

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

NOVEMBER, 1934



"Taps", Century of Progress

Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employes. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

EVERYONE SHOULD HAVE A
BANK ACCOUNT

*We Solicit the Patronage of
MILWAUKEE EMPLOYES*

*Open a Savings Account Here and
Add a Little Each Pay Day*

GET THE SAVING HABIT

**MERCANTILE TRUST &
SAVINGS BANK of Chicago**

*Opposite the Union Station
Jackson Boulevard and Clinton Street*

MEMBER CHICAGO CLEARING HOUSE ASSOCIATION
MEMBER FEDERAL RESERVE SYSTEM SINCE 1918

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**SAVE
TODAY . . .
FOR
TOMORROW**

● It is simply common sense to build up a Cash Reserve for future needs and hopes and plans. The best way is to save a definite sum every pay day. We invite your account.

● Your deposits are insured up to \$5,000 by the Federal Deposit Insurance Corporation.

**FIRST WISCONSIN
NATIONAL BANK**
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One of the 116 affiliated Northwest Bank-corporation Banks serving the Northwest . . . Watch for the Covered Wagon emblem.

**First National Bank
OF
Everett, Washington**

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892 - 1933

(NOTE:—All of The Milwaukee Road Depositories are not represented here.)

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.
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**YOUR Fire Pail
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Much More Effective When

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**CALCIUM
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Solvay Sales Corporation
*Alkalies and Chemical Products
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61 Broadway " New York

Valedictory

End of Century of Progress Exposition

AS this is being written, Chicago's great Exposition which has for the past two summers called its millions of visitors to the shores of Lake Michigan, is winding up in a blaze of splendor; and as this will be read, its gates have closed forever, its lights are out and only bright memories remain of what has been the dramatic event of the Century, the great show which in size, in scope, in instructive, in scenic, in amusement and general entertainment features easily outclassed anything of a similar nature ever before undertaken and carried to a successful finish. Not only did it call together all the marvels of the Age, but it brought together more people from all parts of the world than any previous affair of its kind. It has, moreover, accomplished the hitherto impossible—it has paid its own way, and is an outstanding success in every particular.

Gone now are the glamor and the glitter, the barkers and the ballyhoo, the droning blimps, the soaring skyride structure, the insistent murmurings of the loudspeakers, the scintillating lights, the color, the charming vistas, the vivid life of the sparkling little lagoon, the milling crowds, the host of happy humanity which daily thronged the avenues and the halls; the old and



The North Gate

the young who stood in wide-eyed wonder before the demonstrations in mechanics, art, industry, commerce, and the unbelievable developments of the sciences; the gorgeous lighting and the astounding effects produced by man's most mysterious servant—electricity. Gone are they all, but in memory they will linger long. We are probably somewhat breathless trying to get together a composite of all the Exposition has meant and will mean to us, as well as to all the world. But as the perspective lengthens, the full impressive story with its indelible pictures will unroll to our understanding many things of priceless value.

A century of progress as presented during the Fair of 1933 laid particular stress on the advancement of the more material elements of life and their appeal to that side of human nature. They were impressive in garish color, strange looking structures, and unfamiliar effects—some of them rather appalling to the unaccustomed eye. They did not seem to carry any high

ideal; there was no hint of the classic beauty of an earlier day Exposition on Chicago's lake front. "Time marches on," however, and even in the short months since this neo-classic, if it may be so called, startled our eyes, with its forbidding straight lines, uncompromising facades and display of crude color, we came to accept it, and sometime, perhaps love it.

A Century of Progress' second season brought reactions of a pleasanter sort. Color was softened, noises were hushed, there was good music and

Thanksgiving

Reprinted by Request

For wood smoke and Autumn days,
Where winds and sunshine wake
For fallow fields.

For all the ill that has not come
To desolate us, heart and home
And sorrow healed.

For understanding others' needs
For shelter, health and peace of mind
And plans ahead.

For pheasants running through the
wheat
And laughing children 'long the
street
And work and bread.

—Nora B. Decco.

much of the ballyhoo was moved to one side to give place to features of more general and widespread interest; and so the mellowing influences of time and association had their effect and the verdict was—"the 1934 Fair was a



The Great General Motors Building



The Chrysler Gardens

finer show and more enjoyable from every standpoint than its predecessor of 1933."

These and a thousand other memories come crowding in and we take leave of the great Exposition with real regret. As it recedes into the past, all of what it has been and what it has meant will be absorbed, and probably in the century ahead it will appear that the achievement of the century just gone was but the opening door to greater and more wonderful advance than is even dreamed of in the philosophy of we folk of today.

Travel

By Rev. A. L. Murray

I've driven spans of cariboo
And skimmed swift streams in birch canoe.

I've toted freight with slow ox team
And deserts crossed with mules right mean.

On western broncs I've ridden range
And once I rode a steer for change.

I've mushed a huskie team of dogs;
With canthook I have ridden logs.

I've plowed high seas in cattle-boats
And saddled elephants and goats.

I've seen earth's map from airship high
And watched the clouds go rolling by.

I've made bus trips and hitch-hiked, too,
And crossed a bridge of frail bamboo.

I've done Chicago on the L
And in New York the tube as well.

I've had my horse-and-buggy days
And ran in marathon relays.

I've driven every kind of auto
And gone by camel to a grotto.

Now when I go from place to place
And triumph over time and space,

I ask for comfort and safety
That only railway trains give me.



Looking North to the Ford Building



Headed for Home

The Marquis de Mores

By SI STODDARD

R. K. BURN'S glowing account in the July number of *The Milwaukee Magazine* covering the celebration of the Golden Jubilee of the Montana Stockgrowers' Association in Miles City was read with more than ordinary interest. Incidents and names he mentioned revived memories of a distant past when I called the cow country home.

One name, however, while practically unknown to hundreds of the great Milwaukee family, played a historic part in the development of the territory now served by the Trans-Missouri and Musselshell divisions of the Milwaukee Road, and is legendary throughout Eastern Montana, Western Dakota and Northern Wyoming.

It is that of Antoine Marquis de Mores, son of Richard, Duke of Vallombrosa and Asinara in France. No one, not even the go-getting Theodore Roosevelt, later president of the United States, left a deeper notch cut in the annals of the Bad Land country. De Mores' life in Montana and Dakota was signalized by all sorts of excitement and adventures and, today, his life-size statue, erected by a devoted wife, is one of the outstanding sights in the territory drained by the Little Missouri. It stands in the old cow town of Medora, which was named after the Marquise de Mores, who was formerly Miss Medora Hoffman of New York, daughter of Louis Hoffman, the Wall Street banker, and of his wife, Miss Athenais Grymes of Grymes Hill, Staten Island.

