

The MILWAUKEE MAGAZINE

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JULY, 1934



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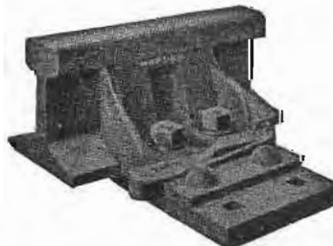
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The Jubilee Convention of the Montana Stockgrowers' Association

R. K. BURNS

EXTENDING the characteristic hospitality of the rangeland, Miles City, Mont., on May 24th, 25th and 26th, proved itself a capable host to the Golden Jubilee Convention of the Montana Stockgrowers' Association and its 20,000 visitors. Turning back the pages of time to fifty years ago, the city, garbed in frontier-like apparel, log-cabin store fronts, covered sidewalks, citizens attired in costumes of the old-time west, outdid itself in showing its guests a really rip-roaring time.

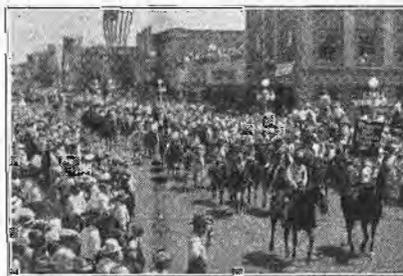
Visitors gazed fondly upon the hitching posts, the watering troughs, plank benches supported on kegs or blocks, which lined Main street, relics of a more leisurely day when the only people who were ever in a hurry were the horse thieves or cattle rustlers trying to outrun the sheriff's posse. Here and there were the preserved skulls and horns of buffalo, about all that is left now, outside of a few carefully guarded herds, of the millions upon millions of buffalo that once roamed the vast plains of the west. Banished for the three days of the jubilee were the machines of our modern age, and horses and horse-drawn vehicles once more came into their own.

Every store window displayed mementos of the past. Here were the pistols, carbines, rifles of the frontier days, more than once used in defending the homes of the first settlers against attacks of hostile Indians. Next door was a collection of famous brands of forty and fifty years ago, stirring the hearts of the old-timers with a remembrance of the days of the past when the range was open and the cattle empire of the west was building. Across the street were reproductions of the photographs, paintings and drawings of western artists, Russel, Barry and Huffman, each photograph or drawing unforgettably catching some bit of history of the west. Other store windows displayed relics of the fashions of the eighties, carefully preserved by their owners, but now put on display so that everyone could see what grandma had to wear when she was a young girl. Loaned for display were the spinning wheels and pieces of home-made furniture of the pioneers. Adjacent to these were specimens of the handicraft of the Indians, beaded and fringed leather garments and footwear, and the more sinister tomahawks, flint-tipped arrows, scalping knives and war bonnets. The whole city enthusiastically entered into the spirit of the past, converting their main business district into a museum, and before these mementos of the days now gone forever, the citizens, garbed in the cos-

tumes of their grandfathers and grandmothers, paraded. During the three days of the jubilee, Miles City, the famous "cow-town" of the west, left nothing undone to suitably honor stockgrowing, the dominant industry of Montana, and outside of trapping the oldest industry in the state.

A Word About the Montana Stockgrowers' Association

The Montana Stockgrowers' Association's first beginnings were really in the year 1883 when a small group of stockmen in the eastern part of the state, whose stock roamed in the territory centering around Miles City, formed themselves into an association. The purpose of the organization was to arrange for the dividing of boundary lines ridden by the boys of the different outfits and setting dates for the round-ups and branding. In the year 1884 certain stockmen in the western and central part of the state, who had belonged to the Wyoming association, formed an association at Helena, known as the Montana Stockgrowers' Association. In the spring of 1885 a general call was sent out to all cattle owners in the Montana territory, and a meeting was held in Miles City on April 3rd. At this meeting articles of consolidation were drawn up between the Eastern Montana Stockgrowers' Association and the Montana Stockgrowers' Association, and at a meeting the next day the following officers were elected: T. J. Bryan of Miles City as president; Gov. B. F. Potts of Helena, first vice-president; Capt. Wm. Marmon, second vice-president, and B. F. Harrison of Helena, secretary-treasurer.



The Cowboy Parade

For several years after this first convention two meetings were held each year, the spring meeting in Miles City and the fall meeting in Helena.

The first convention in Miles City in April, 1885, had some interesting delegates and visitors. The roll call of members present contains the name of the Marquis de Mores, a name now legendary in the Northwest for the cattle empire he founded in the Dakotas, and his famous castle which still stands

near Medora. On the list of those applying for membership appears the name of Theodore Roosevelt, who probably did not dream at that time that he would one day be President of the United States.

The Montana Stockgrowers' Association had plenty of problems on its hands from the start. The summer of 1886 was very dry and prairie fires destroyed a great deal of the range grass in many sections. It was followed by the terrible winter of 1886-1887, which has never been surpassed in severity in the memory of old timers. The famous Montana artist, Charles M. Russell, has immortalized this winter in his famous drawing, "The Last of the Five Thousand," which is now in the possession of Major Wallis Huidekoper of Two Dot, the present president of the Montana Stockgrowers' Association. The stock losses suffered were terrific and many owners never recovered from the effects of that winter. D. J. O'Malley, writing for the Golden Jubilee Edition of the Miles City Star, writes: "Cattle perished by tens of thousands from cold and lack of feed. Deep snow prevented them from being able to reach the grass, and the snow held deep all winter. The temperature ranged as low as 66 degrees below zero and the hungry cattle froze to death in large numbers."

In the following year, however, the ranges were again stocked, and vast profits were made in the cattle industry, but these in time began to be cut short by the influx of settlers and dry-land farmers from the east. The water holes began to be fenced and the days of the open range were over. The stockgrowing industry, however, rapidly adapted itself to the new conditions, and the years 1905 to 1918 were in the main very prosperous years for the Montana stockmen. The dry year of 1919 with a slump in the market and the severe winter following with a financial depression all over the country, brought many stockmen to the brink of disaster. And coming now to the present days, we, who live in this country, know how the Montana stockmen have shared the difficulties of the rest of the country through the past few years, but the future is beginning once more to look promising.

Through all of these fifty years the Montana Stockgrowers' Association has effectively performed its great service to the industry. Its fifty years of service, beginning just about the time of the passing of the last great herds of buffalo on the plains and the pacification of the Indian tribes, has seen the



The Milwaukee Float

stockgrowing industry in its successive defeats and its successive triumphs. The menace of the cattle rustler has been done away with—the coming of the railroads has made the great markets of the east and west available to every community in the state. Great improvements have been made in the methods of care of stock through the severity of the winters. The quality of the range stock has improved immeasurably, and the constant growth in population has created a home market that is near and dependable.

The good years and the bad years come and go, but the great industry of the Old West is still the great industry of the New West.

Present officers of the Montana Stockgrowers' Association are: President, Wallis Huidekoper of Two Dot; first vice-president, Julian Terrett of Brandenburg; second vice-president, Joe Metlen of Armstead; secretary, E. A. Phillips of Helena.

The Climax of the Jubilee, the Mammoth Parade

The climax of the jubilee came on May 26th, and began with a mammoth parade down Main street at 11:00 a. m. Beginning with a riderless white horse, representing the mount of General Nelson A. Miles, followed by the regimental band and the cavalry of Fort Meade, S. D., preceding vehicles containing the parties of Governor Cooney of Montana and Mayor Harry E. Riccius of Miles City and the officers of the Jubilee Committee and the Stockgrowers' Association, the four-mile-long parade took more than an hour to proceed down Main street. Here was the pageant of the Old West visible to every eye—cowboys, and cowgirls, painted Indians, pack outfits, old timers, stage-coaches, buckboards, bull teams, chuck-wagons used in roundups on the ranges. Here were floats representing the hunting of the buffalo, the branding or range stock, the shearing of sheep, the hanging of horse thieves, a steamboat coming up the Yellowstone. All the great industries of Montana were represented by floats depicting various scenes peculiar to the industry. Helena, Mont., had a float representing the panning of gold in a gulch stream. Butte had a float in honor of its mining. Big Horn County had a float representing its mountains. The celebrated eight-horse hitch of the Anheuser Busch Brewing Company of St. Louis was inspected by thousands of visitors. Fifteen bands played martial music to which the sixteen hundred horses and countless riders kept time. And of special interest to everyone were the beautiful floats of the railroads serving the state.

The extensive float of the Milwaukee Road excited great admiration. It depicted the saga of transportation from the earliest times to the present day. First came Indians on foot brought to Miles City from the Wakpala territory, in their beautifully and intricately beaded costumes. The squaws hauled travois behind them in which rested their papooses. This represented the earliest means of transportation. The latest



means of transportation was represented by a gorgeously colored float on which had been painted an almost life-size model of an electric locomotive. The Milwaukee exhibit in its entirety



A Hard Bitten Bunch of Desperadoes—Top, L. to R.: Farnham Denson; Steve Stordahl; Lars Vellanger. Center: Roger Smith. Below: J. E. Leahy

was over a block long, and was the largest railroad float in the parade. A description of the parade would never be complete without giving credit to the delegates of the great stockyards centers of the east. The extensive delegation of the Sioux City Stockyards Company, which came to the city over the Milwaukee Road, with the Shriners' Patrol of 32 white trick horses, was very popular, and the performance of the perfectly trained white horses in the parade aroused the admiration of the spectators. The delegation of the Chicago Union Stockyards came to Miles City with their famous Scotch Kiltie band. The St. Paul Stockyards came with an extensive delegation, and was represented in the parade by a cowboy band.

Following the parade in the morning the thousands of visitors and delegates to the jubilee were entertained at the fair grounds just outside of the city by an old-time barbecue. An address of welcome by Mayor H. E. Riccius was responded to by Governor Frank H. Cooney of Montana, and the afternoon spent in witnessing a pictorial representa-

tion of life on the ranges. There were steer bulldogging contests, bare-back steer and horse riding contests, calf branding, bronc riding. The fourth cavalry of Fort Meade, S. D., entertained with an exhibition of high jumping horses, and the Shriners' Patrol of Sioux City executed intricate formations with their trick white horses.

It was not until the early hours of the morning that the merrymaking in honor of the Golden Jubilee of the Montana Stockgrowers' Association finally showed signs of quieting down, and the visitors began to retire, all agreeing that they had witnessed the greatest celebration ever held in the history of Montana, and confident that the next fifty years of stockgrowing in the state will be years of success and prosperity.

Milwaukee Road officials attending the Miles City Jubilee took an active part in the program.

Entering into the spirit of the occasion the visitors donned ten-gallon hats and brightly hued neckerchiefs and sported the conventional stockmen's stout walking sticks. In a body they attended the ball games, fight card, rodeo and the business sessions of Montana Stockgrowers Association.

The award for the best cow-boy attire worn by a railroader went to J. L. Brown, who was resplendent in woolly chaps and a wall-paper design silk shirt. "JLB" rented a cow-pony from a local livery for the affair but abandoned it after the horse developed a sudden and unexpected attack of St. Vitus dance.

In the Pioneer Days Whisker Growing contest all honors were conceded to N. A. Meyer whose hirsute adornment would have been recognized by any court in the land including the supreme court. Skeptical officials from Lines East, after recognizing "Norm," made it a bit uncomfortable for him at times by finding out in the customary manner whether the whiskers were real or false.

Through his long acquaintance with the Cherry Sisters, vaudeville entertainers of the gay 90's, who headed the program at the Miles City theatre during the Jubilee, Walter L. Ennis arranged a special performance, at which



Anna Anderson, Stenographer Superintendent's Office.

he acted as host to his railroad associates.

Lon Cook, peripatetic photographer of the road's public relations department at Seattle, snapped shots of all of the major events for complimentary distribution to picture syndicates and was commissioned by a motion picture company to "shoot" 1,000 feet of film for a news reel, which has since been shown at several theatres throughout the Northwest. The public relations department assisted the Jubilee committee in advance publicity work, securing publication of news articles and pictures in newspapers throughout the country.

Milwaukee Road employes at Miles City were constantly on the alert to be of service to the visiting rail officials and in addition to their multitudinous duties occasioned by the large number of parked sleeping cars and the huge volume of traffic to be handled found time to display true western hospitality and the Milwaukee Road spirit of cooperation.

Officials from Lines East included President H. A. Scandrett, H. E. Pierpont, R. W. Reynolds, J. L. Brown, W. L. Ennis, F. J. Newell, L. M. Jones, F. J. Wozny, J. D. Edwards of Chicago; R. W. Anderson, Milwaukee; M. M. Wolverton, Sioux City; H. M. Gillick, M. S. Rasdall, Aberdeen. From Lines West: H. B. Earling, C. H. Buford, N. A.



Top Row: Homer Lyons, S. W. Nelson, F. C. McCauley.
Bottom Row: Louis Seeman, H. J. McMahon, A. F. Maile.



Jake Jacobsen

Meyer, F. N. Hicks, O. P. Kellogg, J. F. Bahl, Lon Cook, C. G. Hurlbut, E. B. Crane, of Seattle; Wm. Dolphin, Tacoma; L. K. Sorenson, M. G. Murray, Butte; M. E. Randall, Great Falls; N. H. Fuller, Dan B. Noble, Lewistown, and G. S. Craig, Great Falls.

We have other pictures of bewhiskered gentlemen to display next month.—Editor

there came into view a magnificent Spanish structure, with patios and high, arched windows, and in a short time the train drew up to the platform at Gallatin Gateway Inn, the splendid hotel built by the Milwaukee company for the accommodation of Park tourists.

After a short rest and refreshments in the Inn dining room, a glance into the lovely hotel lounge, an inspection of the flower gardens around the building, we were ready for the real beginning of the Yellowstone Park tour. I say ready, but that does not exactly express it, for we *did* wish we had more time to enjoy this luxurious hotel and its beautiful surroundings. However, that would come after we had made the rounds of the Park and were free to enjoy the hospitality of the Inn and Mr. Dan Young, its manager.

From the Inn, the route to the Park leads up the west fork of the Gallatin River, and after passing through the Gallatin Gateway Arch, which has become so much a part of this scenic route, we wind along through the Gallatin Canyon, close beside the wild little river that foams and froths and laughs aloud on its sparkling way down to the valley; towering peaks move with majestic swing into the view, retiring then to give place to still others, all garbed in the deep green of splendid trees that "look at God all day" and sing their night songs of praise to Him on the evening breeze.

Entering the Park at West Yellowstone, our journey took us up the Firehole River, a versatile stream and somewhat temperamental. In places it is as placid and wide as a still lagoon; in others, narrow, petulant and raging. There was some speculation as to its name, but all doubt was dispelled when we reached the Geyser Basins and found that the region through which the river flows was indeed a firehole.

The Geysers

The geysers of Yellowstone Park occupy two so-called basins of the Firehole River, the lower basin containing, among its other phenomena, the renowned "paint pots" of His Satanic Majesty.

The great splendid panorama of the Upper Basin, where the tall spouters carry on their majestic drama throughout the ages, bursts on the view as the stages round a curve and sweep up to Old Faithful Inn, the charming Swiss chalet that lures one instantly with its hospitality, a marvelous hostelry swarming with people. I say "swarming" advisedly, for as soon as Old Faithful had performed, which it did as we arrived, in token of welcome, I suppose, shooting his 170 feet of steaming water high into the air, the hungry crowd began to gather for dinner, and there was a line-up, three abreast, from the dining room doors through the immense foyer and out to the veranda. That is how popular Uncle Sam's Park chefs are, and his parks.

The Upper Basin is Wonderland its entire length and breadth, with geysers

A Wonderful Yellowstone Park Trip

RETA RHYSNBURGER

IT was with keen anticipation, later more than fulfilled, that we planned our trip through Yellowstone National Park.

The Yellowstone, about one-half the size of Denmark, covers an area of over two million acres, mostly in northwest Wyoming, but overlapping into Montana and Idaho. The park is a huge plateau surrounded by several ranges of the Rocky Mountain system. It lies seven thousand feet above sea level, and is broken by peaks and elevations rising from one to two thousand feet higher still—a vast tableland traversed by many rivers, dotted by countless lakes, and pierced in certain regions by hundreds of spouting geysers and thousands of hot springs.

Three Forks, Montana, at the confluence of the Gallatin, Jefferson and Madi-

son rivers, was our point of departure from the main line of The Milwaukee Road, an interesting spot, historically. It was to this place that Sacajawea, the Shoshone Indian princess in 1805, guided the Lewis & Clark Expedition on their westward journey.

It seems especially fitting that the Park trip should in reality begin here, with the preliminary contacts of some of the reminders of those early days. In the Three Forks country, the noted rivers, the Gallatin, Jefferson and Madison, unite to form the Missouri, and our route to Gallatin Gateway Inn, followed one of those streams, the Gallatin, up towards its primal source. As the train proceeded, with mountains rising and dipping on the horizon, there suddenly appeared, like a mirage, an expansive red tiled roof, and as we drew nearer

performing at all hours, some shooting giant torrents of water into the air and sustaining towering heights for unbelievable durations, then slowly sinking back to quietude to await their next "act." Some perform on frequent schedule, while others are more aloof and come onto the stage at greater intervals between.

The Basin, however, is always in action somewhere, and around their spouting, bubbling waters they build themselves—cones, grottos and fantastically shaped cavernous rims. One in particular, the Giant, has ensconced itself in a huge pulpit shaped formation. I was told that this Giant spouted 300 feet in the air, and I of course expressed my desire to wait right there for its performance, but on being told that it spouted only twice a month, and even at that not on any regular schedule, we were obliged to content ourselves with Old Faithful, which never disappoints or is behind time, as well as the numberless other spouters that shoot high in the air and are fairly regular in their action.

Yellowstone Lake

There is one way travel from the Geysers to West Thumb on Yellowstone Lake. This road leads through a picturesque, winding defile, crossing the Continental Divide twice. The mountains loom larger on every side, and far away on the hazy, southern sky tower the mysterious Grand Tetons, swimming in the upper air, their massive shoulders glistening white in the sunlight.

The blue waters of the great lake come into view at West Thumb. There it lies, magnificent in its expanse, flanked by mountains, harboring a few islands and looking for all the world like a great inland sea, at an altitude of 7,700 feet, and covering an area of 139 square miles, an immense jewel in the crown of the world. In the foreground rises a fringe of steam telling of more hot springs.

Before the glacial period, Yellowstone Lake drained through Heart Lake and the Snake River to the Pacific Ocean. During the Ice Age that exit became blocked, the water of the lake rose higher and higher until it was 160 feet above its present level. Then the rising waters found an outlet to the north along the line that is now the Grand Canyon and flowed out, reducing the waters to their present level. The greatest depth of Yellowstone Lake is now 300 feet and its shore line is approximately 100 miles. The water near shore is as clear as crystal and the beach is perfect.

Imagine having a lovely colonial hotel dropped into the primeval solitude and you have the Lake Hotel with its sparkling lights and broad verandas, breathing hospitality. Evenings at Lake Hotel are ideally beautiful, the colorful sunset reflected in the lake, the deepening twilight and the magnificent starlit vault of heaven, as night "draws its curtain down and pins it with a star."

Grand Canyon of the Yellowstone

Grand Canyon, the crowning glory of the trip. From Artists Point we had

our first glimpse of what the fatal overflowing of the lake had done. It had laid the earth wide open in a rugged canyon so deep and so heavy with color that it fairly took the breath away. The water which had flowed quietly enough out of the lake now plunged in grand leaps down this immense cut. The first fall is 109 feet; the second, 309 feet high. Down in the gorge, 1,200 feet deep and 2,000 feet wide at the top, flowed the liberated lake, now a raging river that for twenty miles defies rock walls to stop its mad rush to—now the Atlantic, its bourne. For centuries this battle has raged, the two contending forces—the rock and the river. Believing in the law of compensation, one might imagine the Creator allowed the river to cut the gash, but Himself mixed gorgeous hues—crimson, emerald, cobalt, amber, lemon, vermillion—and painted the sides of the monster cleft so brilliantly that the victim came to be more to be admired than the victor. So much so that the river, once so limpid blue, beholding the unsurpassed loveliness of the rock that she had gashed, turned green with envy, and like a ribbon of jade forever travels, unable to find release from the beauties of her victim or from the prison she herself had made.

From Inspiration Point we gazed down into this sheer abyss. Midway in that depth on a pinnacle of rock was the nest of an osprey. One of the huge, white-headed birds sat on the nest, while

on a tree-top, equally as far below us, sat its mate. It was all marvelous. Words are futile; it must be seen.

Back from the Canyon some thousand feet sits the Canyon Hotel, and here it may be observed that one of the delightful surprises of the Yellowstone trip is finding each hotel a distinct type of architecture. This one is pure Mission, with a spacious lounge, walled by great polished slabs of wood. Massive and comfortable is this hotel and one leaves it with regret, even as he leaves the marvelous canyon with all its colorful beauty and grandeur.

