be used for transportation for hire by buses and trucks without making charges adequate to recompense the public for their use and without applying to these carriers any regulation remotely comparable with that applied to the railroads.

The federal government has spent and is still spending hundreds of millions of dollars upon rivers and canals, the total cost of transportation upon which is greater than it is by rail, and which are able to take traffic from the railways only because no tolls are charged for their use, and the entire

expenditure made upon them in consequence is a subsidy from the taxpayers to the carriers and shippers that use them.

I constantly read and hear criticisms of the railroads because they "complain" about competition instead of "meeting" it. Well, what kind of "competition" is this in which one of the competitors is subjected to strict regulation controlling everything it does under penalty of fines and imprisonment and is heavily taxed instead of being aided with taxes, while the other competitors are subjected to virtually no regulation, and are aided with literally hundreds of millions of dollars of the taxpayers' money?

--From an address by Samuel O. Dunn, Editor, Railway Age