Some time after his marriage to Miss Hoffman in 1832, the Marquis de Mores determined to go in for ranching in Montana and Dakota. Following a survey of the territory, he established headquarters near Medora. He embarked in the business on a very extensive scale, and was soon engaged in a controversy with the late Teddy Roosevelt, who was then likewise ranching in that region, and wound up by becoming engaged in a war to the knife with the cowboy fraternity, narrowly escaping with his life. On at least two occasions he killed a man, but to his credit the killings were in self defense. If the word of the old-timers is to be relied upon, de Mores and Teddy engaged in a personal "O-be-joyful" on the Main street of Medora at one time, and the future president came off second best. But if de Mores fought all the men he is alleged to have battled, he would have a record along side of which that of the late John L. Sullivan would take on the attributes of a side number.

He was a man of wonderful physique, quick decision and an adept at all sorts of sport. The word fear had no part in his makeup. He laughed at danger, and at times appeared almost reckless in the way he tackled problems and enterprises others sidetracked. That his fighting spirit is a family characteristic is evidenced by the record established

during the world war by his sons, the present Duke of Vallombrosa and his younger brother, Duke Paul de Mores. Fighting under the French flag, both were repeatedly cited in the orders of the day for conspicuous gallantry and heroism, and each received the Croix de Guerre with numerous palms and stars. Both were reared in the United States and were graduated at Harvard, but now make their homes in Paris.

De Mores' greatest American endeavor was to organize a concern representing the interests of the ranchers, to sell beef directly from the producing range to the eastern markets and abroad. His efforts are said to have been balked by the packers and eventually met with failure, even after de Mores had gone so far as to erect a modern packing plant at Medora. Following this failure he returned to France.

But his adventurous spirit was not content surrounded by the comforts of civilization. Greatly to the disgust of his American father and mother-in-law, who spent most of their time at the beautiful place on the French Riviera, where they frequently entertained the then Prince of Wales, afterward Edward VII, he developed a savage hatred for the English, who, he claimed, were engaged in endeavoring to wreck all France's interests in Africa.

He conceived the idea of organizing an armed expedition across the Sahara, with the avowed object of joining the Mahdi at Khartoum and helping him to stay the English advance into the Sudan under Kitchener. At the time relations between England and France were extremely delicate. The government in Paris was particularly anxious to avoid trouble and did everything in its power to stop de Mores from such an enterprise.

While unafraid of personal danger, de Mores was entirely lacking in desert ethics. He is reported to have become very quarrelsome and inclined to show contempt for the dusky races. Soon after he had passed the boundaries of French territory, the Tuareg Arabs, who constituted the bulk of his party, and who are among the most fanatic and fierce of the desert tribes, proceeded to murder de Mores and all his white companions.

At first there was a disposition in certain organs of the French press to hold the English responsible for de Mores' untimely end, it being alleged that the object of his murder was to prevent him from reaching the Mahdi at Khartoum.

In the course of time the absurdity of these charges became apparent and thereupon the Marquise de Mores and a number of her friends became obsessed with the idea that his death had been encompassed by certain French colonial officials, because it was alleged he had discovered some flagrant dishonesty and corruption on the part of the resident general of Tunis, and of the principal officers of his staff. The Marquise even went so far as to lodge an appeal with the criminal chamber of the Court of Cassation in Paris—that is to say, the highest tribunal of the Republic, against the resident general of Tunis, charging him with instigation of her husband's murder, and if the government and the courts took no steps to restrain her, or to silence her wild accusations, it was because she was generally considered to have temporarily lost her reason through grief over her husband's tragic death.

The dukedoms of Vallombrosa and Asinara are of Saedinian origin. They were created in 1720 by Duke Amadeus of Savoy on becoming King of Sardinia and were recognized by the Crown of France in 1818. The family patronymic is Di Manca. The Marquisate of de Mores was bestowed by King Ferdinand and Queen Isabella of Spain upon the Sardinian Count Juam di Manca in 1480, in recognition of his victory over the Moors in Spain. The di Manca family can trace its lineage back in a direct line to the twelfth century. This effectually disposes of the story, published years ago by the late Henry Labouchere in his London journal, "Truth," to the effect that the Dukedom of Vallombrosa had been created early in the last century in favor of a certain sutler and contractor of the armies of the first Napoleon, who had won a huge fortune by feeding the troops with rotten beef. Labouchere seldom erred, but in this case he was completely mistaken and was forced to make not only a retraction but reparation as well.

Within the Law

Farmer: "No, I wouldn't think of chargin' ye for the cider. That'd be boot-leggin' and praise the Lord, I ain't come t' that yit. The peck o' potatoes'll be \$5.00."



The District Accounting Force at Milwaukee

The V. E. A. Reports

TREASURER'S REPORT

STATEMENT OF RECEIPTS AND DISBURSEMENTS

September 1, 1933, to August 31, 1934

Balance on August 31st, 1933:	
In First National Bank, Chicago—Checking Acct.....	\$ 2,543.70
In First National Bank, Chicago—Savings Acct.....	5,691.91
Cash on Hand	675.18
	<u>\$ 8,910.79</u>

RECEIPTS—

From:

Initiation Fees	\$ 293.00
Dues	3,500.75
Sale of Membership Buttons	5.00
Miscellaneous Receipts45
Overpayment of Dues	6.00
Advertising in 1934 Annual Meeting Program	151.56
Interest on University Court Apt. Bonds	65.00
Interest on U. S. Liberty Bonds	63.75
Interest on Savings Account	143.16
	<u>4,228.67</u>
Total Receipts	<u>\$13,139.46</u>

DISBURSEMENTS—

Postage	\$ 184.94
Printing and Stationery	72.26
Office Supplies	14.16
Secretary's Salary	900.00
Auditing of Books	25.00
H. Hammersmith—Membership Buttons	280.27
Veterans' Relief Fund	3,000.00
Overpayments refunded	6.00
Miscellaneous Expense	3.00
Federal Tax on Checks, charged by bank54
	<u>4,486.17</u>
Total Disbursements	<u>4,486.17</u>

Balance on August 31st, 1934:	
In First National Bank, Chicago—Checking Acct.....	\$ 2,122.47
In First National Bank, Chicago—Savings Acct.	5,835.07
Cash on Hand	695.75
	<u>\$ 8,653.29</u>

INCOME ACCOUNT

September 1, 1933, to August 31, 1934

Total Income—September 1, 1933, to August 31, 1934.....	\$ 4,228.67
Total Disbursements—September 1, 1933, to August 31, 1934.....	4,486.17

Net Deficit for Period

NET WORTH:

Cash on Hand—August 31, 1933.....	\$ 675.18
Balance in First National Bank—Checking Account.....	2,543.70
Balance in First National Bank—Savings Account.....	5,691.91
	<u>\$ 8,910.79</u>
Invested in Securities	3,500.00

Net Worth—August 31, 1933.....