Deep woods and steep ascents take you to Dunraven Pass near Mount Washburn, and if you can spare the time, to scale Mount Washburn is a thrill of its own. Tower Falls, 132 feet high, and pointed needles of rock rising alone or in groups and proclaiming their vantage over the onslaughts of the river vary the scenic attractions of the road to Mammoth Hot Springs from the Canyon, glimpsing on the hill just before the descent to the great Mammoth Hot Springs Hotel the mighty banks of travertine which hold the deep blue pools of these famous springs.

Overflowing constantly, they build for themselves a great lime deposit carved and rounded as if by the master hand of a great sculptor. Soon after the deposit is formed, microscopic plant life appears, producing a diffusion of color—

(Continued on Page 16)

DAHLIAS ARE HIS HOBBY

B. B. Melgaard, Chairman of Dahlia Show at Worlds' Fair

WHEN, a few years ago, Ben B. Melgaard, Mr. Geo. H. Walder's assistant in the purchasing department at Chicago, acquired a bungalow home, little did Mrs. Melgaard know of the vices to which her otherwise gentle spouse would succumb. Some fiend in human form had whispered the word *Dahlia* into his ear, and the soft inflection of the word struck a sensitive spot which has changed the course of Ben's whole life.

Today, Mr. Melgaard stands forth among his colleagues of the general office as an example of what Dahlias will do to a man when taken in large doses. Not only does he live Dahlias—he sleeps them, thinks them, dreams them, and, not unusually, when working over his scrap reports, awakens to find that he has inadvertently written into the space provided for cars of mill steel the name of "Prince of Persia" or "King Midas" or some other dahlia variety which happens momentarily to be intriguing his fancy.

It is not only among his neighbors and co-workers that Ben has come to be recognized as a dahlia fancier, however, but even the fraternity of dahlia growers have recognized the dahlia leadership of our Ben and have elected him to the Chairmanship of the Show Committee of the Central States Dahlia Society, Inc. Upon the chairman's

shoulders rests the task of conducting the dahlia show which will be held at the 1934 Century of Progress Exposition in Chicago, September 15 to 21. It will undoubtedly be the largest amateur show that has ever been held anywhere in the United States.

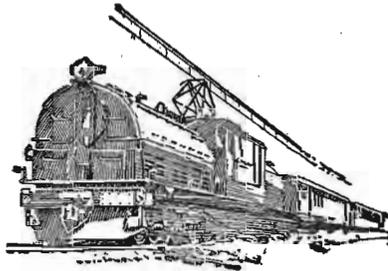
Mr. Melgaard wants all of the employes of The Milwaukee Road who may be interested in dahlia growing to know that they may have an opportunity to exhibit at this show and may receive fully detailed instructions as to how to proceed by addressing him as follows:

Mr. B. B. Melgaard, Chairman Show Committee,
Central States Dahlia Society, Inc.,
2138 North Nordica Avenue,
Chicago, Illinois.



Among the Dahlias: La Verne and Warren, Children of B. B. Melgaard

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



SERVICE

Service is one of the most important fundamentals in any business and the ONLY commodity a transportation company has to offer the shipping and traveling public.

Satisfaction to the customer depends on SERVICE, which in turn is reflected in the volume of patronage.

A willingness by each of us to fulfill our obligations to the public will provide a measure of SERVICE second to none and reward us with a fair share of the available traffic.

A unified and co-operative spirit by the Milwaukee Family in providing SERVICE to the public will be beneficial to ourselves as well as to the railroad we represent.

A handwritten signature in cursive script, reading "J. D. Fitch".

Vice-President

Contributed by J. H. Valentine, Superintendent, Milwaukee Division.





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The Veteran Employes Association To Hold Convention in September

ACCORDING to announcement of the Executive Committee of the Veteran Employes Association, the annual convention will be held this year on September 20th and 21st in Chicago.

Mr. L. C. Boyle is chairman of the general committee on arrangements, with Mr. L. J. Benson, vice chairman, and Messrs. J. L. Brown, J. Caldwell and F. J. Newell completing the committee. Arrangements for a wonderful meeting are going forward with dispatch, and we are able to announce that the Sherman House has been selected as headquarters. This hotel management is cooperating generously with the committee of the Veterans, and ample accommodations will be provided for the comfort and enjoyment of the Milwaukee Vets; very favorable room rates are offered.

Committee chairmen in charge of details which have already been appointed are as follows: Hotel, L. J. Benson. Registration, Florence M. Walsh. Publicity, Programs and Printing, F. J. Newell. Reception, Col. C. L. Whiting, chairman; Bob Walker, vice chairman; Dan Marlett, vice chairman. Trans-

portation, Martin J. Larson, chairman; Joseph Caldwell, vice chairman; J. L. Brown, vice chairman. Entertainment, J. A. Farmar. Ticket, William Kruckstein, chairman; B. J. Schilling, vice chairman; W. E. Tyler, vice chairman.

As usual, the first day will be devoted to registration, the business meeting and the annual banquet. The second day's arrangements are tentative at this writing, but will in all probability be devoted to a visit to A Century of Progress, with special features there.

This year's meeting promises to be outstanding in entertainment features, and every member of the Association who can find it at all possible to attend the gathering is urged to begin to make plans immediately looking toward the dates September 20th and 21st.

It is several years since the Veterans have had an opportunity to get together owing to prevailing conditions which have seemed to make a meeting inadvisable, but this year there will be a grand gathering of the clans, and Mr. J. T. Gillick, the Association's president, hopes to see "the gang all here."

Charles McDonald

AT his home in Sanborn, Iowa, on May 27th, occurred the death of Charles McDonald, veteran shop department employe of the I. & D. Division. Mr. McDonald entered the service of The Milwaukee Road in 1884 in Wisconsin, and in 1888 was transferred to the I. & D. Division, going to Sanborn the following year, where he remained until his retirement from active service in 1928.

Funeral services and burial took place in Sanborn and were attended by a large number of his friends and neighbors of many years' standing.

Mr. McDonald is survived by his widow, two sons, one daughter and four grandchildren. Also surviving are two brothers and two sisters, all of whom reside in Wisconsin.

Zebina C. Willson

ON MAY 31st, at his home in Palmyra, Wis., occurred the death of Zebina C. Willson, veteran agent at Palmyra station, having served at that station as assistant agent and agent, since 1866. He was born May 1st, 1845, near Palmyra, and always lived there. He entered the service of this company at Palmyra as clerk in 1862 and was promoted to be assistant agent in 1866, serving in that capacity until 1917, when because of impaired health, he was again given the position of assistant agent, which he occupied until his passing.

No man on the Madison Division was more widely known, or more highly respected. He was the oldest station employe on the Milwaukee Road, and his many years of service received recognition from the company in 1927, at which time he was presented with a 60-year gold service button of the Veteran Employes Association.

The veterans will miss the familiar figure and cheery presence of "Biny" Willson at their gatherings, and his many friends of the Milwaukee Road unite in paying tribute to his faithful and efficient service and his high standing in the town where he grew up and always lived.

Mr. Willson was the oldest member of Palmyra Lodge, A. F. & A. M., and was made an honorary member when he reached his 50th year as a member.

He is survived by his widow and one daughter to whom the sympathy of all Milwaukee Road friends is extended. Funeral services were conducted under Masonic auspices and burial took place at Palmyra.

Expresses Appreciation for Contributions to Allied Charities Relief Fund

PRESIDENT SCANDRETT has received the following from Mr. C. W. Bergquist, chairman, Trades and Industries Division, Community Fund, and has caused the same to be published in the district concerned:

"Will you please express to the employes of the Chicago, Milwaukee, St. Paul & Pacific R. R. our sincere appreciation for their whole-hearted response to our appeal for Chicago private charities.

"Your contributions have made it possible to relieve the suffering of thousands of your less fortunate neighbors. On their behalf and on behalf of the agencies providing the care, we wish to thank you."

To which Mr. Scandrett adds: "I also wish to take this opportunity to thank all of our employes and express my appreciation for their fine response in this matter."

Clifford A. Persons

ON May 17th, C. A. ("Cap") Persons, one of the best known and best liked old-timers of The Milwaukee, passed away at his home in Seattle at the age of 77 years.

Mr. Persons was born in Milwaukee, Wis., and entered the service of the company October 1, 1876, at Horicon as brakeman and lineman, and since that time has been employed continuously as lineman and line foreman at various points on the system. For the past several years his activities had been confined to office work in the telegraph department at Seattle.

"Cap" Persons, as he was affectionally known by his associates, was universally beloved, and everyone who ever met him must regret the passing of one of the finest of men.

Funeral services were conducted in Seattle and burial took place in Milwaukee. Mr. Persons is survived by his only son, George D. Persons, engineer on the LaCrosse Division.

Joseph C. Durisch

VETERAN Engineer Joseph C. Durisch passed away at his home in Madison, Wisconsin, May 27th, after a brief illness. He had been in continuous service of the Madison Division for many years, the past several years on passenger train service between Madison and Chicago.

Funeral services were conducted at Madison and burial was at Mazomanie, Wisconsin, his boyhood home.

Notable Passenger Train Movement

ONE of the biggest passenger train movements that has taken place on the Milwaukee Road in recent years occurred in June when nearly 3,000 Shriners passed through Chicago to or from the Imperial Council session at Minneapolis. Delegations traveled by special train and in extra cars attached to regular trains.

Among the most important delegations handled were: Al Koran Temple, Cleveland; Rameses Temple, Buffalo; Syria Temple, Pittsburgh; Tripoli Temple, Milwaukee; Zor Temple, Madison; Al Malaikah Temple, Los Angeles; Aladdin Temple, Columbus; Hella Temple, Dallas; Islam Temple, San Francisco; Moslem Temple, Detroit; Ismailia Temple, Buffalo; Ziyara Temple, Utica; Sphinx Temple, Hartford; Melha Temple, Springfield; Rajah Temple, Reading; Beni Kedem Temple, Charleston; Cairo Temple, Rutland; Osiris Temple, Wheeling; Yaarab Temple, Atlanta; Kora Temple, Lewistown; Mt. Sinai Temple, Montpelier; Bektash Temple, Concord; Anah Temple, Bangor; Aleppo Temple, Boston; Media Temple, Watertown; Kismet Temple, Brooklyn, and Almas Temple, Washington, D. C.

At Minneapolis many of the visitors resided in the sleeping cars which were parked in a newly created community known as "Fez City," located just outside of the Milwaukee Road passenger station.

Elaborate arrangements were made for lighting, sanitation and policing Fez City, which is adjacent to a main thoroughfare and but a short distance from the convention headquarters.

Many of the Shrlne delegates stopped over in Chicago on either the going or return trip to visit the World's Fair.

SMOKE ABATEMENT EXHIBIT

At A Century of Progress

ARRANGEMENTS have been completed for an exhibit of smoke abatement equipment at A Century of Progress. The exhibit which is now installed is located in the General Exhibits Building, Unit 1, section N, 2nd floor, Booth 14.

The exhibit is essentially educational and scientific, showing the smoke problem,—health relation—vision obstruction, smoke abatement with government and city cooperation—and solid

fuel consumption in the city of Chicago.

The exhibit will show progress made in smoke abatement by the various groups from 1911 to 1933; and in this connection it may be stated that the showing on the part of the railroads is a very favorable one, and it is felt that the exhibition to the public of the work done by the railroads in smoke abatement and the results achieved will be beneficial to them. For example, in 1911, railroad locomotives produced more smoke than any other group, while in 1933 there were five other groups that produced more smoke than the railroad locomotives. Another example is that in 1911, the smoke density from railroad roundhouses averaged approximately 25 per cent, as compared to approximately 4.5 per cent in 1933.

The Milwaukee Road, as a member of the committee interested in putting on this exhibit, participated in the expense. Employes visiting the Fair are invited to visit the Smoke Abatement Exhibit and inspect the interesting details in connection with this work.

Truck Carriers File Exceptions

CARRIERS by truck, free from the interstate rate regulations that apply to railroads, have filed exception with the Interstate Commerce Commission, through their national code authority, to a recent report of examiners recommending that the railroads in official territory be granted fourth section re-

lief in establishing rates to meet truck competition. The report points out the fact that requiring the rail carriers to file application for and obtain Fourth section relief on every rate necessary to meet truck competition, before such rate could be established, causes serious delays resulting in railroad loss of traffic to the competing transportation agency. Although the carriers by truck are in no degree subject to the rate authority of the Interstate Commerce Commission, they have in their exceptions suggested that, rather than give the railroads blanket authority to reduce rates to meet truck competition, the Commission should require the railroads to present specific facts to justify such reductions in each particular case. In other words, the truck carriers, free from Commission authority over the rates they charge, desire that the Commission exercise its complete authority over rail rates, thereby seriously delaying the railroads in their efforts to adjust rates to fit competitive conditions, through prolonged hearings in each instance. Meanwhile the truck carriers, charging rates which they have themselves established without Commission interference or approval, would continue to enjoy the competitive traffic which the railroads seek to protect or regain. This seems to be a straightout contention of the truck carriers that "what is sauce for the goose is something entirely different for the gander."

Wins High Award for Shorthand Speed

A GOLD Expert Medal has recently been awarded to Mr. Ashley Wilhite, a Milwaukee Road stenographer, for writing Gregg shorthand at the rate of 175 words per minute from dictation on new material for a period of five minutes and transcribing it on the typewriter with an accuracy of better



than 95 per cent. A picture of Mr. Wilhite and one of the medals are shown here.

If you are interested in knowing just how fast 175 words per minute is, take an article in this magazine, count off 175 words of it, and attempt to read aloud that much in one minute. Then imagine

what it means to be capable of writing it down in shorthand and keeping it up

for five whole minutes without a let-up. This is nearly twice as fast as the average stenographer can write.

Ashley acquired such a high degree of skill in shorthand writing by attending night school after his day's work was finished and through many hours of persistent practice. Not many of these gold Expert Medals are awarded in the United States and it is considered a high honor in the stenographic world to receive this award for proficiency.

He has been with the Milwaukee Road about eight years, beginning his service as a stenographer in the office of Vice President J. T. Gillick, later being employed in the Safety Department, and is at present working in the office of General Manager O. N. Harstad at the Union Station in Chicago.

Week-End Outing and Golf Tournament

The annual week-end outing and golf tournament conducted by employes of the Chicago general office freight traffic department was held June 30 and July 1 at the Commodore Barry Country Club at Twin Lakes, Wis. A varied program included entertainment both days, with the "Little Red Barn" the center of activities. Employes and their families attended in large numbers. The Women's Committee included Ruth Wilson and Helen Sullivan. The Men's Committee: E. W. Chesterman, R. H. Wilson, J. F. O'Brien, M. J. Leen.



ACCIDENT SAFETY PREVENTION

Milwaukee Road Is Awarded Certificate of Special Commendation by National Safety Council

A. E. MEYER, Manager Safety Bureau

AT a banquet given by the National Safety Council at Chicago on Tuesday evening, May 22, the bronze plaque awards were presented to officials of the winning railroads in the several groups competing in the railroad employes' national safety contest for the year 1933.

Under the rules of the contest, the Milwaukee Road is included in Group A, and the following tabulation shows the standing of the leaders of that group at the close of 1933, based on the Interstate Commerce Commission casualty rates:

Railroad	Casualty rate
C. & N. W. Ry. Co.....	1.67
C. & N. W. System.....	1.91
C. M. St. P. & P. R. R. Co.....	2.22
U. P. System	2.32

The C. & N. W. Ry. Co. was awarded the trophy for 1932, and inasmuch as no railroad is eligible to receive the award two years in succession, the 1933 trophy was awarded to the C. & N. W.

System, which, as you know, comprises the C. & N. W. Ry. Co. and the C. St. P. M. & O. (the plan of a railroad being



able to enter this contest both as a unit and as a system is being discontinued by the National Safety Council effective with 1934).

Mr. J. T. Gillick, Vice President, was present at the banquet and received a certificate of special commendation for an outstanding accomplishment in employe safety attained by our railroad in 1933. The picture on this page shows Mr. Gillick accepting the certificate from President J. E. Long of the National

Safety Council. This special engraved certificate now graces one of the walls of my office, Room 870, Union Station, Chicago, where any employe who so desires may view it.

I want to take this means of thanking the officers and employes whose efforts made it possible for our railroad to attain the good safety record which warranted the awarding of this certificate and to again solicit the cooperation and support of every officer and employe to so handle their duties that when the 1934 safety record is written, it will show a decided improvement over that of 1933, and that it will be such as to put our railroad in first place and eligible for the bronze plaque. *IT CAN BE DONE.*

You will be interested in knowing that we were requested to furnish entertainment at the National Safety Council dinner, and two brothers employed in our Accounting Department at Chicago, Joe and John Shemroske, volunteered to accept the assignment, the former playing a piano accordion and the latter his silver-toned violin. The boys were received with much enthusiasm, and to indicate how their efforts were appreciated, I am quoting an excerpt of a letter received from President Long of the National Safety Council:

"The entertainment furnished by Messrs. Joe and John Shemroske, representatives of your railroad, was delightful and sincerely appreciated by everyone present, and I hope you will express to them how grateful I am for their contribution toward the success of this dinner."

What to Do and What Not to Do in Case of Snake Bite

L. C. Kohlhase, Trainmaster, R. M. Division

ABOUT four years ago this coming summer a section laborer on our division was lying on a pile of new ties during the noon hour after having eaten his lunch, and he let his arm hang over the ends of the ties, so a rattlesnake proceeded to "nip" him in the forearm. That's pretty bad medicine on a hot day. None of the men in the crew had a knife of any description, but this chap had been instructed previously how to handle a rattler's poison and they had fuses on the motor car, so he proceeded to rip his arm open with the spike end of a fuse, bled his arm good, and in due course it healed up. Left a nasty scar 'tis true, but the fellow didn't lose a minute's time, nor was he sick although he never went near a doctor. (Which of course he should have done.)

I am not recommending the use of fuses for taking care of snake bites, for their use might result in blood poison or complications but the point I make is that the fellow knew exactly what to do in case of a poison snake bite. So when I ran across the article below dealing with this subject I thought it might be useful to the magazine. We fellows up in this territory know pretty much what to do in case we shake hands with an unwelcome rattler, on the other hand a lot of our own men might be ignorant too: One never knows.

This may be old stuff to those old-timers who know that the way to treat a rattlesnake bite is with "a plug of terbacca juice and a shot of hooch."

But, if you're going to be in a rattler country at any time this summer, the state department of public health suggests that you clip some of the suggestions contained in this article.

Discussing the rattlesnake "situa-

tion," the department said, "there is no need for undue fear if ordinary precautions are taken," and issued the following general rules:

To Prevent Snakebite.

- 1—Wear high boots or heavy leggings when walking through snake-infested territory.
- 2—Exercise care in reaching for an object or picking up an object from the ground—and in climbing rocks be sure where you place your hands—snakes frequently are found on rocky ledges.

What Not to Do.

- 1—In the event of a snakebite don't run or get overheated.
- 2—Don't take any alcoholic stimulants because circulation increased by alcohol or exercise serves to distribute the poison through the body much more rapidly.
- 3—Do not injure the tissues by injecting permanganate of potash, which is now known to be of no value as an antidote.

(Continued on Page 18)

Century of Progress

The Great Fair Finer Than Ever

ALL of the forecasting about the 1934 Century of Progress Exposition being "bigger and better" has more than come true. The new features are many, among them the wonderful Street of Villages, where in native towns the scenes and customs of many lands are faithfully reproduced; the big Ford show, an exposition in itself; the magnificent musical programs, the great arts display in the Art Institute; the additions and refinements over a year ago in the displays of Travel and Transport, Hall of Science, Horticultural Hall and other buildings devoted to specialized art and industry; the magnificent fountain, said to be the largest and most impressive water show in the world. And along with these and a host of other new things are most of the old friends we greeted and enjoyed in 1933, with whatever might have been deemed objectionable and undesirable of reproduction, eliminated. Surely none can afford to forego a visit to this year's fair, which has been proclaimed and is designed to be prophetic of a coming century of progress as well as a record of the past one hundred years; a progress in material welfare, to be closely associated with the spiritual uplift without which there can be no permanent happiness or real progress.

Even the color of the new fair has a certain spiritual quality which one looked for in vain last year. Color there is in plenty, to be sure, but lacking much of that flamboyant, challenging crudity that formerly obtained.

Starting out on our first day together on Chicago's lake front, we will follow the crowd all headed towards the great Ford building with its contiguous parks and symphony garden. This show deserves a whole day to itself, not especially to look at Ford automobiles or to see the way this particular make of car is brought into being, for those modes of construction and operation are not materially different from the modes of other makes of the "gas buggy." Your time will be spent and your attention chiefly occupied in viewing the march of time as it relates to the evolution of every type of vehicle used by man in his forward march down through the centuries, from the gaudy gilt chariot of the days of Ben Hur to the elegant equipages of the great and the near great ever since then.

On both sides of the grand rotunda under the massive central dome of the building are the carriages of all the ages. On one side you will see the "one hoss shay," the covered wagon, the overland stage, the chariot of royalty, milady's barouche, the side bar buggy, the "ensom ceb," the elegant cabriolet, the smart victoria, the tally-ho, the inspiring "one horse open sleigh," and every other type or form of vehicle on wheels or runners.

Opposite are lined up the motor vehicles from their earliest high-wheeled chug-chuggers and one lungers, on up to the latest 1934 model. As you pass by you will also pass in mind review the "gay nineties," when elegant ladies swathed in voluminous velling demurely knotted at the chin, and encased in impervious duster cloaks, gingerly mounted the rear steps and sat on high in the "tonneau," while friend driver after frantic service at the crank fussed and maneuvered the levers and gadgets that arose on the outside, and finally with much loud wailings and spittings and sputterings moved off with all feminine hands clinging to their broad brimmed hats which the vells could not altogether safely anchor to the pompadors and rolls that made up the smart coiffure of the day.

In other parts of the buildings are countless wheels spinning round and round demonstrating the making of this and that which go into the manufacture of the modern Ford car. Notably is a fine diorama depicting production of the many materials that go into the making of a Ford, while revolving atop is a cross-section of the car itself, to which go long arrows pointing from sections of the diorama to the particular spot where that certain product is used.

You will see the little old brick shop where Mr. Ford made his first automobile, and there inside stands the identical car. Then outside you will cross the road and sit down for a time in the quiet park, among trees and flowers, and watch cars go by, on exhibition. There is, moreover, an amusing "show" with a talking automobile.

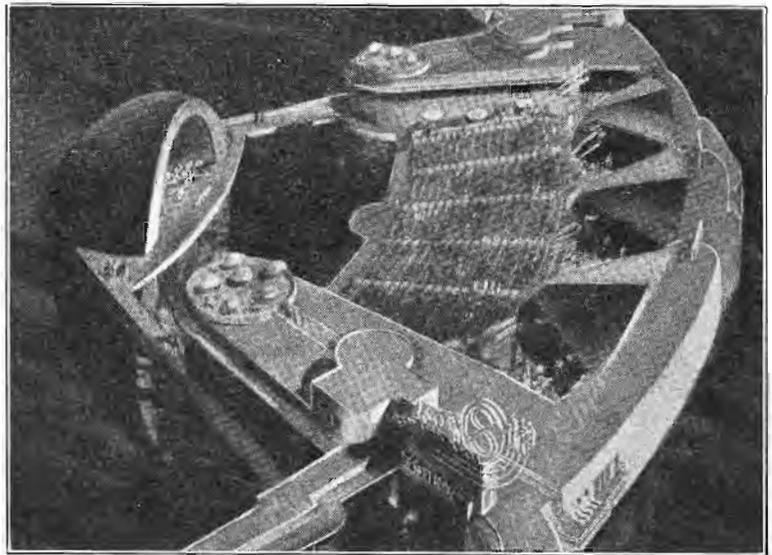
But the greatest gift of Mr. Ford to this Exposition and to the people is his belief that progress on artistic lines goes hand in hand with the material progress of the age. To that end is the

"Ford Symphony Garden," a tree-walled enclosure with a seating capacity of fifteen hundred or more, and a bandshell where at no little expense he causes to be brought to the Century of Progress symphony orchestras of national repute. The great Women's Symphony Orchestra of Chicago, with talented Ebba Sundstrom, director, has played there, and now the Detroit Symphony Orchestra, one of the leading organizations of the country, holds the stage for a ten-week engagement. To lead this orchestra comes Victor Kolar, and as guest conductors will come some of the foremost maestros of the world. And any day, afternoon or evening, tired feet may rest and tired minds rejoice under the harmonies of the greatest masters of musical composition of the world.

Down at the Travel and Transport Building, The Milwaukee's big electric motor attracts wondering thousands who this year have an opportunity to measure up its might and majesty and potentiality as motive power. And then nearby take a look at the dioramic portrayal of the mountain country where the electric motors move Milwaukee trains over the mountain grades; and the luxurious stream-lined coach that is a part of our trans-continental passenger train equipment.

Strolling down the Street of Villages, at the point where last year was a wild confusion of ballyhoo and barkers of the Midway, now one turns into serene enclosures to view types and manners of foreign lands, or to bow in homage before replicas of places and scenes of our early American history.

The American Colonial Village brings you face to face with the Old State House in Boston, Independence Hall in Philadelphia, The Old North Church where the lanterns shot careful rays out to tell Paul Revere to ride to "every middlesex village and farm." Mount Vernon, home of George Washington contains a fine collection of authentic early American furniture, pictures, old mantels, and an original portrait of the Father of His Country, valued at a



The Swift Bridge and Band Shell at Century of Progress

fabulous price and loaned by Mrs. Patrick Valentine of Chicago and New York.

On the Village Green, the maypole dance is sweetly produced and patriotic music is played by a group of musicians in tricolored hats and uniforms of the period. Incidentally this Village has some "period" taverns where pie and baked beans and that like is dispensed.

The illumination of this 1934 Fair is in itself worth crossing the continent to see. This year's lighting as far transcends that of the 1933 display as that went beyond anything that human eye had ever before looked upon. The softer tones of the buildings and the

softer colors of the lights produce indescribably beautiful effects. And there is the great new fountain pouring 68,000 gallons of water each minute, and in the evening glowing with color beyond even the power of imagination. It simply has to be seen. These and countless other wonderful new effects give us all opportunity to hold forth ad infinitum to our friends who are even now, not yet definite about their plans to visit the Fair.

With so many wonderful things to see after reaching Chicago, and cool air conditioned cars in which to make the trip, on The Milwaukee Road, no vacation could be more worth while, or more enjoyable.

Cool Air from Hot Steam Method to Operate on The Milwaukee's Passenger Equipment

STRANGE things come to pass in this day and age, and paradoxical as it sounds, the fact remains that cool lounge, observation and dining cars on The Milwaukee, all through the hot season, will be effected by means of hot steam jets at high velocity producing an effect of high altitude where water boils at low temperature. The system is explained by Superintendent of Car Department, K. F. Nystrom, in charge of the work which is being done at Milwaukee Shops.

"All systems of air conditioning in railway cars are alike except in the method of producing the refrigeration.

"Cooling medium is forced through a cooling coil located in the upper regions of the car where air is blown through it by means of a motor-operated blower and cooled, and the air is then delivered through ducts to the body of the car. The air of the car is continuously circulated through this cooling coil to absorb the heat, thus maintaining a cool atmosphere in the car, and a good portion of the air so circulated is taken in from the outside to keep the air fresh.

"The system is controlled thermostatically, to maintain a uniform temperature, and any one of several different temperatures may be selected to meet desired comfort conditions.

"The cooling medium is cold water which is cooled by means of a steam jet. The steam for the purpose is taken from the steam heat train line, reduced to 50 pounds pressure, and is passed through the jet chamber, where it is expanded and made to travel at extremely high velocity.

"The jet chamber is in communication with the chamber containing water and the high velocity of the steam creates a vacuum in this water chamber in which water will boil at 45 degrees, thereby cooling it to this temperature. The principle involved is that which makes it more difficult to boil eggs on Pike's Peak than at sea level. Due to the lower atmospheric pressure at higher altitudes, water boils at a lower temperature, thereby making it more diffi-

cult to do cooking. The same way, reducing the pressure on a chamber of water, will cause it to boil at a lower temperature and making the pressure low enough, or in other words, producing a partial vacuum of the correct amount will cause it to boil at the designated temperature. When water boils it absorbs a considerable amount of heat, and in this case the chamber in which the water is contained is well insulated and cannot absorb heat from the outside, and therefore the heat absorbed in the boiling process comes from the water itself. This is an inherent property given to water by nature and might be illustrated this way: water at sea level boils at 212 degrees, whereas at the altitude of Pike's Peak it boils at 186 degrees. In other words, there is a very definite boiling point for every atmospheric pressure. If it were possible to take a container of boiling water from sea level to an altitude such as at Pike's Peak and not lose any of the heat contained in the water itself, it would be found that the water would boil without the application of any heat. It would contain too much heat for that atmospheric pressure and would immediately boil and give off its excess heat in the form of steam vapor. The addition of more heat to the container would not raise the temperature of the water but merely increase boiling action.

"To come back to our cold water chamber, the water contained therein

has too much heat for the corresponding pressure maintained in the chamber and it therefore boils and gives off its excess heat in the form of steam vapor. This steam vapor is carried away by the steam jet, as will be explained later. The water continues to boil, absorbing its internal heat until it reaches 45 degrees, which is determined by the partial pressure or degree of vacuum by the steam jet. This 45 degree water is then pumped into the cooling coil overhead described above, where it picks up the heat of the car from the air circulating through the coils. After passing through the cooling coil and absorbing the heat of the car it contains more heat than it should for the pressure maintained in the chamber, and when it arrives back at the chamber, it immediately boils again, giving off this heat. The process goes on and on in this manner.

"As fast as the steam is formed in this cold water chamber it is carried away by the steam jet to a condenser, which is another cooling coil, where it condenses back to water together with the steam from the train line. To hasten the process, this latter coil has water playing over its surface and air is blown through it, producing a rapid cooling process.

"The cold water chamber, the steam jet and this condenser, and blower are located in a box underneath the car. The heat removed from the interior of the car, picked up by the cold water and the cooling coil, is taken down to the cold water chamber under the car, where it is given off as steam vapor and is carried with the steam from the steam jet to the condenser and then out to the atmosphere by the air blowing over this condenser.

"The cold water is circulated between the cooling coil and the cold water chamber by means of a centrifugal pump driven by an electric motor connected with the axle generator and batteries. This pump and other parts of the apparatus, including the steam jet, are turned on and off automatically by the thermostats in the car during the process of cooling. The system can be put into operation by merely turning a small dial placed on a control panel in the car.

"It requires 55 pounds of steam pressure to operate this system, which means that if the car is the last in the train there must be at least this pressure at the rear of the train."



Electrical force on air conditioning work—Milwaukee Shops

The Agricultural and Colonization Department

Water for Cranberry Growers

REPORTS from the Cranmore District, near Wisconsin Rapids, Wis., state that this is the first winter in several that the growers' reservoirs have been filled with water providing adequate winter protection for their growing bogs; thanks to the newly completed irrigation canal connecting the Wisconsin river with the cranberry growers' acreages.

There is now confidence among these growers that they can produce normal crops year after year. It is the confidence of success.

New Crops—New Incomes Improved Varieties Alter Farm Problems

WHEN King Tut's Tomb was opened a supply of wheat was found. Some of that wheat was sown. It grew and gave our present day farmers an opportunity to compare the wheats of today with those of historical times.

One does not have to delve into the ancient tombs to secure a yardstick to measure the improvement that has taken place in most farm and garden crops. Improvement is going on all the time. Most of it is so gradual as to be almost unnoticeable. But every once in a while, new varieties come from the plots of our plant breeders which change whole areas of production or make previously well known varieties obsolete.

Many of the improvements brought out by plant breeders materially affect the crop production of whole states so that commercial interests and farmers must be constantly on the watch that they may guard their investments.

Within the memory of most of you who read this, the plant breeder pushed the "Corn belt" north many miles, made the southwestern farmer a serious wheat competitor with his brother wheat grower in the north by increasing the protein content of winter wheat, changed the sweet potato so that it does well north of the Ohio River, and a host of other crop improvements could well be cited, all traceable to our plant breeders.

Recently new crops have come from the nurseries of plant breeders that may change the farm production of wide areas served by our Road. A few of them are Wisconsin No. 38 and Minnesota Velvet barley, both smooth awned varieties, having desirable malting and feeding qualities, thus being capable of changing the principal sources of malting barley as well as giving to northern farmers a good fattening feed with the objectionable barbed awns of the old barley varieties completely eliminated.

Without extended comment, several other new crops have recently been introduced to growers having possibilities of changing the production of the present crops grown. A few of them are

Katahdin and Chippewa potatoes, the former a late variety and the latter an early one. Chief and Viking red raspberries give promise of extending the raspberry belt many miles northward, as well as overcoming mosaic disease, the bane of most of the present day growers. Iowa Belle is a new watermelon that is recommended to growers who have had to discontinue the production of this crop because of soils infested with wilt disease.

Improved varieties of rutabagas may mean that we will not have to depend upon Canadian growers furnishing our tables with that winter vegetable. Blue berries as large as the end of your finger have been bred and are ready for commercial plantings. And so we might go on.

Each of these and more are finding new homes on the farms of growers in Milwaukee territory. As they protect the markets of the farmers we serve, and make new ones, so they protect our interests among the farmers who can and do use our service.

Water for Ranchmen Stock Growers Meet Changed Conditions

OVER much of the range areas in the northwestern states, water for livestock has been one of the serious limiting factors to the proper development of many portions of otherwise good pasture districts.

In the early days of ranching, cattle and sheep men "staked" their claims where they could control permanent supplies of water for their herds and flocks. Using those "water holes" as the hub of the operations, they ranged their stock out in all directions from the central water hole base. Since the bonanza ranch days, great changes have taken place all over the range areas. Some homesteading has been done which has tended to cut down the size of the earlier ranches. But probably economic factors have had a greater effect on reducing the size of the early stockmen's operations. Lands have increased in value, taxes have multiplied, wages of labor grew upward, and the need for winter forages has steadily increased until ranching has become more a family occupation, thus multiplying the need for watering places as the number of smaller units increased.

Briefly, the foregoing are the basic reasons why most of the northwestern range states have become intensely more "water minded" and have developed programs and plans whereby many additional water holes have been or will be artificially constructed that the stock resources of the states may be used to the fullest extent.

Impounding water at advantageous

spots in the streams so that spring floods of melting snow and summer rainfall may be stored up for stock use and irrigating alfalfa fields to supply winter feed will accomplish the fullest usage of the ranch lands along modern trends of operation.

Montana has made considerable progress in this direction. Much of the work has been done in areas served by our Road. Some projects have been completed, others are in various stages of development.

The program has progressed to the point where stockmen assert that better stock will come from the ranges in much more uniform numbers in succeeding future years. The industry is being stabilized and the country developed along sound lines of best usage.

Washington Lands Sell

IN August, 1932, this Department issued a folder describing 207 farm properties located in various sections served by our road in the State of Washington. The number issued has now been distributed, and a revised folder describing new and additional properties, is under consideration.

Preparatory to revising the folder, each property owner was written and asked to let us know of any changes or additions of descriptions desired. Every owner or agent but one who had farms described in the folder wrote and gave us a revised list of farms offered for sale.

When the replies were all compiled, it showed that 63 farms of the 207 described had been sold. That is 30.4 per cent. It is definite evidence that farms are selling in the state of Washington.

Of the 63 descriptions that changed ownership, nine sold for \$10,000 or more, one selling for \$21,000. It, therefore, can be seen that there are buyers who are willing to invest in well developed farms in the Northwest.

Another survey of the farms that sold reveals that no one section of the state served by our Road was more favored than another in attracting farm buyers. The division of sales made was quite uniformly distributed in all parts of the Evergreen State.

Card of Thanks

I WISH to thank the Milwaukee Women's Club of Tacoma, Washington, and my many friends among the employes on Lines West, especially on the Coast Division, for their many acts of kindness during my recent illness while confined to St. Joseph's Hospital, Tacoma, Washington.

I can assure you one and all these little tokens of friendship helped a lot in boosting me over the grade that was decidedly steep for a part of the way.

T. J. HAMILTON.

SHIP BY RAIL ASSOCIATIONS

Activities of Various Units

Illinois

A. G. Dupuis

REPRESENTATIVES of 28 railroads in the state of Illinois came to Chicago on May 25 to attend a meeting of the Illinois Railroad Employes and Taxpayers' Association at which the following officers were elected to head the association for the year 1934-35: L. F. Annable (CB&Q RR Co.), president; J. A. McNally (Wabash RR), vice-president; C. D. Averill (C&NW RR), vice-president; C. I. Hagberg (C&IM RR), vice-president; A. G. Dupuis (CMStP&P RR Co.), vice-president; S. M. Doheny (NYC Lines), vice-president and treasurer; H. G. Keiser (IC RR), vice-president; June Mathews, secretary.

President Annable delivered his annual message to the delegates assembled and outlined the accomplishments of the organization during the course of the year just closed.

Mr. C. R. Hoge, chairman of The Milwaukee Road-Chicago Terminals Unit, told of the manner in which his unit functions.

The members of The Milwaukee Road-Chicago Terminals Unit were invited to attend a lighting demonstration at the auditorium of the Chicago Lighting Institute on the evening of May 29, and attended 300 strong. All expressed themselves as having enjoyed the demonstration, and it is possible that other similar affairs may be arranged in the future where the unit's membership will have an opportunity to get together and become better acquainted with one another.

Minnesota

John W. Moe

THE Minnesota Railroad Employes' Ship-by-Rail Association was organized at a meeting held in St. Paul in September, 1932. Delegates from 86 clubs representing approximately 10,000 members were in attendance.

At the present time the association has 105 clubs with a total membership of railroad employes and the voting members of their families close to 32,000. The association is financed entirely by contributions from the employee members of the association.

The writer, a machinist employed by The Milwaukee Road at the South Minneapolis roundhouse, is president of the state association, and E. T. Fleming, trainman employed by the Omaha Railway at East St. Paul, is the secretary. The board of directors is composed of a representative of every railroad operating in the state of Minnesota.

The association was organized for the purpose of endeavoring to secure legislation that would place the competing forms of transportation on a more equitable basis. The present laws affecting trucks in the state of Minnesota were enacted largely due to the activities of the association and, while not entirely satisfactory, are a great improvement over the chaotic condition prevailing prior to the activities of the association.

The association has been very active in the enforcement of these laws. Hundreds of cases of violations have been reported to the proper authorities and prosecutions have been carried to a successful conclusion. Many thousand circulars devoted to the enforcement of the existing laws and the dissemination of information as to the aims and objects of the association have been broadcast over the state.

The state organization has had splendid cooperation from the members throughout the state, and expects to be very active at the next session of the legislature in combating any repeal or modification relative to the existing laws affecting trucks.

The association concerns itself only with matters of mutual interest to the railroads

and employes, and will not take sides in any measures of a controversial nature between the management and the employes.

Offices of the association are located at 516 Globe building, St. Paul, Minn., and railroad employes of Minnesota, as well as those from other states, are cordially invited to call or write the officers and secure information as to the management, aims and principles of the association.

Montana

D. C. Peck

THE Montana Ship-by-Rail Association was organized at Billings late in 1932 by railroad employes of all lines in Montana.

Some of those responsible for its formation had been working quietly for several months previous, studying conditions and corresponding with similar organizations already operating in other states.

We were, however, handicapped by the late start on a thorough legislative program before the convening of the legislature in January, 1933. We presented to the legislature four major measures designed to regulate highway transportation. With the membership representing as it does both rail employes and others interested in the cause of safer highways and regulated rates comparable with those of rail lines we hope to be able to eliminate a goodly number of the re-elect aspirants who were unfavorable to our program.

Montana now has what is known as chapter 184 of the session laws of 1931, an act governing motor carriers engaged in the transportation of persons and property for hire upon the public highways of the state. This statute is similar to the Texas law and if properly administered would go a long way in proper regulation on the highways for safety and equal rate charges.

However, we have found men in judicial circles who interpret chapter 184 on technical lines rather than in the spirit of the lawmakers who framed the measure to insure safety to the public, regulate traffic, indemnify the taxpayer for damages to the highway which he (the taxpayer) has built for his needs and pleasure.

Montana is a large state and road construction is necessarily costly to the taxpayer. Education of the freeholder as to the reason for his high taxes and what is done with his tax dollar is difficult as those who reap the benefits of costly road construction spend much time in print endeavoring to show the great advantage of superhighways. Little newspaper publicity is given to the fact that the railroads are paying the greater share of these construction costs, and that if it were not for the railway tax dollar the state would be far behind in its road program, that many of our schoolhouses would be closed and several of our county governments would cease to function. Or if these programs were to be carried out the taxpayer would be called upon to shoulder double the tax debt he now complains about. In several counties of the state the railroads—some of which are branch lines—are paying more than half the taxes collected (which are never delinquent as is the case with many individuals). These light lines of necessity must be abandoned if relief is not forthcoming from those who use the highway for commercial gain, and we can rest assured they will fight to the limit any measure that will compel them to pay a fair share.

Much educational literature has been furnished by newsgathering centers and this has been widely distributed through our various clubs who, in turn, have been active in distribution to the public with resulting good.

Sometimes the clouds look dark and threatening, then a silver lining appears from an unexpected source so that we are

by no means discouraged, and with the coming elections we hope to gain much.

We have urged all members to actively support the Rayburn bill and we are also actively supporting the repeal of the "long and short haul" clause.

It is our hope to be able at a later date to give some of our methods for the enforcement of existing regulation laws which we have to some extent been able to accomplish.