LESS: Net Deficit—Year 1933-1934.....

Net Worth—August 31, 1934.....

Invested in:	
U. S. Liberty Bond No. A-00812461.....	\$ 500.00
U. S. Liberty Bond No. B-00812462.....	500.00
U. S. Liberty Bond No. C-00812463.....	500.00
University Court Apartment Bonds.....	2,000.00
	<u>\$ 3,500.00</u>

Balance in:

First National Bank, Chicago—Checking Account.....	\$ 2,122.47
First National Bank, Chicago—Savings Account.....	5,835.07
Cash on Hand	695.75
	<u>\$12,153.29</u>

Secretary's Report, 1933 and 1934

EVEN at the risk of boring you with dry statistics, the Secretary feels that you will want to know a few important facts about your association.

We have at the opening of this thirteenth

annual meeting, FIVE THOUSAND EIGHT HUNDRED AND FIFTY-SEVEN members—not a large increase over the last report but enough to prove that we are alive and gaining. Of this number THREE HUNDRED AND EIGHTY-EIGHT are new members and about one-third of them came

in since the announcement of this meeting in Chicago which seems to prove the value of "getting together."

Death has laid a rather heavy hand upon our membership and we have had to transfer one hundred and eighty-two of our valued members to the In Memoriam list. Among this number three were members of the Executive Board of the Association—Mr. Charles E. Mitchell, president, Mr. J. H. Foster and Mr. Joseph E. Roberts. To fill these vacancies the remaining members of the Board elected Mr. G. A. Van-Dyke, Mr. D. J. Marlett and Mr. John J. Little. On October 27th, Mr. Gillick was persuaded to accept the presidency and a meeting in Chicago in 1934 was suggested. On June 8th, 1934, this mere suggestion had become sufficiently concrete to receive official approval and the plans for this splendid meeting were under way.

As you all know the more fortunate members of the Association have not been unmindful of their fellow members who might need help and eight thousand dollars have been voted from the Treasury for relief work among our own members. This was authorized by unanimous vote at the Annual Meeting in Minneapolis in 1931. Our sister organization—the Milwaukee Railroad Woman's Club has had the distribution of this fund and we all know it was well done.

Once more we want to scold just a little about your carelessness in failing to keep your Secretary informed of changes of address. The fact that the guaranteed return postage which we had to pay on this year's meeting notices amounted to five dollars and forty-six cents seems to indicate that our members forget this little obligation and it is expensive of both time and money. When this mail came back we resorted to various other methods of trying to reach you and can only hope that all of those interested were reached.

Your Secretary has endeavored to respond as promptly as possible to all letters which came to the office either by acknowledging remittances or expressing interest and sympathy in the problems presented. She would not feel that this report was complete were she not given an opportunity to express her deep appreciation of the kindly, courteous and considerate treatment which is always accorded to her. BUT—do try to remember that your address is an important part of your record in our books and when you move whether from street to street or city to city just drop a card to

LYDIA E. WILLIAMS,
Secretary.



Veteran Switchman of Dubuque Shops

HERE we have a picture of Mr. E. H. Pratt, seniority switchman at Dubuque shops yards, where he has seen service continuously since June 28th, 1895. Prior to that time he was in yard work at Marquette, Ia. Mr. Pratt is the father of eight children, seven of whom are living, and the grandfather of 23, one of whom is posing in "granddaddy's" arms for this picture.

Five

An Imaginary Address to the Veterans

At Their Chicago Convention

By a Veteran of Lines West Who Did Not Attend

Mr. President, Chairman, and Veterans: I consider it a privilege and a pleasure to be with you and I am grateful to the Milwaukee Railroad for the privilege of having served them thirty years or more in the capacity of Station Agent.

I believe as an employe that my services have paralleled those of the majority of you as just an employe. I cannot recall, during these thirty years of service, anything that I have done that has been of an outstanding nature. I have, of course, tried to serve my employers as I would anyone else that I had been working for. It is true, I believe, that they have always done more for me, as well as yourselves, than the majority of the employers that you would have served during that length of time. For small compensation we have had access to their various hospitals, physicians' care, not only for ourselves, but for our families; they have given us transportation when requested. Now they have made it possible for hundreds of us men and women, who have served them for twenty-five years, to meet and discuss and enjoy the hospitality of this railroad at a great expense. I, like the majority of us, will return to my position when this convention adjourns and continue to carry on as long as health enables me to perform the duties that are required.

While I do not live in one of your large cities, I am fortunate enough to be placed in a very nice country village, which we think is rather up-to-date. Our country newspaper is not large. Neither has it an immense circulation, but it is like a poor politician—it has its influences. A short time ago one of their reporters called on me for a story, thinking my services of thirty years or more with this company would enable me to give them a news item, something of importance that had occurred in that length of time and would be of value to their readers. It was quite a surprise to me, as well as to the reporter, that I couldn't think of one thing that I had done or caused to have been done during all my years of employment with this large system that would be of interest to my community. This was not only a disappointment to the reporter, but it was a shock to myself. It gave me a thought; a thought that might be of value to you gentlemen; a thought that there was something wrong! It certainly wasn't the company. They have provided me with all the necessities that I could expect, and even more, as when my salary and other expenses have been deducted from the revenue of my station, I am sure that I am profiting more than the road itself.

When we adjourn and return to our

various positions, let us carry this thought with us—that we will be more than just an employe. Let each and every one of us be there what is expected of us—a representative of this great Road—a business getter. How many of you, here, can conscientiously say that you have personally been the instigator of getting so many cars of this and that freight, or so many passengers? Try and let your name be a household word in your town, especially if you live in a town of small population. When a friend meets you on the street and says "Good morning, Mr. Jones," let him carry the thought that you are the agent or representative of the Milwaukee Road.