Wisconsin

WHY—Ship-by-Rail Associations.
WHO—Should Support Them.

W. W. Schabarker

OUR country has been passing through a period of depression unparalleled in history. Every industry has felt the pressure of this undue burden. Many have tottered; others have fallen beneath this weight. Those only have survived which, due to economic necessity, have been able to withstand this strain.

The railroads are of this latter class. They also have suffered an immense loss of revenue, not only due to a general depression but to other causes which for a period of fifteen years have been gradually diverting their business to other forms of transportation.

The private automobile has taken away much of the passenger traffic. Trucks have taken much of the interstate and local freight. Ocean-going ships have gathered in much of the intercostal shipping. Inland waterways have taken much of the traffic in the territory which they serve. And now the airways are being used extensively to carry the mail. All these forms of transportation are fostered, subsidized and are unregulated by our government and are being paid for from the pockets of the taxpayer.

This has very materially affected employment on the railroads until today railroad labor is only a minor part of what it was five years ago.

Ship-by-Rail Associations have been formed to combat this situation. There are now thirty-three organizations operating in their respective states and functioning on a national basis through a national advisory council.

The one purpose of all these associations is to so regulate all forms of transportation that each may operate on a fair and competitive basis in the field for which it is most suitably adapted. This in short is our mission.

Naturally this must be accomplished by legislation and education of the shipper and taxpayer as to where his interest should lie.

In Wisconsin during 1932 and 1933 we were very active. There were organized twenty-six locals which, during the last session of the legislature, used their efforts to promote such legislation as would accomplish their purpose. Laws were passed during that session regulating trucking operations.

Not all that was desired was accomplished. A good start was made. Much is yet to be done. Yet by continued activity and constant effort and support by railroad employes we will succeed. Public opinion is with us in our fight. Every railroader should be behind this movement. Organization along the lines on which ship-by-rail associations are formed will put business back on the railroads where it belongs. This will put our men back on their engines and trains, into the yards and shops, and we, railroad labor, will again enjoy a period of prosperity unknown for some time past.

Let us all put our shoulders to the wheel and do our part in this movement.

The freight agent on one of the western roads received a shipment on which was a donkey, described on the freight bill as "one burro." After checking his goods carefully the agent made his report: "Short one bureau; over, one jackass."

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Ottumwa Chapter

A DELICIOUS breakfast was served at 11:30 the morning of May 11 in the clubhouse. Large glass baskets of beautiful spring flowers, also small individual glass baskets of flowers, adorned the table. Thirty members enjoyed the breakfast, also the talk on "Flower Arrangements," flower games and poems which followed the breakfast and was presented by Mrs. H. C. Munson, chairman of the entertainment committee. Mrs. W. C. Givens acted as chairman of the breakfast committee, assisted by Mesdames H. G. Barnard, Gordon Heather and Herbert Cogswell. At the close of the business meeting baskets of flowers and gifts of candy were distributed by the good-cheer committee to the shut-in members of the chapter.

A benefit bridge was given on Wednesday evening, May 16, in the clubhouse, Mrs. H. G. Barnard, chairman, which was well attended.

On June 8 at 1:00 p. m. a cooperative luncheon was held in the clubhouse preceding the business meeting. The affair was also given in honor of Mrs. F. Fernstrom, who has moved to Milwaukee, Wis. Mrs. Fernstrom, however, was unable to attend account having to leave the city on June 7 for her new home. Before her departure she was presented with a gift from the chapter members. Mrs. Givens, having a birthday on June 9, was surprised immediately after the luncheon by the presentation of a large birthday cake. Out-of-town guests were Mrs. Earl Murphy of Sioux City, a visitor in the home of Mrs. Givens; Mrs. Norman Hopp, visiting in the home of Mrs. Harry Bissell.

Meetings will be suspended during the summer months.

Tacoma Chapter

Mrs. W. L. Delaney, Historian

ON APRIL 30 Tacoma Chapter met at the club rooms for the regular monthly meeting and luncheon. Mrs. Carl Hoffman was in charge of the luncheon, assisted by Mesdames F. J. Alleman, Charles Aumann, Edward Brewster, Charles Carter, Martin McHugh, Charles Maass, P. G. Russ, R. V. Bement and George Beardsley. Mrs. Hoffman assumed the duties of chairman, in place of Mrs. Schmidt, due to illness.

The last of a series of card parties sponsored by the chapter was held on May 3. Mrs. John Clarke, general chairman, was in charge of arrangements, assisted by Mesdames Wm. Stoliker, A. M. Roesch, Florence McMahon, F. J. Alleman and Miss Gertrude Alden. A good attendance was on hand and all reported having a very nice time.

A young people's party was given on April 14 and was well attended. Mrs. H. E. Jones, social chairman in charge, was assisted by Mr. Jones, Messrs. and Mesdames W. A. Stoliker, N. B. Lypton, W. A. Monroe, J. R. Clarke, C. A. Lundell and Guenther. Games furnished the amusement of the evening and refreshments consisting of ice cream and cookies were served.

Mrs. Monroe, our president, and Mrs. Devlin, who recently returned from the general get-together meeting held in Chicago on April 21, gave a very detailed report of the meeting and banquet.

A dinner was served at the club rooms on May 15 with Mrs. H. E. Peterson in charge. More than 100 attended, which made the affair a success from the financial standpoint as well as socially.

The regular meeting for the month of May was held on the 28th. The luncheon service was presided over by Mrs. W. G. Guenther, general chairman, and assisting on her hostess committee were Mesdames

W. A. Monroe, J. R. Clarke, H. W. Montague, Philip Emanuel, C. M. Scheiver, I. Barben, E. P. Bartle, A. L. Piper, A. M. Roasch and Carl E. Hoffman.

Mrs. J. Spencer Eccles favored those present with two delightful songs. She was accompanied on the piano by Miss McLanders.

We are sorry to report the illness of our very popular sunshine chairman, Mrs. Chris Schmidt, also Mrs. George Pyette, another ardent supporter of the club, and it is hoped they will be with us again in the near future.

The May meeting was the last to be held at the club rooms for the season, and no regular meetings will be held in the summer months other than social gatherings in the form of picnics at the country and lakeside homes of the various members. The first of these gatherings will be held at the home of Mrs. George Pyette on Lake Steilacoom June 25.

Seattle Chapter will be guests of our club on July 30 at the home of Mrs. Free-stone.

Bensenville Chapter

Mrs. D. W. Hoover, Historian

BENSENVILLE CHAPTER held its regular meeting April 4 with a goodly number present. Mrs. Bodenberger, vice-president, presided in the absence of Mrs. Oakes, president.

Reports of committees were read, and a large birthday cake for members having birthdays in April was cut and each honored member presented with a small remembrance. In turn, they placed a free-will offering in our birthday box.

A card party was planned with Mrs. Estelle Newcomer as chairman. Cards and refreshments followed and were much enjoyed.

The card party held April 26 was very well attended. Cards and bunco were enjoyed and the quilt which the members pieced and quilted was given to Mrs. Grote.

The regular board meeting was held May 1 with all chairmen present. The members listened to a very interesting report by our president, Mrs. Oakes, on the annual governing board meeting and luncheon held in Chicago April 20-21.

Plans for the summer months were discussed.

The regular May meeting was well attended. Our birthday guests were honored and reports of the Chicago meeting were enjoyed. Committee reports on the various activities of the chapter and a lawn social for June was discussed.

Refreshments were served at the close of the business meeting.

Seattle Chapter

Mrs. C. F. Goodman, Historian

THE members of Seattle Chapter have enjoyed very interesting programs during the spring months due to the efforts of our program chairman, Mrs. Verne Wright. The increased membership and the attendance at the monthly meetings have been very gratifying.

In May the annual guest day was observed in honor of our mothers. Each member was asked to bring her mother if possible, and if not, to bring a friend. Miss Julia A. Shourek of the natural science department of the Seattle school board gave a most interesting talk, illustrated with slides, showing some of the beauty spots of the state of Washington. We also enjoyed the report of our president, Mrs. J. M. Axelson, on her trip to Chicago and attendance at the meeting of the general governing board. Lovely floral decorations, of which western Washington has such an abundance, and a delicious luncheon added

to the pleasure of the day. Mrs. R. V. Cummings was the luncheon hostess.

Our club programs for the summer months will be discontinued, but picnics will take their place, at which the necessary business will be transacted.

We have accepted the invitation of the Tacoma Chapter for a joint picnic in June at the home of Mrs. Pyette on Lake Steilacoom. We remember with pleasure the day spent there last year and are looking forward to another enjoyable get-together.

The April board meeting was followed by a 6 o'clock dinner at which the executive committee members entertained their families and the lady employes of The Milwaukee Road who are unable to attend the regular meetings of the club. The dinner was followed by a social evening.

Avery Chapter

Mrs. W. J. Craig, Historian

THE April meeting of Avery Chapter was held on the 25th in our clubrooms, Mrs. M. Koehler, president, presiding. Reports of various committees show everyone has been busy.

Sunshine: Mrs. H. E. Theriault reports 30 families visited with remembrances estimated at \$3, with no cost to the club.

Membership: Mrs. R. A. Frank must always be on the job. She reports a total of 81 members, a gain of 15 in a month!

On April 13 a party was given in honor of Mrs. D. P. Saunders, who has just returned from Portland. The club presented her with a pen and pencil set, a small token of our appreciation. Mrs. Saunders was our first president and served us two years. Everyone knows how faithfully she worked when we see our well-equipped clubrooms and our happy, congenial family that is constantly growing.

Ways and Means: Mrs. E. Shook reported a small sum had been cleared on a pinochle party given in the clubrooms on April 7. A very pleasant evening was spent, high scores going to Mr. Townsend and Mrs. Pete Fous.

Mrs. J. McIntee and Mrs. Ed. Burns gave splendid talks on safety first, their subject being "Housecleaning Dangers."

A motion was made and carried to hold our future meetings in the evening. A lunch was served followed by three games of pinochle.

On April 26 a dance was held in the schoolhouse. Our dances are proving very popular with the people. Mrs. Shook reported \$6.25 cleared.

Our regular meeting for May was held on the 23rd; Mrs. M. Koehler presided. Nineteen members responded to roll call with a Mother's Day thought. Secretary's and treasurer's reports were read and approved.

When Mrs. R. A. Frank, on membership, reported a total of 88 members we gave her a big hand. We really believe this lady could find that needle lost in the haystack if she set herself to the task. We thought last month she had everyone signed up in the countryside.

Ways and means reported \$22.99 cleared since January. All thought this was a splendid report considering the size of our community.

Mrs. L. W. Dietrich, our librarian, announced she has closed the library until fall. Very little is ever said of our library but I honestly believe every family in town enjoys the privilege of its use. Mrs. Dietrich has been on the job every second Thursday afternoons all winter, lending a helping hand to both children and grown-ups in selecting just the book they were seeking. She keeps them listed, attends to packing and shipping all outbound books, unpacks and lists new books coming in, and, best of all, can name any book and its author she has handled. She sees that books are returned; in fact, I often wonder just how many of us realize what a big job she is doing for us. Smiling, efficient service! Maybe that is why our library and librarian are so popular.

Mrs. Saunders gave a detailed account of her trip to Chicago where she attended the governing board meeting. To her dis-

cription of the business transactions, her hearty praise of Aberdeen Chapter, her vivid description of the luncheon, from the way the birthday cake was presented, even to the favors Mrs. Bryam had provided, we all listened with keenest attention.

A motion was made to adjourn until Sept. 26, after which we stood and sang "God Be With You 'Till We Meet Again."

On May 19 a railroad party was held in the clubrooms for all the members. Arriving, we found the rooms decorated with picks, shovels, ice tongs, long-nosed oil cans, in fact, something from every department was hung on the walls and decorated with orange and red bows. A table of safety first "examples" caught the eye of everyone. Given a ticket, we were told to play one hand of pinochle. Tables were named for stations from Avery to Deer Lodge. The winning couple had their ticket punched and moved to the next station east. Mrs. H. Pears and Mrs. Pete Fous were conductors who punched tickets. When the excitement of the prize winning was over a most hearty supper was served at tables decorated with clever little railroad crossing signs. Favors were toy engines for the men and passenger coaches for the ladies.

Our social chairman, Mrs. Hardy Pears, did herself proud on this party, since it was so well managed; everyone was on a committee, yet all were free to play cards and enjoy the evening. Twelve tables were in play.

On May 26 a dance was held in the schoolhouse, where one of the largest crowds in Avery's history danced to the music of the CCC camp's five-piece orchestra. Mrs. Shook reported \$14 cleared.

On June 2 we had occasion to be glad we had our stretcher. Pat Duffy, the operator of the big bulldozer for the forestry and CCC road repairing work, drove the big machine a bit too close to the edge and it rolled over and over, straight down into the river, over 100 feet below. Mr. Duffy was terribly crushed and broken, but we hope his ride on the stretcher made his pain just a bit easier to bear on that long ride to the hospital at St. Maries. He died early the following morning, leaving a bride of only three months. The sympathy of all the community goes out to her.

Harlowton Chapter

Mrs. Blanche Rasmussen, Historian

THE last meeting until fall was held in the club rooms June 5. A "pot luck lunch" was held for all members and husbands, who sat down to a delicious variety of summer dishes.

The meeting was called with the president, Mrs. Wagner, in the chair. Our opening song was "Hail, Hail, the Gang's All Here," and it was well applauded by the men, who were real interested in the meeting.

It was voted to have a picnic this summer for all railroad families, Mrs. Wade to act as chairman.

The meeting adjourned and was followed by an interesting program well prepared by Mrs. Shiells, social chairman. The remainder of the evening was spent at cards.

The chapter purchased a piano and there has been much rivalry in earning money to pay for it. Four members gave a card party and cleared \$16.65; another member gave a vase which was painted by a member, and it is to be given to the person buying the lucky number.

The Art Club has discontinued meetings until fall.

Another card party is to be given soon.

Twin City Chapter

Frances V. Scovill, Historian

THE final meeting before the summer vacation was held Monday evening, May 7. A "pot luck supper" came first which was followed by the regular business session. Later in the evening a very enjoyable time was had playing cards.

The annual spring dance was held at the Curtis Hotel on Friday evening, May 4,

and was very well attended. The efforts of Mrs. Hammer and Mrs. Washburn in promoting this affair so successfully are very much appreciated by the club.

On June 4 a picnic was given at Lake Nokomis. Considering the weather, a good attendance came out.

We are all happy to know that our president, Mrs. Frances Sainsbury, is up and around again after her siege at the hospital. During her absence Mrs. C. F. Holbrook, first vice-president, was in charge of club activities, and we wish to thank her for the very good work done.

After the warm weather is over and summer vacations gone and not quite forgotten, we hope everyone will be ready for a busy and useful club season during the fall and winter.

Sioux City Chapter

Mrs. John Carney, Historian

OUR president, Mrs. R. Dowd, arranged an afternoon tea for our April meeting. It was largely attended and much enjoyed. Mesdames Snow and Murphy presiding at the tea tables.

Presented by our president, Mrs. R. Dowd, the report of the general meeting in Chicago April 20 and 21, has been very interesting to all members.

Our ways and means chairman, Mrs. R. Robson, assisted by Mesdames H. Snow and R. Doud, sponsored a card party. Bridge and "500" were enjoyed, prizes awarded, also a luncheon served. A generous amount was added to our treasury.

Mrs. E. Cussens, assisted by Mrs. R. Doud, cleared \$11.50 on the contest for a five-dollar goldpiece.

On May 21 our annual membership drive was started, Mrs. S. Philpot as chairman.

A real get-together party was held on May 28 in the Y. W. C. A. building. Cards, dancing and a dainty luncheon. Judging from the happy voices, Mrs. A. Class and her committee, Mesdames E. Mattison and R. Doud, were well repaid for their efforts.

The general chairman, Mrs. E. Murphy, is busy arranging her committees and making plans for our division picnic, to be held at Riverside Park on July 15.

Sioux City Chapter wishes to express sympathy to Mr. J. Bankson and Sioux Falls chapter on the death of Mrs. Bankson. Mrs. Bankson had many friends in Sioux City. She was a charter member of Sioux City Chapter.

Green Bay Chapter

Mrs. Thos. F. McLean, Historian

THE regular meeting of Green Bay Chapter was held May 3rd., Mrs. Martyn, president, presiding. Our welcome guests, Mr. and Mrs. Allen of Menasha, Wis., were greeted by the president.

Mrs. Cheaney, welfare chairman, reported six personal and nine telephone calls.

Mrs. Ed Crim, safety first chairman, read an article regarding the safety of children during vacation time. It was both interesting and instructive. The president gave a report of the meeting and luncheon at Chicago and she was pleased to state that our chapter was represented by 23 members. Meeting adjourned. The president then presented Mr. John Whitney, who in his usual pleasing manner favored us with several vocal selections, accompanied by Mrs. Whitney. It was a very pleasing program and greatly enjoyed.

A social hour followed with cards. A social afternoon was held May 8th, cards were played and refreshments served, with Mmes. Jansen and Baenan in charge.

The regular meeting, June 7th, was preceded by a pot-luck supper in the club rooms. We were pleased to have as our guests Mr. and Mrs. Fefeick and Dr. and Mrs. Slaney of Hilbert Wis.; also Julie Wells of Sioux City, Ia., little niece of Mrs. F. T. Buechler.

Mrs. Cheaney, welfare chairman, reported 10 personal and 12 telephone calls; Mrs. Keyes, sunshine chairman, reported 15 telephone calls, 10 personal and 5 messages of good cheer.

A motion was made and carried that we have a picnic for the members and their families on Sunday, June 17th, at Bay View Beach, the members of the board to sponsor the games. Meeting adjourned, followed by bridge and five hundred.

Kansas City Chapter

Mrs. Roy G. Larson, Historian.

THE regular business meeting was held on May 7th at the home of Mrs. Affeld. Regular reports and business taken care of, there being 14 members present. Tea was served after meeting adjourned.

June meeting was held June 4th at the home of our President, Mrs. E. G. Woodward. A lovely luncheon was served at 12:00 and regular business session followed. Welfare Chairman reported 26 personal calls and three families aided. Total expenditures for the month were \$23.17. Meeting adjourned, after which the ladies played bridge. Everyone enjoyed the afternoon and all are looking forward to the first meeting in the fall.

A Wonderful Yellowstone Park Trip

(Continued from Page 6)

pink, yellow, green—and the terrace acquires the appearance of gorgeously tinted pottery bowls. One such formation, known as the Angel's Terrace, is perhaps the most lovely of all. It is pure white, resembling the ruins of a transparent marble temple. This is an extinct spring, and there being no overflow, the plant life does not appear, accounting for its transparent whiteness.

Leaving "Mammoth," the splendid hotel, and Old Fort Yellowstone, its near neighbor, we are on our way to the Lower Basin, one of the marvels of the Park. Here you can walk out on a hollow crust resounding to your footsteps and what seems to be all that separates you from subterranean fires. Every crack and crevice vents heat, sulphur fumes and boiling water. You walk as if you were treading on egg shells, and they just out of the boiling water, at that. The cracks steam, mumble and hiss, and at intervals shoot up volumes of water from the earth's interior. Cautiously one peers into a deep pool, clear and green as emerald; it is neither bubbling or spouting, but to the touch of the hand undeniably hot.

The Fountain Paint Pots, all rose and grey, not filled with water, however, but with steaming mud bubbling forever out of the earth and leaving on the sides of its pots a roseate deposit somewhat resembling coral. Prismatic Lake, an expansive stretch of hot water, deep blue in the center and toward its rim, growing green, yellow, red and amethyst. Turquoise Pool, The Gem, Morning Glory and Emerald Pool—all hot—are in the Lower Basin picture.

Back to West Yellowstone and out onto the wonderful highway leading down the rushing Gallatin River between the massive walls of its splendid canyon, we bring up at Gallatin Gateway Inn in time for one of Dan Young's celebrated dinners and a delightful rest on the broad verandas of the Inn in the gathering twilight, after the glories of a real Montana sunset, leaving the earth and sky to the solemn stillness of a summer night in mountain land.

The Patterns

Send 15c in coin or money order for our new and fascinating Pattern Book, showing the way to a complete wardrobe of new things, simple and inexpensive to make, also Hints to the Home Dressmaker. Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

8239. Morning Frock.

Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires $4\frac{1}{4}$ yards of 35-inch material with $\frac{3}{4}$ yard contrasting. Price 15c.

8166. Attractive Apron Frock.

Designed in sizes: 14, 16, 18, 20 (with corresponding bust measure, 32, 34, 36, 38) and 40 and 42. Size 18 requires 4 yards of 35-inch material with $5\frac{1}{2}$ yards of $1\frac{1}{2}$ -inch bias binding. Price 15c.

8254. Misses and Ladies' Dress.

Designed in sizes: 14, 16, 18, 20, with bust measures 32, 34, 36, 38, 40 and 42. Size 18 requires 4 yards of 39-inch material. Belt of ribbon requires $1\frac{1}{4}$ yards. Price 15c.

8250. Ladies' Frock.

Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires $4\frac{3}{4}$ yards of 39-inch material with $\frac{3}{4}$ yard contrasting. Price 15c.

8241. Cool and Slenderizing Frock.

Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 5 yards of 39-inch material. Price 15c.

8238. Smart Blouse.

Designed in sizes: 14, 16, 18, 20; bust 32, 34, 36, 38, 40 and 42. Size 18 requires 2 yards of 39-inch material. Price 15c.

8244. Dress and Sun Suit.

Designed in sizes: 2, 4 and 6 years. Size 6 requires $2\frac{1}{2}$ yards of 35-inch material with $\frac{1}{2}$ yard contrasting, for both garments. Price 15c.

Favorite Recipes

Fried Salt Pork, Country Style. The Boston Cooking School gives this recipe for a dish that is straight from the granite-ribbed hills of old New England: Cut fat salt pork in thin slices and then cut in halves crosswise and gash each rind edge four times. Dip in a mixture of corn meal, using two parts corn meal and one part wheat flour. Put in hot frying pan and cook until crisp and well browned, turning frequently. Remove from pan and strain fat through a fine strainer. Place one and one-half tablespoons of fat in a saucepan, add two and one-half tablespoons flour and stir until well blended, then pour on gradually, stirring constantly, one cup of milk. Bring to boiling point and add salt to taste, a dash of pepper and one tablespoon of butter, a little at a time. To this cream gravy add one and one-half cups of boiled potato cubes. Pile in center of serving dish and surround with the prepared pork. Garnish with springs of parsley. It is a good hot-weather dinner.

Shredded Ham with Currant Jelly Sauce. Place one-half tablespoon butter and one-half glass currant jelly in a chafing dish, or a saucepan in a hot water bath. When melted add a dash of cayenne, one-fourth cup of sherry wine and one cup of cold cooked ham cut in strips. Simmer five minutes and serve on hot buttered toast. A nice Sunday evening supper and a good way to use up bits of leftover ham.

Chicken Gumbo. Clean and cut up a chicken, sprinkle with salt and pepper, dredge with flour and saute in salt pork fat. Remove chicken and fry one-half of finely chopped onion in the remaining fat in the pan. Add four cups of sliced okra, sprig of parsley, one small red pepper, finely chopped, and cook slowly for fifteen minutes. Pour over the chicken, add pint can of tomatoes, two cups boiling water and heaping teaspoon salt. Cook slowly until the chicken is tender, then add one cup of boiled rice.

Fried Celery, Tomato Sauce. Cut celery stalks that have been washed and scraped in three-inch pieces, dip in batter and fry in deep fat. Serve with tomato sauce.

The batter is made as follows: One well beaten egg, salt, dash of pepper, one-third cup milk and one-half cup flour.

The tomato sauce: One-half can tomatoes, one slice of onion, cooked together fifteen minutes. Rub through strainer. Blend in a saucepan three tablespoons butter and three tablespoons flour, add one-fourth teaspoon salt and one-eighth teaspoon black pepper. Add the strained tomatoes and cook gently until thick. A bit of soda may be added to the tomatoes if they are very sour.

Man's Changeless Friend

When skies above are cloudy and gray,
And things we want most seem farthest
away;

When friends we thought would see us
through,
Have vanished, there is One who is ever
true.

We fret and mourn because the world
doesn't heed
Our plaintive cry and pitiful need;
What the world thinks shouldn't matter
at all,
It applauds while you win, but laughs at
your fall!

If there's something we cannot bear alone,
Sorrow, ill-health, or wrongs for which to
atone,

There's a changeless Friend on whom we
can call.

The Guardian of mankind—God over all.

It is He who comforts as we have need,
When others are too busy our wants to
heed;

He should be first throughout the life of
everyone.

Our joy in life's early dawn, our solace at
set of life's sun.

—Bernice R. M. Boland.

Chicago Union Station Chapter

Kathleen O'Neil, Historian

THE regular monthly meeting was held Tuesday evening, May 9. Following supper served in the Harvey Coffee Shop to about fifty members, a short business meeting was held. Entertainment for the evening was furnished through the courtesy of Mrs. Zelda Johnson, consisting of a very enjoyable musical program and the display of four beautiful Russian wolf-hounds—these same dogs having appeared last year in one of the exhibits at the World's Fair. Incidentally, the dogs also "sang" for us.

The June meeting, held June 12, though not largely attended, proved to be one of the most enjoyable this season. After a short business meeting in the club room, the members drove to the East End Park Hotel where they enjoyed a delicious chicken dinner. After the dinner "keno" was played in the hotel dining room, and though none of the members were fortunate enough to get one of the "pots," all present reported a very fine time.



Beauty Patterns

Co-Ed Turns Farmerette

Enjoys Raising Prize Stock and Riding the Range

By LON COOK

OUT-ROMANCING much of the romance of fiction of the west is the story of Miss Mary McFarland, Two Dot, Mont., former Seattle co-ed who has turned farmerette and assists in operating her father's big cattle ranch.

Miss McFarland knows her geometry, trigonometry and all the various branches of wisdom and art in which she was trained as a student at the University of Washington, but she knows as well all about roping and branding and the various other steps in the successful conduct of a big cattle



Miss McFarland's Herd

ranch. As a girl she got her first information at first hand on the ranges, then following her graduation from the University of Washington in 1927, she returned to take her place as one of the foremost cattle women on her father's ranch, but Miss McFarland sees nothing remarkable about it. "Why shouldn't I know about cattle when I was virtually raised with them," she said. "I love the outdoor ranch life but wouldn't have missed the years spent at the University for the world. There is a real enjoyment in raising prize stock and matching it against the country's animal blue blood."

"I would rather ride a good saddle pony across the Montana ranges with a slight breeze blowing in my face than be cooped up in a stuffy office building or confined to crowded city streets." Miss McFarland says she gets a thrill upon her visits to the city but for everyday the open spaces for her.

Miss McFarland was asked her advice to co-eds seeking a livelihood and whether or not she would suggest them following her footsteps.

"That all depends upon the tempera-

ment of the girl, her likes and dislikes and whether or not she is particularly interested in stock raising. Then, too, regardless of a University training, there are other things that must be learned from people who have had actual experience on a ranch. I was fortunate to have the tutorage of my father, who has spent his entire life on the open range."

Gib McFarland's ranch consists of 25,000 acres lying within the shadows of the Crazy Mountains and one of the most excellently maintained ranches in Montana. McFarland says he believes that the government's policy of limiting production as a means to raising beef prices will not mean lighter schedules for his and other neighboring ranches because of the high quality of Montana grown beef, but, on the contrary, will mean larger herds and greater activity.



Miss McFarland on her Cowpony

He does not depend entirely upon the ranges to condition his cattle but raises an ample supply of alfalfa and other commodities to keep his stock in excellent condition. He is one of the largest shippers of show cattle to the eastern markets; his herds are in the blue ribbon class and command the highest prices. Mr. McFarland employs fifteen cow-hands during the peak of the season, and while his daughter Mary ships her cattle to the markets along with her father's, there is always a keen rivalry.

While Mrs. McFarland, the estimable mistress of the ranch, takes pride in overseeing the household duties, she also takes a keen interest in her daughter's farming activities.

deep and a quarter of an inch long. Suction may be applied by the mouth, if it is free from cuts or scratches, or by a suction cup.

3—Apply a tourniquet about the wound, releasing it about every 10 or 15 minutes for about a minute at a time.

4—If the proper anti-venom serum is available, apply it according to directions, but most important of all is to remove as much poison as possible so as to prevent its absorption.

5—Secure the service of a physician at the earliest possible moment.—*Northwestern Standard.*

What To Do For Snakebite

(Continued from Page 10)

4—Don't cauterize the site of the bite with strong acids or caustics.

5—Don't depend upon "home remedies" or "snakebite cures" for they are absolutely of no value.

What to Do.

1—Carry a clean, sharp knife or razor blade when in snake-infested territory.

2—After making a cross-cut incision with a sharp knife or blade over each fang mark, apply suction and continue for at least half an hour. The incisions should be at least a quarter of an inch

Eighteen

Safety First, Last and Always

O. M. S.

Some are foolish or thoughtless
And will not heed safety warnings till they
Find that by their carelessness they have
Endangered or probably killed one of
Their fellow workers. Try to know
Your job and do it safely.

First stop and think what you
Intend to do and don't
Rush in like a wild man and
Start slamming and banging
Things around thoughtlessly.

Life is short at the longest
And it is our duty to our-
Selves, our families and fellow workers
To guard against accidents at all times.

All those who work safely
Need have no fear of a
Damaging record.

Ask your foreman, when in doubt,
Listen to his instructions,
Work in a way that
All who work with
You will feel
Safe.

Decided Not to Retire

THE pontoon bridge across the Mississippi River between Prairie du Chien, Wisconsin, and Marquette, Iowa, has been presided over so many years by James Doyle that until last fall no one thought of the bridge without thinking of Mr. Doyle, or thought of Mr. Doyle except as a permanent fixture at the pontoon.

But along in October, 1933, Mr. Doyle concluded that 59 years was enough time to spend on one job, so he asked for a furlough in order to "try this business of retiring." The winter passed pleasantly enough, but with the opening of spring and steamboats whistling up and down the river, Mr. Doyle could not resist their call, so back he is at the bridge, determined to make it sixty years of service, at any rate, and why not more.

Doyle's job—keeping a floating railroad line on the Mississippi river fixed so that trains may pass over it at any time with the exception of when a boat is passing through—is quite unusual; there are only a half dozen like it, for there are only four railroad pontoon bridges in the world.

The job would not be difficult if the river kept flowing at the same height all the time, but "Ole Mississippi" is usually rising or falling. The trick about the bridge is to keep the floating rails, no matter how high or low the river is, at the same level with the tracks which extend to the pontoons from either shore on piling bridges.

This is managed by inserting and pulling out blocks in the bridge, corresponding to the fall or rise of the river. When the river is rising Doyle pulls out blocks according to the number of inches of rise. When the river is falling, Doyle reinserts the blocks.

Soon now it will be 60 years since Doyle opened the bridge to let the first steamer through and passed the first train over, but he is happy, for he is back on the river at a job he can rightfully call his own.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville	E. Stevens.....Care of Superintendent, Savanna, Ill.
A. M. Dreyer.....Fullerton Avenue, Chicago	Leda Mars.....Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....Dispatcher, Marlon, Iowa	N. A. Hiddieson.....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.
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa	Wm. Lagan.....Care of Superintendent, Sioux City, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City	Harriet Shuster, Care of Refrigerator Dept., Fullerton Ave., Chicago
C. M. Browning.....Care of Superintendent, Green Bay, Wis.	Dora M. Anderson.....Care of Local Agent, Moberly, S. D.
Eileen Story.....Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....Telegrapher, Three Forks, Mont.
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.	A. M. Maxeimer.....Agent, Lewiston, Mont.
W. J. Kane, Care of Superintendent, H. & D. Division, Aberdeen, S. D.	R. R. Thiele.....Spokane, Wash.
E. C. Adams.....Care of Superintendent, Mason City, Iowa	Gertrude Alden.....Care Superintendent Coast Division, Tacoma, Wash.

Kansas City Division

K. M. G.

CONDUCTOR "JACK" RYAN, on No. 8 out of Kansas City, on June 8 was elated when he discovered that among his revenue passengers were Mr. Frank Kelesven, his wife and eight children, enroute from Fresno, Calif., to Preston, Minn., via AT&SF to Kansas City, The Milwaukee to Preston. It is hoped that these patrons arrived safely at their destination. It is a fact that they could not have chosen a safer form of transportation than over the steel rails. Possibly this unusually large family party is a harbinger of the return to use of rail transportation service by many of those who have kidded themselves into thinking that other forms of transportation can serve the public more efficiently than the railroad. Safe travel is the paramount issue. Statistics prove that the railroads far excel their competitors in the safe handling of guests. Safety rules of, and precautions taken by railroads make rail travel the safest way.

Agent Calvert, Ottumwa, spent some time in Excelsior Springs, Mo., in May.

An Oldsmobile of the latest design and model is the newly-acquired property of Chief Dispatcher L. H. Wilson. It made its initial trip to the office on May 17.

We are glad to hear that Mrs. Yeoman is recovering nicely from the injury she sustained on May 16. She and a neighbor were transplanting flowers and Mrs. Yeoman fell over a wire surrounding a flower bed, breaking her ankle.

Nancy Jeanne Tuomey, younger daughter of Dispatcher J. V. Tuomey, entertained her classmates at her home on the evening of May 25.

Conductor Mike Reynolds and wife were in Mt. Vernon for the commencement exercises of Cornell College on June 4 when their younger son, William, received his B. A. degree. He completed his work at Cornell last February and has been since studying in the graduate college of the University of Chicago.

Received a surprise visit from A. P. Lutz on May 23, who is employed in the office of auditor of expenditure, Chicago. Glad to see you, A. P. L., and hope you will come again.

Conductor John L. Quinlan and wife attended the graduation exercises at St. Mary's College, San Antonio, Tex., in May, their son John being a member of the graduating class, having completed a course in journalism.

On May 28 occurred the death of Marion W. Mefford, former section foreman at Farson, Iowa. Mr. Mefford had been in ill health for about two years. Funeral services held at Farson and burial in Martinsburg.

Miss Mildred Hagerty, daughter of Conductor Hagerty, recently directed a local cast presenting the play "Hay Fever" by Noel Coward. The cast was well chosen and the presentation displayed unusual ability on the part of Miss Hagerty in play-directing and staging.

Frank Fernstrom, who came to Ottumwa as roundhouse foreman on March 1, 1933, was transferred to Milwaukee on June 1 as general roundhouse foreman. We are sorry to lose Mr. Fernstrom and wish him the best of luck. Mrs. Fernstrom departed from Ottumwa on June 7 for their new home.

H. O. Everson, P. F. I., accompanied by his wife, made a trip through the Ozark Mountains; journeyed through Colorado, taking in Pueblo, Canyon City, Royal Gorge, Colorado Springs, through the Utah Pass then back through the Lavita Pass into Wallensburg and Trinidad. They also stopped over at Taos, N. Mex., the big artist colony, where they attended one of the social functions given for the artists, also visited in Santa Fe, N. Mex.

The vacation period has started in the dispatchers' office, the first to go being R. O. Clapp, who spent some time visiting with his brothers in Denver and Childress, Tex.

News has reached us of the marriage of Extra-Gang Foreman M. F. O'Donnell, Liberty, on June 5, to Miss Herrington, a high school teacher in Liberty. The wedding ceremony was performed in Kansas City, Mo., and the young couple are spending their honeymoon in Chicago.

Noted in the June issue of the magazine, Dubuque Division items, that Fay L. King has been appointed directing foreman at Milwaukee shops. We wish him success in his new position.

Section Foreman J. A. Ferrell, West Yard, is manager of the newly organized K. of P. baseball team. We understand he is an ex-star baseball player, and it is anticipated he will have a winning team during the season.

Gill Givens, son of superintendent, was among the graduating class of the Ottumwa high school this June.

Mrs. John Bittner of Bridgewater, S. D., grandmother of Roadmaster P. J. Weiland, and his mother, Mrs. Paul Weiland, are guests in his home for an indefinite time.

It is breezed around that our oversized operator, who formerly worked thrd trick at Chillicothe, Mo., and is now working the side table in the dispatcher's office, was married shortly before coming to Ottumwa. We don't know the date, hour, place or girl, neither will Callaway elucidate; we do know it wasn't Mae West. Many happy returns of the day, Mr. and Mrs. Callaway.

"I&D Items"

E. C. A.

WE WISH to express our sincere sympathy to the family of Geo. S. Smlth, who died May 12, 1934. Mr. Smith was a conductor on the I&D Division and had been in the service of the company since September, 1898. He had a great many friends and his passing is deeply regretted.

Superintendent W. F. Ingraham, train rules examiner; Trainmaster Beerman and Division Engineer Wuertth arrived in Mason City May 23 following an inspection trip over the division east of Mason City.

Mr. D. C. Bolton, P. F. I., Mason City, left April 29 for a short visit at Madison, Milwaukee and Savanna. Mr. Stanley Yates, Chicago, was acting perishable freight inspector during his absence.

Mr. O. E. Bradford, traveling inspector, Austin, Minn., was in the Mason City offices May 18.

Mr. O. A. Beerman, trainmaster, Mason City, and family spent Sunday, May 20, at Guttenberg with Mr. Beerman's mother.

Mr. M. M. Burns, conductor, Sanborn, has returned to work after a trip to Toronto which, he tells us, was a very pleasant one.

Congratulations are extended to Mr. and Mrs. D. C. Bolton, who became the proud parents of a daughter, born May 29. Both mother and daughter are home and doing nicely at this writing. Understand Sally Ann, the new arrival, when she first got home, asked Daddy if he had any pickled herring. How about it, Don?

Mr. F. H. Dickoff, yardmaster, Mason City, and wife left Tuesday, June 5, for an extended visit at Fond du Lac. Frank claims there is excellent trout fishing in that vicinity; however, we are in hopes he has better luck than that of his likeness, recently shown in Collier's.

FOR SALE—One good coasting sled. Expect to have one good coaster wagon in few days. Inquire at the Yard Office.

Division staff meeting was conducted by Superintendent W. F. Ingraham at Sioux Falls May 15.

Mr. John Murphy, lieutenant of police, Sioux City, Iowa, called on division officers at Mason City June 7.

Superintendent W. F. Ingraham returned to Mason City June 6 from the general offices in Chicago.

Switchman C. E. Whitney, Mason City, stopped in the yard office Monday, June 4, to show the boys the six-pound wall-eye pike which he caught at Clear Lake that morning. According to Dickoff's rule, it measured a little better than 26 inches long. Dickoff says Charlie is awful lucky. The writer contends it is how you go about it.

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

A. T. B.

JULY, the month of fireworks and picnics. Frank Skola, like all little boys, couldn't wait until the Fourth, and caused a pyrotechnic display in the office one day recently by getting mixed up in some electric wires. Better be careful Frank; little boys get burned sometimes when playing with fire.

From the reports being received, feel it won't be long before the world at large will be hearing a new crooner on the air waves. Martin is now entertaining the folks around town with his singing and is the hit of the show whenever he appears.

At the recent golf tournament held by The Milwaukee Road employes, F. H.

Campbell made a "clean sweep" of the prizes. He received a brand-new broom awarded to him for using the greatest number of strokes to make the round.

Real life dramas, this period, both of them real thrillers. Dick will tell about the rescue of a little girl who was stealing a ride on the rear of a speeding car, and J. E. Mehan about his thrilling ride over flooded roads. At a washout on our line recently it was necessary to transfer the passengers by auto between two points. Pretty lucky, "Jim," to have a charming school teacher as the driver of the car you rode in. Was this just an accident also?

Vacation News: After F. P. Brock's week of rest (?) the yard around his new home showed a vast improvement. Guess he didn't get much rest. Herman Klatte spent several days fishing for white bass and reports getting the limit. Bill Tshantz looked over the World's Fair over the fence from the outside and reports it better than last year.

Birthday cards to J. E. Mehan and Steve Filut, both born on the same day. Speaking of birthdays, anyone wanting hints on how to have a very successful surprise party should get in touch with Steve.

Our heartfelt sympathy to Walter Czarkoske in the loss of his brother, Joe.

"Andy" E. Ellingboe, a machinist at Milwaukee shops since August, 1907, passed away on May 29 at the age of 56 years. Mr. Ellingboe worked at the shops as a machinist for 20 years, he was then promoted to assistant foreman which position he held for several years. He was later assigned to the position as trouble man on the dynamo express cars until January, 1933, when he again returned to the shops until August, 1933, when sickness compelled him to retire.

Will be with you again the same time next period.

Seattle General Offices

F. H. B.

FOR the past couple of years we've heard lots about that Chicago World's Fair out here on the coast. Everyone who had managed to be called to Chi on business returned with glowing accounts of the wonders to be seen, but we were just a trifle skeptical. So Dick Lanphear of the city freight originated the idea of sending Black and Blue, the celebrated defectives, down there to find out what's what. By the way, Black and Blue in private life are known here in the sticks as George Baker and Joe Barth. They're in the midst of their investigation of the Fan Dance right now, so we haven't received a report from them yet, but if they don't decide to buy Lake Michigan or the Wrigley building and settle down in the Middle West we expect to be able to give you the low-down on this World's Fair business shortly. Had a note from them today and George says the drought has had no apparent effect on the crop of pretty girls, so O. O. M. might just as well start looking for a couple of new messengers.

Art Brett of the Traffic Department has been called to Hollywood for a screen test. At least we got the idea that was his reason for going to L. A. on his vacation. Understand he may drop in on the old home town, also, and give the girls of Sebastopol, Cal., a thrill. Have a good time, Art, but watch out for the matrimonial entanglements.