It is my belief that each and every one of us should work for the Milwaukee Road. A railroad is not unlike other vast enterprises. It is just as strong and as profitable as the employes make it. Therefore, I believe it is our duty as representatives of this system, to have that in mind. Perfect cooperation has always been the paramount thought in the minds of the big Milwaukee family. It reaches back into the very hearts and souls of the men and women along the line. The response of one is of no less vital importance than that of the other, as no chain is stronger than its weakest link, and in such a mighty undertaking, there can be no weak link. Each man in our entire organization should have a personal pride in the successful heights attained by his Road.

So friends, when the reporter of your local newspaper calls on you, have a story for him. Say that you have done something of such importance that it will be of news value to your community. Getting together a vast num-

ber of men like we have present here today is very similar to getting together hundreds of people of different nationalities, all of us having different minds and different thoughts, some of us perhaps expecting special treatment because we are old employes. No doubt some of you people here today have thought many times that the Hospital Association, for instance, is of little or no use to you, because you have never had to secure any privileges from it. Don't you think that you are the lucky one? Would you rather have had a hard spell of sickness, or some bones broken, just to get back those few dollars that you have been contributing to help your brother who has been less fortunate? Let us look the game squarely in the face and play it straight from the shoulder. And next year when we get together let's have a nice convention for our employers. Don't you think they would appreciate it? I thank you.

Honored On 50th Anniversary

A TESTIMONIAL dinner was tendered to Mr. Morris C. Seegert of the General Freight Department, Chicago, on Sunday, October 21st, at the Old Heidelberg Inn, Chicago, to commemorate his 50th anniversary of service with the railroad, by the 121 Blue Special Club, an organization of Milwaukee veterans and their families.

A delightful dinner was enjoyed, after which Mr. George W. Thomas, president of the club, presented Mr. Seegert with a beautiful chrysanthemum plant from the club and a personal gift of rare value from himself.

Mr. Seegert is well known throughout the Traffic Department, as his whole 50 years of service have been with the General Agent's office, Chicago, and the General Freight Department, where he has a host of friends, who all join in extending their heartiest congratulations on this occasion.

This makes the third member of this Club of Veterans to be so honored, Mr. Martin J. Larson and Mr. Chas. S. Betz, deceased, having attained this distinction two years ago.

Old Timers Telegraph Co.

Dear Editor: The following may be of interest to the old-time operators and dispatchers:

The Masonic Sanitarium at Bettendorf, Ia., is maintained by the Masons of the state to provide medical and nursing care for those members of the craft who may require it. In calling on the patients, the writer discovered there six old-time telegraphers, four of whom were confined to bed and wheel chairs. Naturally the superintendent, Mr. Treat, is always on the lookout for entertainment and diversion for those under his supervision and readily gave his approval of the plan to organize the "Old Timers Telegraph Company," but was unable to subscribe for any stock or even furnish equipment. However, this did not deter an old railroader and I at once wrote Mr. E. A. Patterson, superintendent of telegraph at Milwaukee, explaining the scheme, asking if he could help us out. In about two weeks we received word from Mr. Patterson. He had constructed five sets with sounder and key on oak base

6x8 inches, and shipped them to Superintendent Treat with his compliments, expressing the hope that the "boys" would thoroughly enjoy their use. The manager of the Postal Telegraph also furnished one set.

At the time Mr. Treat planned the set-up, there were six old-time telegraphers at the sanitarium and stations were assigned as follows: Ottumwa in charge of J. K. Waters, 79, dispatcher for a number of years with the C., B. & Q.; Washington, Ia., in charge of E. F. Neal, 70, agent and operator with the C., B. & Q. and C., R. I. & P.; Ogden, Ia., in charge of T. E. Beck, 74, who served a number of years behind the transmitter with the C. & N. W.; Oskaloosa in charge of N. A. Baldwin, 83, operator with the M. & St. L.; Marion, Ia., R. C. Merrill, 74, dispatcher with the C., M. & St. P.; Sabula, George Madsen, agent operator. Mr. Madsen passed away before we got the line constructed to his room and about two months later R. C. Merrill

(Continued on page 14)

Our Passenger Service

From the Viewpoint of the Patron

THE luxuries, comforts and conveniences provided for passenger train travel are not always all there is to the enjoyment of trips by rail, whether long or short. There is always that intangible something which pervades the "atmosphere" of a journey, on which rests the verdict of the passenger as to whether he has had a really pleasant trip, "just another trip," or something he is glad to have over with and forget about. And that "atmosphere" is provided by the personnel in charge of the cars and of the service, whether that service be in sleeping cars, dining cars or coaches.

The will to serve, the desire to make things comfortable and pleasant throughout the train, for the patrons, the cheerful response to all questions, the excellence of the meals in clean and air-conditioned diners and the unobtrusive attention of every description are in the last analysis the deciding factors, in the minds of patrons of railway passenger travel, as to whether they wish to, or shall return to those places where they have received the kind of treatment they feel they are entitled to. A happy and contented patron is the best advertisement of any train service; and the following are taken from the many commendatory letters received at passenger headquarters of this railroad in praise of service rendered and enjoyed journeys:

Would Like Again to Enjoy the Good Service

New Castle, Pa.

Mr. W. B. Dixon, G. P. A.

Dear Mr. Dixon: My husband and I had a wonderful trip. We made our return trip through the Canadian Rockies. We enjoyed the trip through Canada, but it was not to be compared with our trip from Chicago to Portland. Everything was ideal, the service on the train, the scenery, and the equipment of your road.

I wish to express to you the wonderful service rendered by your Mr. Thompson, steward on the OLYMPIAN, leaving Chicago, Sunday, July 22nd. He was quick and active in serving the needs of everyone on the diner. He made the trip enjoyable for everyone.

If we make another trip to the Coast I wish to take the trip again over your road, for I am sure that I would see many things that I missed on the first trip, and we would like to again enjoy the good service of your roads. Yours very truly,

(Signed) Mrs. Fred R. Cooney,

1011 Delaware Ave., New Castle, Pa.

Enjoyed the Trip and Will Recommend It to Others

Chicago to Seattle.

Mr. W. M. Dixon.

Dear Sir: Upon the completion of a very pleasant trip by myself and sister, I feel impelled to express our appreciation of the service—genial and accommodating men all through the train.

It was a pleasure to enter the diner and be greeted by your courteous steward, Mr. Hickman, and his accommodating waiters, with whom service was evidently of paramount importance, and eagerness for tips not in evidence. That feature was especially appreciated, I assure you.

Another feature not before encountered

was the sheet over the window in the sleeper, shutting out the dust and making for comfortable slumber; especially appreciated by one afflicted with hay fever.

The OLYMPIAN was recommended to us by friends. We liked the service, enjoyed the trip, and will recommend it to others.

Sincerely,

(Signed) Millie Richards,
5049 Washington Blvd., Chicago, Ill.

Appreciated Courtesies Extended

Milwaukee, Wis.

Mr. W. B. Dixon.

Dear Sir: The writer has just returned from a trip to Three Forks, Mont., taking advantage of your arrangement whereby it is permissible to ship automobiles on special rates.

The purpose of this letter is to inform you that at Three Forks, Mont., your station agent extended every courtesy and cooperated in every way to facilitate arrangements. When we arrived he had the car unloaded in a garage, and his garage man had it in shape and ready to drive. There was no delay in getting started. When we returned his garage man had it loaded very promptly and the agent saw to it that it left Three Forks with the slightest delay.

I very much appreciate this service.

Sincerely yours,

(Signed) Kenneth Grubb.

Praises "Good Treatment" Received

Philadelphia.

Mr. George B. Haynes.

Dear Mr. Haynes: I have just returned from a trip to Seattle, Victoria, Vancouver, Lake Louise, Banff, Mount Rainier, and through the Canadian Rockies, conducted by the Milwaukee Road through Mr. E. G. Hayden, and I wish to thank you for the service rendered by your company and Mr. Hayden. He was most courteous to everybody and punctual to the minute. I know that I express the appreciation of my wife, myself and the rest of the party in the way the trip was conducted through Mr. Hayden.

Very truly yours,

(Signed) Wm. J. Jamison.

Assistant Cashier, Tradesmen's
National Bank and Trust Co.

Found Accommodations and Service Superior to Anything Encountered Elsewhere

On Board S.S. Manhattan.

Passenger Department,
C. M. St. P. & P. Ry., Chicago, Ill.

Gentlemen: Just to say that we enjoyed very much our trip to and from Seattle on the OLYMPIAN. We found the accommodations superior and comfortable and wish to commend the courtesy of the crew.

In the dining car we were surprised by

the high quality of the food and the reasonableness of its cost. We appreciated especially the efforts of your steward, Mr. Gray, in making this important aspect of our trip extremely pleasant.

Yours very truly,

(Signed) Vera E. Flory (Mrs. Paul M.)
Istanbul American College,
Galata P.O. Box 1039,
Istanbul, Turkey.

A Milwaukee Journal Editor Writes of Courtesies Received

Mr. W. B. Dixon.

My Dear Mr. Dixon: Reminded again of the prompt, courteous and efficient service of Mr. W. J. Cycmanick in planning my recent vacation trip, I take this opportunity to tell you how much I appreciate his courtesy and concern over my comings and goings.

My job and yen for seeing places take me out of Milwaukee frequently and Mr. Cycmanick does for me what he does for many of my fellow staff members—saves oodles of time and trouble by planning fool-proof trips.

I have sent friends to him, friends who have never before traveled alone. Somehow he has a quieting assurance which gives them courage to start off to distant dude ranches, southern cruises and like adventures with perfect confidence.

He can smooth out more kinks in hurried take-offs than any travel agent I have ever dealt with, and several of the staff join me in the desire to have you know it. Yours very truly,

(Sgd.) AILEEN RYAN,
Woman's Editor.

Better Boosters Than Ever

General Passenger Agent.

Dear Sir:

On Sunday evening, April 8th, we boarded the Olympan at Tacoma, Wash., for our return trip to Baker, Mont., our home.

We had sort of dreaded the trip back owing to the condition of my husband's health. However, thanks to the good service rendered by your employes on this train, especially the porter, who was Mr. John Gowdy, our trip was very pleasant and most restful. The dining car service was also excellent and most reasonable, and the above mentioned porter was untiring in his efforts to make things pleasant and comfortable. We surely appreciated this, and while we have always been boosters for the Milwaukee Road, we are better boosters than ever now, as the train service is surely excellent, and the tourist coach, with its spacious dressing room, makes traveling a real pleasure.

Last October we made a trip to Minneapolis on the Milwaukee Road and the same courtesy prevailed both coming and going. Your porters were all very good, but Mr. Gowdy did everything possible for the comfort and convenience of my husband and we wanted you to know how much we, the traveling public, appreciate this on these long trips. Such courtesies as this is what makes traveling by train a pleasure.

Very sincerely,

(Signed) MR. AND MRS. EDWIN LAKE,
Baker, Mont.



The Car Department Force at Milwaukee Shops in 1884



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

CARPENTER KENDALL, *Editor*

ALBERT G. DUPUIS, *Assistant Editor*, In Charge of Advertising

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Frederick M. Dudley

MR. FREDERICK M. DUDLEY, General-Attorney at Seattle, was stricken with a heart attack in his office, October 9, 1934, at 1:30 p. m. He was removed to a hospital, received medical attention and died at 3:30 p. m., the same day. He is survived by his widow and one daughter.

Mr. Dudley was born in Dixon, Calif., on October 28, 1861. He attended the University of California, 1880-1882; was admitted to the Bar of Washington Territory in 1885. He was in the service of the Northern Pacific Railroad Company as Land Attorney, General Land Attorney, Western Land Attorney and Division Counsel, 1887-1899. He was Corporation Counsel of Spokane from 1901 to 1905. At the time the Milwaukee Company was planning an entry into that city, he acted as Local Attorney from 1907 to 1910. On July 1, 1910, he was made General Attorney at Seattle, which position he held until his death.

Mr. Dudley was a lawyer of outstanding ability and rendered efficient service in the legal affairs of this company, including important litigation and valuable counsel during his entire service. He was kind, lovable and generous of character and of a nature that harbored no ill-will or resentment. He was an indefatigable worker and his duties had his all-absorbing interest. His relations with his associates were most agreeable and his death is a great loss to the company, its officers and employees.

Took Pride in Showing the Train

152 E. Brighton Ave.
Syracuse, N. Y.

General Passenger Agent,
C. M. St. P. & P. R. R., Chicago, Ill.

Dear Sir: I wish to commend the courteous gateman at the Chicago Union Station and also the train employees of your PIONEER LIMITED.

I happened to be in the Union Station the evening of August 23 and noticed that the PIONEER LIMITED had just backed into position in the station. Being an Easterner and interested in western trains, I had a desire to inspect this famous train I had heard so much about. I explained to the gateman that I was a World's Fair visitor and asked if I might be allowed to pass down the platform for the purpose of looking the train over. He allowed me to pass in the most obliging manner. I walked the entire length of the train to the locomotive. On my way back one of the porters inquired if I were looking for something. When I explained I was merely looking the train over, he invited me to step aboard and walk through the whole train to the observation car, which I did.