By the time this leaks out Annette Standaert of the Transportation Department will have deserted us for her vacation. The young lady has been very secretive about her plans this year and has several of us just a little bit worried. I'm afraid our office is going to be lots less popular with the boys around the building in her absence.

As Black (of Black and Blue) says, we've said a whole lot about nothing, so we'll see you next month.

Twenty

"OUT WHERE THE WEST BEGINS"

East End of the Trans Missouri Division

D. H. A.

THE writer, having just returned from a trip to the West coast and California feeling refreshed and rested, will now endeavor to send in a few items from this end of the division. While waiting for train No. 16 at Butte we enjoyed a visit with Mr. and Mrs. Halsey Johnson; also had the pleasure of meeting the freight office force who, by the way, seem to be a very nice, congenial bunch. At Three Forks we were happy to meet Nora B. Decco, the correspondent from that division.

More than half of the forty-one graduates of the Moberidge High School for 1934 belong to our Milwaukee family. The four outstanding members of this class are all Milwaukee Railway girls, as follows: Miss Vernetta Arvidson, the youngest member of the class, was valedictorian. Miss Vernetta has made a brilliant record all through her school career, having finished the grades and high school in ten years. Miss Alene McNulty was salutatorian. She is the youngest member of the McNulty family of six children, each one of them being a graduate of the Moberidge High School. Miss Frances Williams won the Clayton Efficiency Medal for scholastic standing, extra curricular activities, music, character, etc. Miss Frances plans to attend St. Olaf College at Northfield, Minn., this coming fall. Miss Helen Manley is the president of the class. She has been prominent in dramatics and has organized several dramatic clubs among the younger children, by whom she is dearly beloved. She plans to attend the McPhail School of Music. The following also won debate medals: Vernetta Arvidson, who has gone

to the state debating tournament for two years; Marjorie Vail and Helen Manley. We congratulate all these splendid young people in this class and wish them much success on their journey through life.

Mr. and Mrs. J. Griffith of Tacoma passed through Moberidge enroute to La Crosse, being called there by the death of Mrs. Griffith's brother. On her return trip Mrs. Griffith spent a few days with her Moberidge friends.

On account of the drought there is a shortage of water on the South Line. Drinking water is being shipped to Trail City.

Ole Swanson, who has been a patient at the Moberidge Hospital for eight months with a broken hip, is now able to be around on crutches.

The finest lawn between Aberdeen and Spokane is to be found adjoining the clubhouse at Marmarth. Manager Barnes has provided practically an oasis in the desert, which is greatly admired by the traveling public.

The following people attended the jubilee celebration at Miles City: Mr. and Mrs. Frank Schneider, Miss Irene Morris, Stanley Running, George Hilton, Theodore Johnson, Louis H. Larson and Fred De Ford. They all report a fine time.

We are glad to have Ole Haanes back on the job again after his recent operation for appendicitis.

Mr. R. S. Lewis has been assigned as agent at Glencross permanent. Mrs. R. S. Lewis and daughter, Mrs. Smith, left Friday, June 8, for Portland, Ore., where they will visit relatives and also take in the rose carnival.

Miss Lorraine Herschleb, who recently underwent a mastoid operation at the Mayo Hospital at Rochester, Minn., is improving nicely.

Mrs. W. P. Ohern of Wapakala left Monday, June 5, for Graceville, Minn., where she will visit Mr. Ohern's mother and from there she goes on to Chicago to visit her mother and sister and, incidentally, to take in the World's Fair.

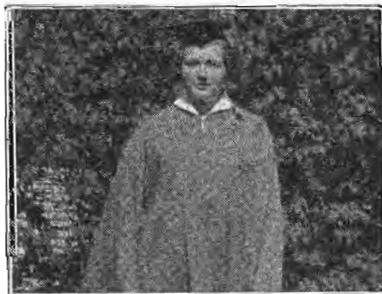
Mr. and Mrs. Frank Schneider enjoyed a visit from Mr. Schneider's sister, Mrs. W. H. McCoy, and husband of Richmond, Cal., and his mother, Mrs. V. Schneider of Miles City, Mont. Mr. and Mrs. McCoy drove through from California, visiting Yellowstone Park enroute and picking up Mrs. Schneider, Sr., at Miles City. On their return trip they will take in Glacier National Park.

Conductors R. L. Knott and L. R. Pridgen of Everett, Wash., are back making a few trips.

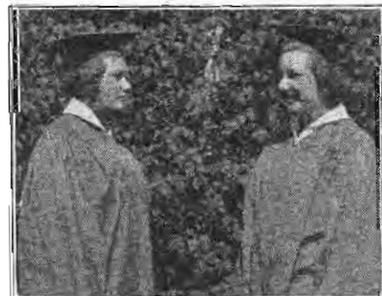
Mr. and Mrs. Cecil McNeeley and children are taking a month's vacation visit-



Helen Manley



Vernetta Arvidson



Marjorie Vail and classmate



Alene McNulty



Francis Williams

ing relatives at Seattle and other points on the West coast. Jack Fuller is taking his place at the freighthouse during his absence.

A new steel overhead bridge is being installed across the Marmarth yard.

Miss Jane Tripp of Marmarth and Miss Ida Fritz of Moberg have returned from Mankato where they have been attending Mankato College.

We don't think it was a bit nice of Doc Byrne at Bowman to leave without saying good-bye or even telling us where he was going, etc. Nevertheless he will be greatly missed as he has a host of friends at Bowman as well as up and down the line. Anyhow here is wishing him a grand vacation and lots of luck.

Mr. R. I. De La Hunt of New England has been assigned agent at Bowman and F. E. Frankenberger of McLaughlin gets New England.

Nick Gahr, who has been relieving Agent Leighty at Rhane, is now working third track at Lemmon for Charlie Olson.

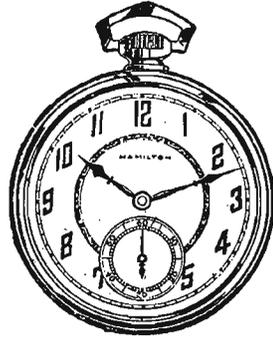
Miss Kathryn Gore is arriving tonight from Hitchcock, S. D., where she is teaching, to spend her vacation with her mother, Mrs. C. J. Coy.

Roundhouse Foreman L. H. Rabun has been transferred to Ottumwa, Iowa, to become general foreman of the roundhouse and shops there. Mr. and Mrs. Rabun have been residents of our city for a year and a half and during that time have made a host of friends who regret their leaving. Lee Pemberton, formerly night foreman, will take Mr. Rabun's place, and Clarence Hoppe of Savannah, Ill., will be the night foreman.

Conductor John Richmond suffered a paralytic stroke on train No. 15 Tuesday evening, May 29, while enroute to his home at Marmarth. He was taken through to the Miles City Hospital where he passed away the following day without regaining consciousness. Mr. Richmond was born in Scotland and was 62 years of age. He had been an employe of The Milwaukee railway for twenty years. He leaves to mourn his loss a wife, two sons, John, Jr., and Ronald, and two daughters, Ann and Mrs. Clarence Dahl of Moberg. Sincere sympathy is extended to the bereaved family.

Misses Betty Conger and Helen Currah left for Tacoma, Wash., where they will

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CHICAGO — SAN FRANCISCO — TORONTO

visit with the Jim Griffith family. It goes without saying that these two popular young ladies will have a wonderful vacation.

Mr. and Mrs. Henry Wyman returned from Rochester, Minn., on June 9 where they have been patients for some time, both having undergone serious operations at the Mayo Hospital. Mr. Wyman had a fibroid tumor, the size of a grapefruit, removed near the heart which had become attached to the lung, so he considers himself fortunate to be here at all. Both Mr. and Mrs. Wyman are convalescing nicely and we hope they will soon be as chipper as ever. They wish to thank their many friends all along the line for the many cheery letters and cards received during their illness.

We understand Larry Hourigan is taking a course at the Aberdeen Normal, going down each week-end to attend classes.

Fullerton Avenue Building
A. M. D.

A NUMBER of ex-service men from this building have joined with ex-service men from other departments of the Milwaukee Road and have established an American Legion Post to be known as the Pioneer Post. Details will be found in another part of this magazine. Watch the bulletin boards.

Well, here are some more blessed events—

Hank Rottman of the Freight Auditor's office is the beaming papa of a seven-pound baby boy born April 24. The youngster has been named Le Roy.

Ralph Erickson of the Ticket Auditor's office is the daddy of a five-pound, eight-

ounce baby girl, born May 29. This baby's name will be Judith Annice.

Here's something to be proud of—Mr. and Mrs. Batcheller are the happy great grandparents of a baby girl born May 21, 1934.

Margaret O'Brien of Central Station Accounting Bureau received a Bachelor of Commerce Degree at Loyola University (night class) June 13. Miss O'Brien is certainly to be congratulated.

We understand that Herman Treskett of the Car Accountant's office was married June 9 (?). For details see Herman.

Caroline Mackreth and Harriet Kennedy spent their vacation on a trip to that tropical isle Bermuda. We understand they fed the fishes on their outward trip and it is our thought that the fishes should consider themselves lucky to be the recipient of anything from these young ladies for it is our guess that no one else did.

Josephine Goetz and Margaret Hopp of the Central Typing Bureau vacationed in Mexico City and other points in that vicinity.

Dorthea LaVigne of the Ticket Auditor's office has been ill for several weeks and was the recipient of a large basket of fruit from her co-workers. Our sincere sympathy is extended to Dorthea on the death of her father, June 1.

Peter Meyer and wife are touring Mammoth Caves, Ky.

Emily Lukes spent the week-end in Detroit visiting Amber Delany Klein, formerly of the Ticket Auditor's office.

H. Krumrei and F. Specht made a flying trip to Memphis, Tenn., to visit Jimmy Kernaghan.

Hazel Stickler returned to work after a protracted illness.

Sport News

Our Soft Ball League was reorganized June 1, the number of teams being reduced from six to five, with thirteen members to each team. The idea of this change was to provide additional players so that in the event one or two members were required to leave town, work overtime, etc., there would still be enough men to play the game. Since reorganizing, six games have been played, the scores being as follows:

Date	Team	Runs	Hits
June 4—	Tobin's Aces	13	17
	Gumz's Trumps	9	11
June 5—	Klotz's Kings	14	13
	Martin's Deuces	7	12
June 8—	Gumz's Trumps	13	18
	Klotz's Kings	5	12
June 11—	Tobin's Aces	7	13
	Rump's Ringers	6	13
June 12—	Klotz's Kings	21	32
	Rump's Ringers	12	21
June 15—	Gumz's Trumps	24	
	Martin's Deuces	23	

The League standing of the above teams as of June 16 is as follows:

	Won	Lost
Tobin's Aces	2	0
Klotz's Kings	2	1
Gumz's Trumps	2	1
Martin's Deuces	0	2
Rump's Ringers	0	2

Fullerton Avenue employes interested in soft ball should not fail to witness games played by the above teams. In previous games everything that could possibly happen in a soft ball game has happened. Imagine if you can, games ending in scores of 24 to 23 or games in which one team makes 32 hits. On the other hand, visualize a man striking out, although the pitching is slow and the ball is large. There is also the usual number of "moaners." Some of the boys are so enthusiastic in voicing their protests that spectators are bewildered as to whether it is a ball game or a debate. Believe us, you shouldn't miss these games if you wish to see everything from skill to comedy.

Twin City Terminals

Leda Maas

ONCE again a clerk in the District Accountants office took the fatal step when Harold (Happy) Rappe and Miss Evelyn Hanson of Austin, Minn., were united in marriage on June 20th. A chest

LACK OF COMPLETE
INFORMATION
ON O S & D REPORTS
SUCH AS
SEAL AND TRANSFER
RECORDS,
CAUSE AND EXTENT
OF DAMAGE,
NOT ONLY DELAYS
PROMPT PAYMENT
OF CLAIMS
BUT LIKEWISE
CREATES
UNNECESSARY
CORRESPONDENCE.
A DAMAGED OR
DELAYED SHIPMENT
NEVER SATISFIED
A PATRON.

of silver was presented to the newlyweds by the office, who wish them the best of everything in the coming years.

We also understand that "Jo-Jo" is in training for his coming bout with the soup bowl. No doubt, due to the fact that his "grinders" have given up the ghost and are gone but not forgotten. Come on, "Jo-Jo," a nice big laugh for the gang.

The Golf Bug has bitten quite a few in the Accounting Dept. and a league has been formed which plays each Thursday. They also entered the Public Links Golf Tournament at St. Paul and played June 3rd and June 17th.

P. A. Nickey, so far, has the honors as he decided when he arrived at the water hole, that he had so many balls in his bag, he promptly drove two into the lake. Still all in all, Olin Deta is not in much danger from our league at least for another year.

Henry Gray sprained his ankle at the carnival or did he get his feet stepped on.

We understand the prize cat of one of our local freight employes is the proud mother of five kittens. All are doing fine and will no doubt in the near future hear of more ribbons being won at the dog and cat show.

The Women's Club held their picnic on June 4th at Lake Nokomis. Although the weather was cloudy, a good crowd attended. A nice lunch was served and an enjoyable evening was spent by everybody.

Iowa and SM

V. J. W.

SYMPATHY is extended to the bereaved family of Engineer Adolph Satterloff, who passed away at his home in Austin May 28th, following an illness of more than a year. Mr. Satterloff was 64 years of age and had been an employe of the company since 1895, when he entered service as a fireman. He was promoted to engineer in 1902. Due to failing health he retired from active service in 1932.

We also extend sympathy to the bereaved family of Conductor Leonard Barduche, who passed away at his home in Austin June 9th, following an illness of about a year. Mr. Barduche was 36 years of age and had been in the train service since 1916.

Engineer John Cline passed away at his home in Madison, S. D., May 30th, following an illness of several months. Mr. Cline was a veteran with 48 years of service and was 78 years of age. Sympathy is extended to the bereaved relatives.

We failed to report last month the passing of Train Baggage man John Newcomb, who passed away at his home in Alden May 5th. Mr. Newcomb was 62 years of age and had been in service since 1893. He had not worked for the past four or five years, due to failing health.

Chief Dispatcher F. M. Valentine is taking his vacation and enjoying a visit with relatives in Wisconsin.

R. C. Danley has been appointed agent at Good Thunder, J. E. Theophilus has been appointed agent at Granada, and M. C. Bloom has been appointed agent at Vilas, S. D.

Switchman Walter Cambern, who has been ill for the past four months, reported for work June 1st.

Dispatcher "Bill" Ende, who has been relieving in the dispatcher's office the past month will go to Madison, S. D., the 17th, where he will relieve for a month.

Garland Clark has been appointed cashier at Albert Lea.

News reaches us that H. H. Rappe of the District Accountant's Office and formerly with the Superintendent's Office in Austin, is to be married June 20th. The young lady is Miss Evelyn Hanson of Austin. Congratulations.

Another one of our old standbys is also falling in line. Word gets out that Steve Kloekner and Miss Margaret Carroll will leave directly after the ceremony June 16 on a wedding trip to Portal, N. D., and Vancouver, B. C. Congratulations also.

When Steve gets back to work he will

have a brand new V-8 truck to drive. It is all ready for delivery.

Frank Falkingham of the Mechanical Department is relieving at Mason City for a few weeks and Dick Hogan is relieving at Austin.

We extend sympathy to Train Baggage-man Harry Lowe, who was called away May 29th on account of the death of his mother.

Brakeman C. Ratledge was called to his home in Sioux Falls June 13th on account of the serious illness of his daughter.

Roundhouse Foreman Ole Nicholson and wife are enjoying a vacation at Mohall, N. D.

Boiler Foreman Tom Bowler and wife are enjoying a vacation in California.

Engineer Ed Brook, who was injured in Minneapolis a few months ago, is improving nicely and expects to report to work in the very near future.

We are sorry to hear that Agent C. J. Cawley of Pipestone is again on the sick list. Operator Harry Wilson was called to relieve him June 9th.

Operator G. P. Ryan of Owatonna is planning a trip to England and Ireland.

We understand that Yard Clerk H. J. Rafferty not only handles the company mail on Sunday nights but is also taking over a U. S. mail route.

Those who have lamented the fact that we had no flowers in the park this year will rejoice in knowing that Carman Mike Ullweling is making a posie bed on the west side of the passenger station.

Dubuque-Illino's Divn.—2nd Dist.

E. L. S.

ENGINEER JOS. CHALOUPKA has returned to work after an absence of several weeks.

Agent V. Drumb of Clayton has been off on account of sickness and is being relieved by operator A. F. Mullane.

Brakeman C. A. Greener was off duty for several days, due to attending the wedding of his daughter.

Conductor L. E. Dunham visited with his son at Milwaukee for a few days early in June and was relieved by Conductor H. L. Schwartz.

The wedding bans of Agent E. H. Hurley, LaCrescent, were announced Sunday. His many friends wish to extend to them best wishes for happiness in the adventure.

Passenger Conductors R. H. Kearney and J. M. Cassidy, together with Agent E. Hurley, LaCrescent, spent ten days at Excelsior Springs recently.

Conductor J. S. Kinder is taking a vacation and visiting in points in Missouri and southern Iowa.

Conductor E. D. Gongawara has given up the run on the Reno-Preston Line and is now working between LaCrosse and Dubuque shops on the assigned runs.

Engineer John Schnauffer has transferred from the Preston Line to main line service.

Mr. and Mrs. Frank Fernstrom visited at Dubuque several days the fore part of June, before going to Milwaukee to reside, where Mr. Fernstrom is now supervising foreman at Milwaukee shops.

Geo. A. Ehmer, formerly district accountant at Minneapolis and at one time division accountant at Dubuque, visited at Dubuque on Memorial day. He is now employed as auditor in the offices of the Western Railway Association of Railway Executives at Chicago.

The second district of the D. & I. division has been enjoying considerable business the past month due to the construction work being performed in the territory. The gravel pit at Harpers Ferry, and the Stone Products Co. of Marquette, both operating in connection with the paving at Waukon, and Waukon is receiving about 18 cars of material per day for this work.

The old "East Clayton sand pit," which has been closed for many years, is now operating, producing silica sand; and the Langworthy pit in Clayton is producing more sand than they have for many years. Nolan Bros. are concreting highway 55

through Guttenberg and have their set up at Guttenberg.

Hanlon & Oakes, Minneapolis, are constructing the lock at Guttenberg and receiving considerable material for this work.

Warner Construction Co. of Chicago are constructing the lock at Dubuque and have their entire set up on Milwaukee R. R. tracks, and we are enjoying a nice revenue in connection with this work.

The Jas. C. Stuart Construction Co. of Chicago and New York are constructing lock at Bellevue, and there is considerable activity at that station.

The Webster Lbr. Co. are now manufacturing staves for beer kegs at Dubuque shops and are producing a considerable amount of staves at this point.

A new stone crusher has been constructed at Cattese and arrangements are being made for trackage at that point.

Local Chairman V. K. Clark and wife returned from the O. R. C. convention at Toronto, where Mr. Clark served as delegate. There were also a number of ladies from the O. R. C. auxiliary who attended and very much enjoyed the convention, among whom were Mrs. D. H. Lary, Mrs. Catherine O'Connor and Mrs. J. L. Thomas.

Wisconsin Valley Division

Lillian

MR. F. L. DOXTADER, who has been at Hot Springs for the past two months, has returned and is considerably improved in health.

Miss Marie Sternetzkey has departed for Spokane, Wash., where she will spend three months with relatives.

Mr. and Mrs. N. P. Thurber are spending a few days visiting with friends in Wausau.

Mr. J. E. Whaley is filling the agency at Wausau during the absence of Mr. A. I. Lathrop, on account of illness.

The sudden accidental death of Conductor Bert Rasmussen, which occurred on the morning of May 24th, near Schofield, was a shock to all. Mr. Rasmussen was braking on the way-feight which started to work that morning at 6:30 a. m. and which was en route to New Lisbon. Mr. Rasmussen was employed on the Milwaukee Road for twenty-eight years. Funeral services were held on Saturday afternoon, May 26th. The division employes extend sympathy to Mrs. Rasmussen and daughters, Mary and Jane.

The first daily trip of the Fisherman's Special was June 15th out of Chicago and Nos. 105 and 106 will operate through to Minocqua daily.

DEER TRAIL CAMP

"ON LAKE NOKOMIS"



Practically every variety of fish known to northern waters found in this lake. Many amusements—fishing—boating—hiking—trips with guides, etc. The ideal place to bring the family.

Completely Equipped Housekeeping Cabins
And Excellent Meal Service

Send For Folder "M"

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Bradley

Wisconsin

Cool as a Lake Breeze This New

Kromer SCREEN CAP

Light as a Feather
100% Ventilated



White, 30c Ea.



Balloon Top, 45c

The ideal work cap, in polka dot, blue stripe, express, hickory, brown with black stripe, white.