I was not only impressed by the equipment and appointments of the train, but

RAILROADS WANT EQUAL CHANCE WITH INDUSTRY

In Asking for Freight Rate Increase, They Seek Merely to Advance Price of What They Have to Sell to Cover Higher Costs

R. V. Fletcher, General Counsel, Association of Railway Executives, this week told the Interstate Commerce Commission that in asking for an increase in freight rates on certain commodities the railroads of the United States simply seek to be classified with industry generally and to be permitted to advance the price of what they have to sell when costs which they cannot control make such a course imperative.

"Due to circumstances over which they have no control, the operating expenses of the railroads have been increased by nearly \$300,000,000 annually," said Mr. Fletcher. "Without an increase in the rate base, the railroad industry this year will probably fall short of earning fixed charges by \$73,000,000, as compared with a similar deficit of less than \$6,000,000 in 1933.

"It must not be concluded that this situation is due in any degree to operating inefficiency. Our testimony will conclusively demonstrate the contrary. We will show that in the decade ending with 1933, speed of freight trains between terminals has been increased 50 per cent; the average tractive power of locomotives has been increased 26 per cent; the average cost of handling freight traffic per 1,000 ton-miles has been reduced 40 per cent; the average efficiency of coal used as fuel has been increased 25 per cent.

Labor and Material Costs Rise

"The increase in operating expenses is due to a combination of increased wages and rising prices of the materials and supplies used in railway operation. The wage increase was the outcome of a controversy in the solution of which the President of the United States and the Federal Coordinator of Transportation participated. It assumed, therefore, the aspect of a governmental activity.

"The increase in material costs followed the operation of the National Industrial Recovery Act and the adoption of the codes organized thereunder. Our testimony will show that when we compare 1934 with 1933 the cost of fuel has increased 29.5 per cent; fuel oil shows an increase in the same period of 32.8 per

"Some question may be raised as to why the roads are asking for no more than \$170,000,000 when their figures show an increase of almost \$300,000,000 in expenses. The candid and sufficient answer is that the traffic officers of the roads are not able to say with any assurance, after a careful survey of the whole field, that increases in greater amount than those proposed would be productive of increased revenue and at the same time be safely within the zone of reasonableness."

by the manner with which the train employees regarded me when I explained I was only inspecting the train. This was most noteworthy in the dining car steward and Pullman conductor. All of the crew seemed to take pride in showing off their train.

When I finished my tour of inspection I was not only impressed by the train but by the spirit of the train crew and the gateman.

If ever I have occasion to take a journey

west of Chicago I shall certainly arrange to use the Milwaukee Road.

Yours very truly,
(Signed) Charles O. Dewey.

Teacher: "What do you mean by saying that Benedict Arnold was a janitor?"
Pupil: "The book says that after his exile he spent the rest of his life in abasement."

cent; cross ties, 23.6 per cent; timber and lumber, 54.2 per cent; iron and steel products, 6.3 per cent; and miscellaneous items, 14.1 per cent; making a weighted average increase on all commodities purchased of 20.4 per cent.

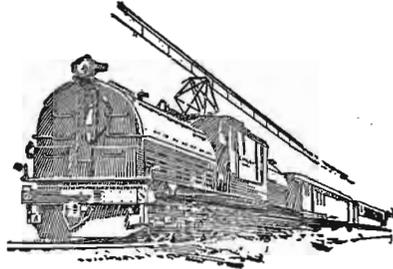
"This case is based upon the crying need of the railroads for increased revenues. While the gross revenues of the carriers for 1933 fell 50.7 per cent below the revenues of 1929, operating expenses have kept pace with a decrease of 50.1 per cent. It is impossible, however, to maintain this ratio in the face of rising labor and material costs. In determining upon a plan for a moderate increase in revenue the railroads were not unmindful of the conditions that prevail in industry, nor unaware of the threat of competitive agencies.

Proposals Fair and Reasonable
"They have also borne in mind what has been said by the Commission in criticism of proposed percentage advances. They have, therefore, carefully examined the entire commodity list and proposed such advances as will produce rates that are no more than fair and reasonable and that will not result in substantial loss of traffic.

"The proposition to increase these rates comes at a period of steadily rising commodity prices. It is put forward in all seriousness and not for some fancied and fantastic reasons of policy. The railroads are not trifling with their patrons from any foolish conception of what strategy demands. They are simply asking to be classified with industry generally and to be permitted to advance the price of what they have to sell when costs which they cannot control make such a course imperative.

Retired?

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



SELLING AND SERVICE

Milwaukee Road employes are obtaining business through their friends and acquaintances and in so doing are afforded the opportunity of emphasizing the attractive features of rail travel that cannot be supplied by other transportation agencies.

Aside from the usual advantages of rail transportation, passenger fares are now exceptionally low, which, with the modern equipment and faster schedules, make travel on Milwaukee trains more economical and comfortable.

It is not only our responsibility to obtain business for the railroad, but as service capably performed is the best selling point we have to offer, it is important that we support solicitation by maintaining a high standard of service.

The Milwaukee Road, over a long period of years, has endeavored to render such a service and with the cooperation of all, further improvements can be made and many complaints eliminated.

A handwritten signature in cursive script that reads "J. D. Finick". The signature is written in black ink and has a decorative flourish at the end.

Vice-President

Contributed by J. A. Anderson, Division Master Mechanic, Milwaukee



The Agricultural and Colonization Department

UPPER MICHIGAN'S POTATOES

Lowly Spud Brings New Hope to Farmers

FOUR years ago Houghton County, Michigan, farmers grew but four carloads of potatoes for shipment. That same year the merchants of the county had to ship in six carloads that they would be able to supply their customers. In other words, the county grew too few potatoes to supply local consumption.

This fall the farmers of Houghton County will harvest not less than 600,000 bushels of potatoes. Of that amount, 150 to 200 carloads will be shipped to distant markets for sale and consumption.

Few changes, like the foregoing, have ever been recorded in the agricultural production of a county in so short a space of time. Of course, there are reasons for it, and in those reasons there is an example which may point the way for other communities.

What has taken place in Houghton County is only an example of what is going on in nearly all the areas our Road serves in Upper Michigan. Likewise, territory east, west and north of our connecting point, Champion, has experienced this same rapid development in the production of white or Green Mountain potatoes.