Outing Hat, 50c

For men—in white, khaki, blue, black. For ladies, in eggshell, orange, red, green, blue, yellow, old rose.



Baseball, 40c

Also for tennis, horseshoe, etc. Black, blue, red, green, cream, and cream with black stripe. Washable.

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Dependable with Long Life

Those
who use the
FAIR Rail Anti-
Creeper appreciate
that it is a device of quality
precisely made, simple and
easy to apply, depend-
able and that it
has a long
life.

THE P. & M. CO.
Chicago • New York

The condition of A. I. Lathrop is very much improved, he being able to be up and around, enjoying the fresh air and sunshine.

Miss Carmen Atkinson, daughter of Mrs. C. L. Rtkinson, was united in marriage with H. Bernard DeGroot, son of Mr. and Mrs. Albert DeGroot, at a ceremony performed in the green room of the Hotel Wausau at 10:30 o'clock on the morning of June 2nd. The young couple departed for a motor trip through southern Wisconsin and Illinois, spending a few days at a Century of Progress. They will be at home to friends after June 15th.

Mr. Charles Conklin, Sr., is spending a short vacation with relatives in Iowa.

Drs. H. J. Devine and Herman Meusel of Fond du Lac, guests at Jansen's on Squirrel Lake, brought in the limit on pike the first day. Lawrence and Lloyd Madden, Al and Bob Reineking, Lawrence and Alfred Krueger, all of Wausau, fishing from the same resort, brought in fifty wall-eyed pike.

R. H. Marshall, first vice president of Chesapeake & Ohio Railroad, Cleveland, and John Young, Crescent, Ia., guests at Ed Cumming's Big Woods Lodge, had good luck during four days of fishing on Big St. Germaine. They brought in twelve pike each day, throwing back all fish less than one and one-half pounds in weight.

Miss Cloris Czamanske, daughter of Mr. and Mrs. Ed Czamanske, who teaches at the Grant School, Wausau, is leaving for Chicago, where she will attend the summer session at the University of Chicago.

Dr. Thos. G. Thorpy of Minocqua attended the state convention of Democrats held in Wausau June 8th and 9th as a delegate.

Misses Margaret and Patricia McGinley entertained on the evening of June 10th in honor of Miss Alice Wiesman and Evelyn Callahan, who are to be June brides. Three tables of cards were played, favors being won by Miss Margaret Lemke and Verna Aldridge. Delightful refreshments were served after the games.

Northern District—Car Dept.

O. M. S.

MR. F. J. SWANSON is very busy handling Car Department end of preparations for "Foz City" at our 10th Avenue yard, Minneapolis, for Shrine convention, June 17th to 23rd.

Mr. J. C. Weatherell and wife visited their son, Wilbert, who is playing ball at New Rochford, N. D., Memorial day, who came through with three hits.

Foremen J. E. Buell and Tal B. Hughes attended staff meeting at Milwaukee shops on air conditioning passenger cars June 4 and 5.

Gottlieb Olson, carman, Minneapolis light repair yard, is confined to Fairview Hospital. Last report says he is improving.

Mrs. F. J. Tschohl, wife of Foreman Tschohl, St. Paul freight yard, visited friends at Aberdeen, S. D., last part of May.

Ole Hanson, Pete Larson, Henry Witte and Frank Knapp, from St. Paul freight yard, returned from much-talked-of fishing trip at Lake Mille Lacs, with fabulous tales about the size of the fish caught. Henry Mehofer also spent a few days at this lake but he hasn't said anything about his prowess as a fisherman.

Mr. F. J. Tschohl and wife visited their daughters in Chicago June 3rd, Mr. Tschohl attending meeting at Milwaukee on the 4th.

Joseph Zinniel, formerly employed as machinist in our Minneapolis wheel shop, passed away May 18th, following six months' illness. Mr. Zinniel had worked for the Milwaukee Road since 1910 and we are sorry to lose him.

Funeral services for Levinus D. Engels, former blacksmith in car department, Aberdeen, S. D., who passed away May 7th were conducted at Sacred Heart Catholic Church in that city on May 10th, prior to interment at St. Mary's Cemetery, Minneapolis. Our sympathy to Mrs. Engels and daughter.

Twenty-four

Messrs. J. E. Mehan and H. Belond from Milwaukee shops are checking A. R. A. records at Minneapolis this week.

Frank M. Edgerton was born in New York State, July 9, 1846, learning the pattern makers' trade in Elmira, N. Y. He was married to Eva J. Green Sept. 1, 1869, two sons blessing their union, Fred C., now in Spokane with Great Northern Ry., and Charles G. of Seattle. In 1882 Mr. Edgerton moved to Minneapolis, starting to work for the Milwaukee Ry. Car Department and continuing to work until illness necessitated his retirement early in 1929. In August that year he and Mrs. Edgerton moved to Seattle, residing there until his death in May, 1934. Mr. Edgerton would have been 88 years of age on July 9th, and possessed Milwaukee Veteran's button showing 50 years of service.

Mr. Edgerton is survived by his widow, who is 88 years old; sons Fred C. and Charles G. of Spokane and Seattle, respectively.

Ediphone Review

Busy Bee

VACATIONS are in full swing—Ethel being among the vacationers at the present writing, while Martha and Helen are looking forward to being the next ones. We understand Helen is going to the northern lakes, while Martha is going to sunny California. We are wondering what the attraction is in California, Martha.

Flash! Just received news of Evelyn Anderson's marriage, and she will be known hereafter as Mrs. Christopher Fendt. Which news goes to prove Old Man Depression has not succeeded in defeating Romance, and that the little fellow with the bow and arrow is still quite busy. Congratulations, Evelyn, and our heartiest good wishes. We will miss you. And speaking of the depression—it sure must be over—they are cutting up smocks in this office for dust cloths. Ask the girl who owned one.

Hold everything—Marie is going to have a baby, and we hear she is some cook and nousekeeper.

Question: Who was the good-looking boy friend with Marilyn the evening of June 12th. His face looked familiar.

Heard Between the Changing of Cylinders June 1st, temperature 102.3. Irv's voice: "Please close that door; it makes a draft on my feet."

Exasperated dictaphone operator: "Say, Marilyn, when you take that vacation trip to Bermuda, take this dictator with you."

Marie: "Only 16 days, 16 nights and four hours 'til my vacation."

Cheer up, Joe, the Sox may win yet.

We hear Clayton has his cross-word puzzle almost completed.

Au revoir. See you later.

D&I Division

E. S.

CONDUCTOR R. W. HUME (First District) is all smiles these days since the arrival of a young son at the home of his son-in-law and daughter, Mr. and Mrs. P. Rice, Chicago. Mrs. Rice, prior to her marriage, was employed in the Car Accountant's Office at Fullerton avenue. Congratulations to the young parents and proud grandparents.

On Monday morning, June 13, Miss Violet Donahue, daughter of Mr. and Mrs. Thomas Donahue, became the bride of Mr. Albert Lahey, son of Mrs. Catherine Lahey. The bride was lovely in an ankle length gown of pale pink crepe, with white slippers, hat and gloves and wore a shoulder corsage of roses and orchids. Immediately following the ceremony the young couple left for Chicago and South Bend, Ind. Miss Donahue has been employed in the superintendent's office at Savanna for a number of years and the last few years has been stenographer to the Chief Dispatcher. Mr. Lahey is employed as machinist in Savanna roundhouse. Sincere wishes for many years of happily married life are extended to Vi and Albert.

We understand Conductor H. G. Smith has been elected mayor of Kirkland and are assured that law and order will reign during his term of office.

Sympathy is extended to Mrs. Grant Turner and family account the death of Mr. Turner, which occurred at Savanna, June 9, following a brief illness. Mr. Turner was a veteran employe of the Milwaukee and at the time of his death had been employed at Savanna rail mill. Funeral services were held Monday, June 11, with interment in the Savanna Township Cemetery.

We note among the many graduates from the Savanna Township High School in the class of 1934, the names of Miss Virginia Bowen, daughter of Assistant Superintendent and Mrs. W. G. Bowen, and Max Dahl, son of General Yardmaster and Mrs. G. W. Dahl.

Word has been received of the sudden death of Illinois Division Conductor George Bressler, which occurred at his home in Bensenville, the evening of June 11. Mr. Bressler has been employed in train service on the First District for a number of years and has many friends on the division who regret to hear of his death and extend sincere sympathy to the family of the deceased.

Mrs. J. C. MacDonald, wife of District Storekeeper, Savanna, who underwent an emergency operation in the Northwestern Hospital, Minneapolis, June 11, is doing as well as can be expected.

Iowa (Middle and West) Division

Ruby Eckman

FRED M. BLAKSLEE, agent at Defiance, took a month off in June and went to New York on a honeymoon trip. Fred was married to Mrs. Bess Davis of Marion. Friends on the division extend congratulations.

Another marriage which occurred in June in which an agent was a party, occurred at Tama in the fore part of June when Agent Joe Keoster of Haverhill station was married to Miss Ebersole who had been a teacher in the Toledo schools. Joe's friends are extending their congratulations.

Conductor O. R. Taylor who has been at Hot Springs, Ark., for several weeks for treatment following a long siege of rheumatism, is showing some improvement.

Engineer Frank Banyard's wife had the misfortune to fall at her home the middle of June and break her right arm just below the shoulder.

Conductor Prince Gifford of the Des Moines division was off duty for three weeks getting things started for the summer season at his beach resort at Lake Okoboji.

Ruth Brain, daughter of Agent A. C. Jacobs of Nemaha, died at the hospital in Iowa City June 12th, following a long illness. Burial took place at Marengo. Mrs. Brain is survived by her parents and two children.

There is a new boy in the railroad family, as Mr. and Mrs. Dick Roddan welcomed a nine-pound boy into their home June 6th.

Dr. George P. Elvidge, one of the Milwaukee surgeons at Perry, was married June 8th to Miss Hazel Peterson, a nurse from Perry. They took a motor trip through the Black Hills and Yellowstone Park for their honeymoon.

Extra Train Dispatcher Earle Edwards, who is doing the relief work at Perry again this summer, has moved his family to Perry for the summer months. They have rented the Earl Townley property while Mrs. Townley is serving as custodian of the Perry Golf and Country Club.

Death claimed two of the Iowa division engineers the latter part of May and, strangely enough, they followed one another on the seniority list at Perry and had been close friends during all the time they worked there. Engineer John Cunningham died following a long illness. He suffered from a malignant throat affliction. At the hour of Mr. Cunningham's burial his friend and fellow worker, Demetrius L. Young,

died after a short illness. Death resulted from infection following a ruptured appendix.

Rex Hall, son of Train Dispatcher Curtis Marchant's wife, has been having a wonderful experience the last few weeks. Rex joined the navy after his graduation from high school and has been stationed on the west coast. He was with the fleet when the cruise was made through the canal to the east coast. Rex is on the Tennessee and during their cruise Captain Woods Smythe, a former Marion boy, passed away and was buried at sea.

John Woods, a brother of Engineer Oscar Woods, died June 1st following an acute attack of heart trouble.

Margaret, the four months old granddaughter of James Cartwright, died May 26th at the home of her parents in East Chicago. The remains were brought to Perry for burial.

Conductor Ben Gable had the misfortune to have his leg crushed so badly May 25th while working at Ferguson, that amputation was necessary. He has been recuperating at the hospital at Marshalltown.

Marjorie Byrd, daughter of O. P. Byrd, operator in the Council Bluffs freight house, was awarded the all-round athletic cup given yearly to the outstanding athlete in the Thomas Jefferson High School, one of the largest in the state. Marjorie scored 1,377 points. She played basketball, volleyball, baseball, captain ball and was on the track team. In addition to her athletic activities the young lady seemed to have found ample time to study the more serious things, as she was awarded a scholastic certificate available only to honor students with an average grade of 90 for their senior year.

J. L. Bartlett, retired section laborer from Perry was taken seriously sick while visiting relatives in Minnesota. His condition was such that his children were called to his bedside but he regained his strength so rapidly that he was able to return home.

Conductor F. W. Price of the Des Moines division was in an auto accident the latter part of May and very seriously injured. He was in a hospital for about three weeks and was then removed to his home.

Agent A. K. Fullerton of Bagley has a new son-in-law. His daughter, Dorothy, was married May 28th to Roy J. Burns of Carroll, Ia. The young people will make their home in Carroll as Roy is in the grocery business there. It is close enough so that A. K. and his wife can drive over frequently, as it will no doubt be pretty lonesome around their home for a while, Dorothy being their only child.

TWIN CITY TERMINALS Mechanical and Store Depts.

N. A. H.

ENGINEER HERB THOMPSON, working in Minneapolis yards, is now driving a new V-8. He doubles the road between Minneapolis and Farmington, Minn., daily.

Hosts of friends bade Mr. G. Lamberg, shop superintendent, Twin City Terminals and Duluth Division, bon voyage. Mr. and Mrs. Lamberg sailed from New York City June 16 for a tour in different parts of Europe for a period of six weeks.

Assistant Foreman "Bob" Cadden is on his vacation, spending the fore part at the Century of Progress. Then he will undergo two minor operations, coming back "fit as a fiddle."

Oswald Roth of the store department is confined to his home on account of illness and is progressing well at this writing.

Mr. John Horan of Milwaukee passed through Minneapolis enroute to Seattle where he attended the annual meeting of the Pioneers' Club, an organization composed of pioneer employes of lines west.

Engineer Henry P. Seyfried passed away at the home of his sister in St. Paul after an illness which kept him away from his work for some time.

Richard F. Humphrey, veteran locomotive engineer of The Milwaukee and the

Minneapolis Eastern railways, died June 2 at his residence following an illness of eighteen months. He was a member of The Milwaukee Veterans' Association and the Brotherhood of Locomotive Engineers.

University of Minnesota riflemen, who placed first and third in the midwest section of the annual William Randolph Hearst rifle matches, received their trophies and medals at a formal parade of the entire university cadet corps on Northrop Field, among whom was Paul Hauser, son of Roundhouse Foreman H. M. Hauser of Minneapolis roundhouse.

Art Sorenson, caller, South Minneapolis roundhouse, is back on duty after a long siege of illness, having undergone an operation.

West I&D Division

Edna Binliff

AT LAST we have had our long overdue rain, which is real news in this country.

Messrs. E. O. Wright and Roy Peterson spent some time at Enemy Swim Lake fishing early in June. We are glad to see "Ed" up and at them again. His new Buick is a beauty, too, and almost drives itself, he says.

Mr. O. E. Bradford of Austin, Minn., was a Mitchell visitor recently.

The drawbridge at Chamberlain has been oiled and repaired and is now ready for use. We thought this country would need boats again.

Mr. F. R. Doud and Mr. W. J. Johnston accompanied the national guard troops to their encampment at Rapid City.

Mr. Phil Roller with his two daughters and son of Edgemont, S. D., have been visiting at the home of Mr. Peter Roller, his brother.

We had the pleasure of lunching with one of our Milwaukee patrons recently, Mary Hutchinson, a little girl from White River, who was going through to Chicago. If all Milwaukee employes take the interest which Mr. Shelby, our agent at Mitchell, showed in our patrons, we feel sure that we would suffer no loss of business. He met this little girl at Mitchell, took her for a ride around the lake and entertained for her at lunch. After lunch he saw her safely started on the remainder of her journey.

"Mac" says that he is very glad the drought is broken as he was having trouble feeding the stockyard horses. Not only was he short of hay, but he insists that the horses were so dry that their ribs were falling apart and they could not hold the hay if he did get it. The recent rain has remedied this condition as he let them stand out in the rain and get thoroughly soaked up.

Anna Chapman, agent at Conata, is taking her vacation at this time.

Agent McCullum has returned to work at Vivian after a protracted vacation.

Leo Donahue, brother of Jim Donahue, passed away at his home in California recently. We extend sympathy to Jim in this loss.

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Chicago, Ill.

Helen Hasslinger has just returned from a vacation spent in the Black Hills.

Iowa (East) Division

John T. Raymond

ON THE eastern division there is now a double track between Covington and Atkins yard. This greatly improved the conditions in this territory. One track has been taken up between Indian Creek and Covington and signals arranged accordingly.

M. J. Cate, wife and daughter, Jean, of Mankato, Minn., visited the fore part of June in the V. M. Reichert home. Mr. Cate is a brother of Mrs. Reichert.

Engineer and Mrs. William Young of Perry visited Marion friends Decoration day.

Operator W. K. Hodgson has been working at Monticello for some time.

A number of fruit and express specials for Chicago from the west have gone over the division the latter part of May and June.

May 30th the division handled three special trains (brass band contestants) going from New Orleans, Ohio and Wisconsin to Des Moines. Returning they left Des Moines Sunday, June 3rd.

Mr. and Mrs. E. E. Schwartz of Donahue went to Perry May 20th to attend the funeral of a relative.

Frank Bowers, operator, Sabula, Lodge, was away several days early in June. Fred Day supplied.

Mr. and Mrs. Earl E. Edwards and sons, Allen and Ross, of Marion went to Perry June 8th to reside during the summer. Mr. Edwards will dispatch trains at Perry during vacations.

Operator B. P. Dvorak of Clinton was off several days about June the 7th. He is Legion post commander and attended a district meeting of the Legion at Clinton. Operator Bruce Devoe supplied.

Operator T. J. Allen of Miles is doing the clerical work in chief dispatcher's office at Marion during Mr. Edwards' absence.

Mr. and Mrs. W. E. Cooper and their daughter, Catherine, of Cedar Rapids went to Omaha Tuesday, June 5th, to attend the graduation exercises at Creighton University. Mr. and Mrs. Cooper's son, Raymond, received his M. D. degree June 7th. Dr. Cooper went to Cedar Rapids for a short visit, returning to Omaha June 1st, where he started internship at St. Catherine's Hospital, Omaha.

Agent G. H. House of Eldredge laid off early in June, going to Excelsior Springs, Mo., for a vacation. C. E. Bell, relieving.

Mrs. H. C. Van Wormer and Miss Elaine McPike left Marion June 5th for Ox Lake, near Pequot, Minn. Mr. Van Wormer will go there July 1st for a month's vacation. They have a cottage on the lake.

Jennings Hotchkiss of Marion returned June 9 from Ames, where he has been attending Iowa State College. He left Marion June 15th for a forestry camp near Port Angeles, Wash., which is under the supervision of Iowa State College. He will be gone ten weeks.

A picnic dinner was given to the Marion Milwaukee employes at Memorial Hall at 6 p. m. Thursday, June 14th, under the auspices of the Milwaukee Women's Club. Mrs. O. Pohey, president, had charge of the arrangements. After dinner a program was given which included a reading by Janet Elder and a vocal solo by little Bonnie Christianson. The party was to have been given at Thomas Park but rain caused the change of place. The baseball and stunts for out of doors had to be omitted.

Agent Wilder Bell of Washington, Ia., came to Marion June 13th to attend the funeral of his brother, Dexter Bell, of Cedar Rapids. The funeral services were held here and the remains laid away in Oak Shade Cemetery.

An' Dat's Sumpin'

He: "Let's get married or sumpting."
She: "We'll get married or nothing!"—Chicago Phoenix.

Twenty-six

MOTÖRING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WELL, all this rain, every few days and nights since the last of May, may make the rivers muddy and the water in the Madison, or Gallatin or Jefferson high, but what I can't understand is how some folks just can't catch a fish, no sir and right after they get through telling all the reasons in come two or three more and ship a hundred and fifty pounds of nice big rainbows or whatever their friends want and say they had hardly any work getting them. Maybe the bait, . . . Now our company is putting out a fine bait container, samples shipped on demand . . . but not from the advertising manager, no sir, I'll have nothing to do with bait or anything to keep it in.

For goodness sake, not to be outdone by her twin sister Doris, Miss Dorothy McPherson, the other daughter of Charles McPherson, was married June 16th at Whitehall, Montana, to Mr. A. D. Chamberlain of that city, where they will make their home. Maybe we can tell one from the other now if one lives here and the sister in Whitehall. We offer this happy couple our very best wishes for a long and happy life.

Mrs. Crockett, wife of Engineer James Crockett, not only got a passenger for our line to Milwaukee, Wis., but she drove from Helena to Three Forks in her car bringing the passenger along, to catch the Olymplan. That is what I call service and I imagine the passenger will come our way again, too.

Mrs. C. R. Johnson, wife of Brakeman Johnson, who has been quite sick for several months, is up and around again. We are glad to know this.

Engr. and Mrs. Lieb, who have been living in Lewistown for some time, have returned to Three Forks where Mr. Lieb is working on the extra board out of here.

Operator Campbell and Mrs. Campbell have returned from a trip to Chicago and into Wisconsin where they report a nice visit.

Condr. Steel and Mrs. Steel have gone to Kansas and Missouri for a short visit. They expect to visit the World's Fair en route home or on their way down to Kansas City.

Fireman Sam Haffner and Mrs. Haffner and the boys are living in Great Falls where Sam is working between there and Harlowton on passenger.

Condr. Coffin and Mrs. Coffin have returned from a three weeks' trip to the Fair at Chicago, a short trip to Detroit to buy a brand new car, and a trip to Omaha to show it off to the folks. They did all this, went thru 110 in the shade in Iowa and got stuck in the mud in Wyoming and got home with several thousand miles on the car.

J. O'Dore and family made a trip early in the month back to Chicago to see the World's Fair also.

J. T. Kelly, general storekeeper from Milwaukee, spent a short time in Deer Lodge last of May visiting old friends. Mr. Kelly at one time was storekeeper at Deer Lodge.

Mr. and Mrs. T. L. Tavenner and two sons left the first of June for a trip east. They were to visit the World's Fair and return in a new car we understand. Mr. Tavenner is very much recovered from his accident and we are glad to see him looking so well.

Jensen's Extra gang of 76 men are working on the division putting in new ties and Olsen's Bridge crew working with the pile driver, Condr. Vanderwalker in charge driving piles for all the bridges.

Miss Pauline McCullough, daughter of the Cashier of our line at Bozeman, was married May 29th to Christian Schlechten of that city. We offer our best wishes . . . to this popular young couple and wish them much happiness.

A new face to us, June 16th Operator Boyer passed thru our city on No. 16 en

route to Chicago and the Fair. He stopped long enough to give us a brotherly handshake.

The small daughter of Mr. Harris at Lombard was brought in to Three Forks June 3rd for medical treatment. She is much improved at this writing.

Agent Pitman at Ringling off on account of sickness was relieved by Agent Plumb from Lewistown.

Fireman Herbert Wilcox is again a grandfather, and he don't look it either. A little daughter was born to Mr. and Mrs. Clifford Wilcox May 31st. Congratulations.

We regret to write of the illness and death of the mother of Mrs. E. A. Heier of this place, May 21st, in Culver City, Calif. Mrs. Heier has just returned from there. We offer her our most sincere sympathy in this great loss.

A very sudden and unexpected death was that of M. J. Emmert, agent at Superior, on May 29th near Frenchtown, when his car left the highway and Mr. Emmert was instantly killed. He was on his way we understand to visit his wife and family in Missoula over Decoration Day. Mr. Emmert was an old employe of this line and was for several years agent at Missoula. We extend our sympathy to this family.

Mr. P. J. Cummins, section foreman at Missoula for our line, and who was an employe for fifty years, passed away June 12th in that city. His remains were taken to Milbank, accompanied by a son. Mr. Cummins was survived by two sons and to them we offer sincere sympathy in the loss of their father.

Operator Smith, second Deer Lodge, has been assigned to the Agency at Superior.

Condr. Boyer is working out of Bozeman on the mixed run between Bozeman and Three Forks, Condr. Donner being displaced is now wearing a blue sult and running on passenger between Deer Lodge and Harlowton, Condr. Sain displaced working on the west subdivision between Three Forks and Deer Lodge.

Condr. Buyers is on the sick list, and his turn is being held by Condr. Kirwan.

Engr. Townsley and family, that is, those who are not there already, have gone to the Flathead country on a visit. If there is any other thing Mr. Townsley likes to do better than take a trip over there, it's to start getting ready for another one as soon as he gets back.

One of the most surprising things happened this time I started getting the correspondence together. Now all you scribes listen and note carefully. Without any effort on my part at all (this is the truth) I received some notes for this month's column. If anyone can do any better than that come on in and tell us about it. I wish to thank the sender of the items for his kindness, they were greatly appreciated.

American Legion Pioneer Post

GREETINGS! Be it known to all World War veterans of the Milwaukee family that on June 7th last, was held in the conference room at the Union Station the first regular meeting of Pioneer Post, American Legion, composed of Milwaukee employes from the Chicago district.

The following officers were temporarily appointed:

Francis J. Sullivan, Commander; Van S. Brokaw, Vice Commander; Fred E. Miller, Adjutant; Harry L. Stahl, Finance; Clair E. Murphy, Historian; Thos. N. Walters, Chaplain; Leonard F. Anderson, Sergeant-at-Arms.

Executive Committee — Llewellyn S. Amour, Frederick C. Mancourt, Morris H. Mathison, Geo. F. Wilson, Herbert G. Mueller.

Regular meetings will be held the first and third Tuesday of each month in the special room—Harvey's Cafeteria. Legion dinner to be served 6:00 to 7:30 p. m. for those wishing to dine. Meeting at 8. Come one, come all, and bring a buddy along.

Yours for a great big post of Milwaukee road buddies.

C. E. MURPHY,
Historian, care Freight Auditor's Office.

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

R. R. T.

MRS. LILLWITZ, wife of Carl Lillwitz, clerk to Assistant Superintendent G. H. Hill, returned recently from a visit to her old home at Wausau, Wis., and was no doubt glad to get back from the sweltering East to the bracing climate of the Inland Empire.

Speaking of our good friend Carl Lillwitz, his former fellow citizens at Worley, southeast of here (where he still maintains his farm), recognizing his undoubted oratorical ability, recently asked him to officiate as the orator of the day at the Memorial Day exercises held there. Carl had to think up some good excuses for declining the honor.

Conductor J. P. Downey is back on his old run, the Spokane-Marengo turnaround, after returning on May 29 from his eastern trip as a delegate to the B. R. T. convention at Toronto, Ontario. His observations on Eastern weather and Eastern conditions were anything but flattering. In addition to Toronto he visited Cleveland and Willard, Ohio, Chicago and Milwaukee, and his old home at La Crosse, Wis. He reached home two days too late to be here at the birth of his youngest child, an eight-pound girl, born Sunday, May 27. We join with the many friends of the proud parents in extending our congratulations and our best wishes to little Miss Catherine Rose. You may be sure that on the way home Mr. Downey had been anxiously reading about the Ontario quintuplets and was much relieved on reaching home that nothing like that had happened here.

Conductor Ralph Duell relieved L. F. Graham on the Metairie Falls passenger run for a week lately. Since then he has taken the new Elk River branch train. On account of the large business on the Elk River line, due to the presence of nearly

four thousand CCC and Forest Service workers in the mountains along that line and to the resumption of logging operations, there is now daily service from St. Marie's to Elk River. Conductor McGee has charge from St. Marie's to Bovill, and Conductor Hennessy ran between Bovill and Elk River until superseded by Conductor Duell.

F. J. Swazey recently returned to his duties as agent at Clarkia after being away for over a month. E. M. Young relieved in his absence.

John Stilz of the second shift switch crew at Spokane has to make an old grand-daddy and to live on soup and mush these days, due to having seventeen teeth removed at one sitting. Soon he will have his new store teeth and then he will punish the steaks to make up for lost time. However, the absence of teeth did not prevent him from enjoying the big strawberry festival to which the Stilz family was invited by friends near Coeur d'Alene the other Sunday, nor did it diminish his success on the fishing trip which he took with "Bill" Snure, chief clerk at the Spokane freight office. These two expert fishermen went to Deep Lake, off in the wilderness near the Canadian border, and had a glorious time, sleeping in the car, doing the camp cooking and returning with the limit catch for each. Their success will no doubt start our other fisherman to emulate them.

Engineer A. E. Morrisette, who was off for a few weeks, is now on the first shift switch engine at Spokane, displacing Engineer Thorn, who goes to the extra board. Engineer C. H. Burrell is on Morrisette's old job on the second shift switch engine.

We regret to note the recent death here at Spokane of the father of Engineer H. H. Haas. Mr. Haas, senior, was for many years a machinist at our Milwaukee shops but had not worked for some time past because of poor health, and had been making his home with his son here. The body was taken back to Milwaukee for burial, Mr. Haas, junior, accompanying it. We

express our cordial sympathy to the family. Conductor L. E. Weeks has moved to Malden, having gone into the coal out of that place.

Earl Medley, the popular car foreman at Spokane, is absent on a trip to Milwaukee shops, having been called in with other main line car foremen to receive instructions as to the operation and maintenance of the new air-conditioned cars to be operated in through passenger service this summer. His place is taken in the meanwhile by Car Inspector McCauley of East Spokane.

The National Car Loading Co. has now leased the space on the first floor of the Spokane freight office formerly occupied by the cashier's office and recently gave a very largely attended housewarming in their new quarters which our company has renovated for them very nicely.

Mr. R. W. Johnson, who had been second trick operator at Malden for some time, has now been appointed as agent at Othello. The second trick at Malden goes to Operator C. E. Potter, who had been off for several months due to sickness.

Mr. E. M. Young is temporarily working as agent at Ewan.

We are sorry to hear that Mrs. Clinton, wife of Engineer W. S. Clinton of the Metairie Falls passenger run, is very ill, and the same is true of Mrs. Berg, wife of Engineer John Berg. We offer our best wishes for the early recovery of both ladies.

Engineer Ed Maxwell is on a "vacation" at this writing—that is if putting up alfalfa hay on his farm in the Spokane Valley near Dishman can be called a vacation.

That enthusiastic fisherman, Engineer Sisson, recently took first prize in a "biggest fish" contest put on by the well-known sporting goods store of J. T. Little at Spokane. Other fisherman among our readers please take notice.

Mr. Mike Quinn of the Spokane freight house force has been providing the freight house and freight office force with wonderful strawberries from his valley farm.

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The Contractor's Story

"Packing" In the Mountains

WHEN men first settled in the western wilderness, the opening struggles to open travelways—which at best were roundabout and dangerous, generally following old Indian trails—were made by packer and teamster. To move in families, food, clothing and machinery; to mine the ore and bring it out; to move lumber from mills; to make even better roadways. The ease of travel on our present railroads, the speed with which their coming would develop the country, were then unconceived. And it was a miracle to them later on that grades were found where a railroad could be built and where engines could pull.

Thomas Bishop, a constable in Missoula, was one of the early packers in the state. Packing for the "Taft Tunnel Survey" crew of the Milwaukee Road was one of his principal experiences, which he tells as follows:

"I was working for my wife's father. We had 10 packtrains of 12 horses each, two saddle and 10 pack, and two packers with each train, working for the different preliminary surveys for the Milwaukee about 1905 or '06. We started at Fish creek below Alberton and packed up every gulch and stream and over the divide from Montana into Idaho until we reached Taft, where the tunnel work was established. I went up to Cedar creek in February or March with the surveyors. From Lacasse's mine on Cedar creek, to Basin, 2½ miles, where we could make camp, the surveyors shoveled and tunneled through four to 15 feet of snow, a trail wide enough for the packs to get through. Horses were used everywhere but on the divide. From Basin we tobogganed supplies to a packtrain on the other side while the surveyors were working down the St. Joe river.

"But to get the packtrain over there we had to take the horses around by Oregon gulch on a crust of snow. It took three days to make a little over two miles on the steep mountainside getting horses over empty. Snow was deep. We'd start early in the morning and go a short ways. When the sun hit the snow the horses would sink and we'd have to wait until the snow froze again. Horses would then be in a hole six to eight feet deep. When the sun was still shining on the snow we'd have to dig down from the surface on the slant, like a runway, and tramp it in such a way that it would freeze hard enough to hold the horses.

"We had two toboggans, one at Basin and one over the summit, connected by more than a mile of rope as it was about that distance to the summit. Men would push a loaded toboggan to the summit where the load would be transferred; the first toboggan was then lowered and reloaded and the descending first load

would help to lift the load coming up, and so on.

"When the men got ready to survey the present tunnel site in the spring, high water was on. I took a packtrain from Iron Mountain to Saltese by the Northern Pacific tracks, the only way of traveling that distance. When I hit the St. Regis river it was too high to ford, so I walked 1½ miles to St. Regis, but could borrow only four six inch 12 foot boards from a saloonkeeper. A section man took them to the bridge on a handcar. I put two boards side by side, the other two in front, and led the horses, two at a time, to the front boards, then moved the rear boards up, until the horses were all across the trestle bridge. My shepherd dog, who always went with the packtrains, held the lead horses.

I then went on to Taft and started a train packing to the present tunnel. The first Milwaukee train went through in 1909. In 1910, fires burned flumes, gravity water tanks and a number of trestles from Rollins to Felton. I was freighting at the time, and went from Missoula to Saltese with five four-horse teams, two fours of my own, three hired teams. From Saltese we hauled provisions, lumber and timbers to fix the trestles so the engines could cross. As soon as the trestle could hold a team and loaded wagon, the men put the lumber over them so we could drive on to the next as quickly as possible. Engines brought up the lumber behind us. When we completed the nine miles to the east portal we drove the teams through the mile tunnel and on to Fulton, about nine miles.

"We lost 11 head of horses in the Clearwater country in the 1910 fires. Men, horses and wild animals went down the gulch so fast they didn't have time to look at each other. And after the fire we found a packhorse wedged under a water tank, blinded, burned, his saddle baked onto him. Enough water had been dripping over him from the tank to keep him alive, and we had to shoot him.

"In 1902 I packed a sawmill and trucks from Cedar creek into the Clearwater country over the old Nez Perce Indian trail before a forester was thought of. Joe Perrant and I put the heavy pieces of machinery on top packs; the trail was so steep one man had to pull down on the halter, another push up on the pack behind. We didn't tail the horses because there were such dangerous places one falling horse would take the whole pack. A 14-foot shaft, for instance, extended a ways in front and behind the horse; and to carry it we made a top pack built up from an aparejo (strapped on with a cinch). When placed on the pack, the shaft only rested on three feet of boards on

top, and going around points was some job. We had to pull the shafts around curves by ropes so the horse wouldn't be overbalanced. Also, the shafts balanced as the horses walked, and we had to put gunnysacks filled with hay between their heads and the shafts. One time a man riding ahead of a shaft forgot to make allowance for the length, and when he leaned forward to water his horse at a small creek, he was bunted from the saddle.

"We made rope corrals for the horses when we camped, tying the ropes from tree to tree. A pack horse carried from 150 to 200 pounds depending upon the trip and distance; they have carried 500 pounds. For instance, in packing three-fourths or half-inch cable, 200 or 300 feet long, a few coils would weigh several hundred pounds. We used a top pack, wired three or four coils together to a certain weight, then ran the cable back to the next horse.

"Quicksilver, used in the sluice boxes to catch gold, was the hardest to pack. Containers six inches through and 18 inches long weighed 100 pounds, and the balance shifted so quickly it soon worked the blankets up on a horse and rubbed him sore."

The young farmers were boasting about the size of the vegetables they had grown. "What was the biggest thing you raised this year, Uncle Seth?" one of them asked.

"A squash."
"Well, how big was it?"
"We never measured it," drawled Uncle Seth, "but we used the seeds for snowshoes."

"And another way for a girl to keep her youth," announced the girl on the Twenty-third Floor, "is not to introduce him to any of her girl friends."

The Judge (sternly): "Well, what is your alibi for speeding 50 miles an hour?"

George Wescoatt: "I had just heard, your Honor, that the ladies of my wife's church were giving a rummage sale, and I was hurrying home to save my other pair of pants."

The Judge: "Case dismissed."—Granite Service.

Frenchman: "You have to fill in the nationality blank also, sir. You are a Spaniard, n'est ce pas?"

Spaniard: "No, sir. I'm English. My mother and father were English."

Frenchman: "But you were born in Spain."

Spaniard: "That's nothing. If your dog had pups in the china closet, would you call them soup plates?"—The Family Album.

Mrs. Newlywed: Your wall papering job looks fine, dear, but what are those funny bumps?

Mr. N.: Good Heavens! I forgot to take down the pictures.—Drexler.

Referring to garrulous women, Swift says:

"She sits tormenting every guest, Nor gives her tongue one moment's rest."

Tom's mother-in-law came to pay the family a short visit and she liked it so well that she stayed a whole year. She talked without letup from morning till night. At first Tom tried to get a word in edgewise, but finally he gave it up. After she had gone away, little Tommy said to his father: "Dad, what was it you started to say last spring?"

He Wears a 50-Year V. E. A. Button

L. M.

ON MAY 25, 1884, at 1 o'clock p. m., Charles B. Rogers, now employed as joint facility clerk in the accounting department at Minneapolis, Minn., entered the service of the CMST&P Railroad as a painter's apprentice under District Carpenter Ellicott A. Ingham in a painter's crew under the supervision of Foreman Adam F. (Frank) Emge at Perry, Iowa, and still, after the passage of fifty years' time, remembers very vividly his first trip up a 20-foot ladder on the north side of the new extension at the west end of the old Perry bucket type coal shed.

From there, following various adventures, including the painting of all structures on the then called "Ottumwa Line" from Cedar Rapids to Ottumwa, the construction of the Sioux City line and the Kansas City line and working many other items of construction work, including the Rutledge cutoff and Rochelle and Southern line.

During these fifty years "the immortal C. B.," as he is called by his friends, has watched (and helped) the good old Milwaukee Road develop from a sprawling infant of a railroad, reaching out more and more all the time until it has reached its present great and goodly size; has watched it develop from the wooden open platform, stove heated, kerosene lighted and drafty coaches of the old days to the modern roller bearing steel palaces on wheels that now serve the traveling public, from 20-ton wooden boxcars with link-and-pin couplings, hand brakes, poorly spaced handholds and grab irons to the 70-ton steel freight cars of the present day, and the old diamond stack, 14x22-inch cylindrical, eight-wheel engines to the modern 6400's in passenger service and the L-3's in freight service.

Many miles of the old railroad that C. B. R. worked on during this period have been entirely rebuilt, locations changed, steel, stone and concrete replacing the wooden bridges and buildings, and many of the old friends and acquaintances with whom he worked and associated have gone the way of all good railroad men.

C. B. R. keeps his smiling disposition working all the time, is hale and hearty, has a fine family of one daughter, three granddaughters and one great-grandson living at this time, all in Minneapolis, and says he finds the first fifty years of railroading the hardest, and for the next fifty years expects to find it easier going now that both he and the railroad have reached their full growth and arrived at maturity with few scars to show for their long association.

C. B. R. now wears his fifty-year button with pride and hopes to enjoy receiving a seventy-five-year button some day, and that will surely be "somp'n'."

She: "What are all those men doing in a circle with their heads together? Is it a football team?"

He: "No, my dear, just a bunch of Scotsmen lighting a cigaret."

Dubuque Chapter

Mrs. Geo. Wiegand, Historian.

THE regular monthly business of the Dubuque Chapter was held on May 3rd with a good attendance. It was decided to hold the May breakfast postponed from May 1st on account of cool weather, on May 16th, and it was duly held on that date and enjoyed by quite a number of members. Everyone acknowledged a most delightful time and hoped a similar occasion could be repeated in the near future.

The birthday party scheduled for May was postponed on account of the very warm weather during the latter part of the month, and will probably be held some time during the fall or winter months.

On June 7th the regular business meeting was held, and plans were discussed for the excursion which our club will sponsor on the steamer J. S. out of Dubuque on June 26th. It is hoped there will be favorable weather and a large attendance as this is the best source of revenue that our club is able to earn during the year. Mrs. Bock gave an interesting talk on safety first, and Miss Lucille Millar delighted us with a comic reading.

Quite a number of our members, and members of the Ladies Auxilliary of the O. R. C. returned from the convention of the O. R. C. and the Auxilliary of Toronto Canadian at Toronto, and reported a very delightful trip.

The board meeting met as usual on first Monday of the month on June 4th with a very good attendance. Mrs. W. F. Keefe, formerly president of the club for three years, was absent on account of sickness, having been confined to bed account overcome with the extreme hot weather, and

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we are pleased that she is recovering nicely.

There will be no meetings during July and August, except perhaps a picnic for the Milwaukee family, which may be held during one of these months. Relief work will be continued, however, and it is urged that needy cases be reported as usual for our attention.

A hard-driving taxi driver ignored a red signal, threatened the traffic policeman's knees, missed the street island by a hair and lightly grazed a bus, all in one dash. The policeman hailed him, then strode over to the taxi, pulling a big handkerchief from his pocket on the way.

"Listen, cowboy!" he growled. "On your way back I'll drop this and see if you can pick it up with your teeth."

On the staff of a paper in a small city was a reporter who was all right in most respects, but he would use up a lot of unnecessary words. His typewriter ribbon was generally in shreds before he had finished the simplest yarn. After long suffering the city editor finally summoned him to his desk.

"Listen," he said. "Here's a story I want you to go out on, and for the love of Pete, when you come back tell the thing as simply as you possibly can."

This was the story that was turned in: "Donald Green, 5 Park Street, lit a match to see if there was any gas in his tank. Yes. Age 41."

WHAT DID SHE MEAN?

Agnes: "You've been a stenographer for about all the big guys in this building."

Beth: "Yes, I guess I'm on my last lap now."

Thirty

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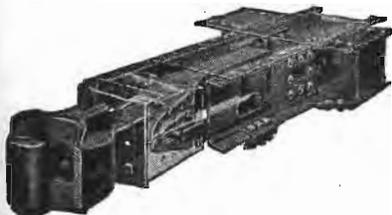
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