There are several reasons why farmers in the Upper Peninsula of Michigan have become potato-minded. First, they had to have a cash income from their farms to take the place of the part time income formerly received from work in the mines and lumber camps. Second, they have found that they had a soil and climate particularly suited to the production of a smooth skinned, late maturing white potato. And third, they finally became convinced that they were located only forty-eight freight hours from the center of population with a consuming public literally hungry to get their fill of white potatoes that would boil, whip and scallop without losing their snow-white color.

The first reason was an obvious one. The second required much effort on the part of men who have worked unselfishly in the interests of the farmer. They were the ones who continually sowed the seed of Maine's similarity in the minds of the prospective growers. They pointed out that Aroostook County, Maine, was the world's greatest potato producing county. They showed the farmers that Aroostook County soil was

mildly acid, therefore, would produce a good white skinned potato and in this respect much of the soils in Upper Michigan were like the potato growing soils of Maine. They showed the farmers, by the use of weather reports covering many years, that the mean annual growing temperature in the recommended Upper Michigan potato regions was 67 degrees, to 68 degrees, exactly the same as that prevailing in Aroostook County. So, with ideal soil and climatic conditions plus the need for money, farmers became actively interested and a start in production was made.

After production was begun and especially when there was more than enough good potatoes to supply local demand, the third step in the program became the problem to be solved, namely, marketing. Few farmers had ever shipped a load to a distant market. Those who had were inexperienced and as a result sent mixed cars, poorly graded, so that returns were less than expected. This bred fear and became the source of many tales of crookedness.

But the county agents and the railroad agricultural agents pointed out, through demonstrations, how potatoes could and should be graded, properly packaged, loaded in cars, protected from the cold and routed to markets and sales agents where there were known to be outlets for the kind of potatoes grown. At once the growers began to get favorable returns and soon perfected their own sales contacts.

At the time the foregoing program was being carried on, county agents and others were conducting demonstrations which gave visual proof of the proper cultural practices, seed treatment, disease control, insect control and other factors. Over thirty growers in one county participated in these demonstrations this year. They grew an average of over ten acres of potatoes each yielding 312 bushels to the acre. Four of the growers got average yields in excess of 400 bushels per acre, one reaching 447.

Having acquired proper cultural knowledge and contacts for the sale of

the crop, the farmers learned that they must be able to supply consumer outlets regularly. No retailer can build trade on potatoes that come to the market irregular and at uncertain times. So these Upper Michigan growers learned that they must be able to regularly ship cars of potatoes all through the winter regardless of weather conditions. The meant storehouses. And storehouses cost money. But where there is a will, there is a way. Over a year ago, that was suggested at a meeting of farmers' business men and federal relief agent in Iron Mountain by a railroad agricultural agent.

Briefly, the plan was to organize the growers around each potato shipping point into organizations that would manage the storage houses. Membership in the organization was based upon use of storage space. That space was to be contracted for at low cost on a long time basis. The contracts in turn would serve as security for loans for materials. The federal relief administration desired a permanent type of relief so they were invited to furnish the labor to build the storage houses. After ironing out many details about thirty houses were authorized and are now under construction. Several of these will be located at Milwaukee shipping points such as Champion, Republic, Sagola, Randville, Merriman, Crystal Falls and other points still to be decided upon.

Probably 85 to 90 per cent of the potatoes grown and to be grown in Milwaukee served Upper Michigan are and will be Green Mountains. This variety is exceptionally well liked on the markets. It can be grown successfully in the New England States, Northern New York, Upland Pennsylvania, south shore of Lake Erie in Ohio, Upper Michigan, Northeastern Minnesota, small areas in Northern Wisconsin and for early plantings in the Ozark Mountain region. Because of market outlets and freight rate zones, none of these potatoes grown east of Ohio regularly reach the central markets. This leaves all of the mid continent markets practically non-competitive for the limited production of the northern lake states.

Without attempting to predict the future for the Green Mountain potato producers in the lake states, one can only point to the fact that Upper Michigan growers have made a reputation in four years' time that has spread far.



A Northern Peninsula Potato Field

Montana Ship by Rail Associations

An Address by D. C. Peck, at Butte, Montana

MAY I address, tonight, more particularly the ladies of our Milwaukee family, the reason being that our men are or should be familiar and in daily contact with the problem of the unequal regulation of rail and highway transportation?

If they are not it is timely suggestion that eye and ear examinations are necessary. The ladies have a far lesser chance to study and observe conditions.

If equal suffrage means anything, it should mean the ladies have the right to better understand these conditions as exist, else they cannot discuss or vote intelligently on candidates whose duty is to supervise in these matters.

My colleague, Mr. Mees, vice-president of our association, will talk to you on those candidates which seem necessary to our success.

In preliminary passing let me give admonition to those who seem to treat lightly this problem. We have employes who seem to have the attitude, "Let George do it," and yet their positions depend so much on the success with which we are able to bring about a proper condition.

I desire to dwell for a short time on two major issues which are essential to a more nearly equalization of right for both forms of transportation.

They may be placed under the following general headings:

TAXATION AND REGULATION

Taxation

The trucking industry insists that all taxes which they pay shall be used only for highway construction and maintenance over those traversed by them for gainful operations.

If this same principle was sought by the railroads in the state of Montana we would lose approximately annually to State, County and City Governments, \$1,835,000.00, to schools, \$2,793,000.00, and to roads, \$675,000.00, or a total of about \$5,300,000.

Let us get close to the hearth stone and consider carefully. The big majority of us have children. Take out of our school funds the sum of \$2,793,000 and then each conjecture in our own minds, the educational chaos that would result. In short, this is the desire of the highway operators.

"If you have children that is your lookout; ours is to make money at your expense."

At the Boise Highway Users' Conference (Note the title given to a meeting of truck operators only), these facts were dwelt on at length by the large interstate operators.

Resolutions were adopted to the effect that only nominal license fees should be charged trucks by all states with the right to use the said license in every other state without securing a license from any of the other states in which they wished to operate.

This would result in the coastal states receiving most of the license money and the intermountain states but little. The coastal states are the distributing or disbursing points while we are the receiving or consuming points and little flows from our state toward the coast.

Gas taxes should be reduced according to their opinion and no such thing as a ton mile tax should be levied for the use of the roads by foreign operators.

We seem to think our gas tax high but if we compare it with England at 13c per gal., France at 14.2c and Italy at 12.4c, we have little reason to complain.

Regulation

Regulation is the hardest fought of all the highway operations, especially by the so-called "bootlegger operator." We do see, however, the better class of operators such as the "regular" certified operator in favor of rigid regulations, for in such rules he is protected against cutting of rates and operating without property and personal liability insurance.

The certified operator knows that to go below rail rates is to reduce his operating revenue to a point where there is little profit. The "bootlegger" uses as his sole selling point a cheap rate. He carries no insurance to protect the shippers from loss or the general public from accident.

Properly gathered figures show that only 6 out of 10 trucks are road worthy and safe on the public highway. The vast majority then are a menace to the public and not a convenience.

Highway patrol is another necessary measure to insure safety to the traveling public.

Ted Rodgers of the American Trucking Association is credited with this statement: "It is true that sometimes trucks incommode the passenger car driver. But the roads were made primarily for business, and the truck is business. They were not intended primarily as joyways, as some people seem to think." Can the public who use these highways for business and pleasure with the small car agree with the gentleman?

We are at present concerned with the kind of taxation and regulation that is necessary to bring those who use the highways for private gain under control.

(Continued on page 17)

Device for Handling Running Boards to Freight Cars

THE device shown in these pictures is a creation of Otto Schuetze, black-

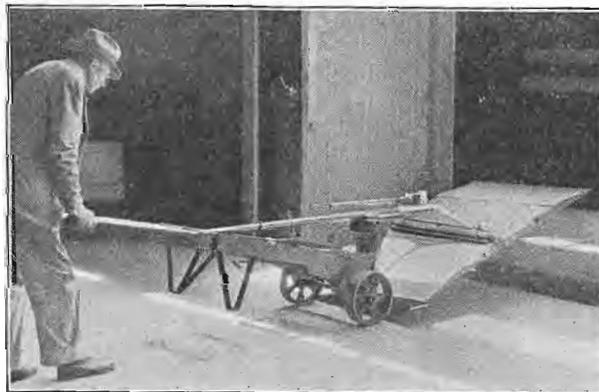
smith shop foreman at Tacoma Shops, made for the purpose of facilitating the handling of running boards from warehouse to freight cars, and has proven an excellent safety and efficiency facility.

At the Tacoma warehouse, it is now the custom for one man to open the cars in the morning, and another at night must remove these boards from the cars before doors are closed and sealed. These boards, being quite heavy for one man to handle without the possibility of pinched fingers, Agent F. J. Alleman approached Mr. Schuetze with the suggestion that something similar to the device here shown be developed which could, at a small cost, facilitate the handling of the heavy running boards, when it had to be done with one-man power.

With this device of Mr. Schuetze's one man can easily pick up the running boards and place them in any car on any track; or set them down in the warehouse without the least risk of injury to hands or fingers, or straining of backs in lifting.



Above: The Platform Lifter Ready for Action



At Right: Placing the Platform by Aid of the Lifter

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Tomah Chapter

Mrs. Ben Shaw, Historian

ON July 18 we were invited to La Crosse to attend the birthday party of that chapter. Eighty members left on a special coach furnished by the Milwaukee R.R. and were met at the station by the La Crosse ladies who escorted us to Myrick Park. A free dinner was served and games and contests ended this enjoyable meeting. Tomah Chapter gained a great deal from the hospitality shown them by the La Crosse ladies, both in membership and good fellowship.

The Junior R.R. Girls' league have continued their meetings during the summer months and have learned many things. The vegetable canning lesson was held at the home of Mrs. Aug. Gabower, where beans, carrots, swiss chard and other vegetables were canned. The quilt tying lesson was held at the home of Mrs. Wm. Deering; later the quilt was sold, proceeds going toward a trip to the World's Fair in September. Each girl is making a quilt for herself. A display of their work will be held later in the year.

Our September meeting was attended by approximately 50 people and was held at the Tourist Park on Sept. 4. Our Tunnel City members were present, also a number of our shut-in members, and Sparta members. The girls' quilt was presented to Mr. Wm. A. Kohl, who held the lucky number.

Butte Chapter

Mrs. David L. Goggin, Historian

BUTTE CHAPTER dispensed with the business meetings for the summer months but held in their place many social activities.

A very pleasant afternoon was spent at the home of our president, Mrs. H. C. Johnson, where she presided over a dessert luncheon, complimenting members of her executive board and a few additional guests. Dainty refreshments were served at prettily appointed tables, centered with flowers.

The membership drive proved most successful. The winning team captained by Mrs. L. K. Sorenson was treated to a dinner at the Cottage Tea Room by the losing team captained by Mrs. D. G. Goggin. Following a delicious menu, several hours of bridge were enjoyed and prizes were awarded to Miss Mabel Price, Mrs. C. Jensen, Mrs. M. J. Welch and Mrs. W. T. O'Reilly. Both teams are to be highly complimented for their splendid work. Through their efforts the membership has been increased to 239 members, surpassing all former memberships.

The annual picnic arranged by Mrs. H. C. Johnson and committee was held at Columbia Gardens July 18. A luncheon was served in the grove to about 20 members of the club and their families. Following the luncheon cards and games were enjoyed and a very delightful time was had by all.

The regular October business meeting was held on the first Monday in October with Mrs. H. C. Johnson, president, presiding. Reports of the secretary, treasurer and chairmen of various committees were submitted and approved. Business of importance was discussed and acted upon. Plans were made for a dinner to be given in the clubrooms Oct. 11 to compliment all new voting and contributing members. Following adjournment delicious refreshments were served by the hostesses, Mrs. O. G. Buerkle and Miss Julia Henry.

Mrs. M. J. Welch and Mrs. Wegner proved very capable hostesses when they served dainty refreshments following the September meeting.

A joint meeting of members of the Milwaukee Women's Clubs of Butte and Deer Lodge was held Oct. 6th in the clubrooms on South Montana street, the occasion being to meet the active presidents general, Mrs. Carpenter Kendall and Miss Etta Lindskog, secretary general, of Chicago. Mrs. Johnson extended a cordial welcome to the guests and they in turn responded with brief but very interesting remarks. Following the session a buffet luncheon was served from a charmingly appointed table covered with fall flowers and lighted tapers in bronze holders. Hostesses for the evening were Mrs. C. G. Lovell, Mrs. James O'Dore, Mrs. D. G. Goggin and Miss Mabel Price.

Dubuque Chapter

Mrs. Geo. Wiegand, Historian

DUBUQUE CHAPTER resumed activities with their meeting at the clubrooms, Thursday, Sept. 6th, with a goodly number present. No meetings were held in July or August except a picnic supper the latter part of August at Eagle Point Park, and although the weather proved to be inclement, quite a number of ladies and their families were present. There was also a boat excursion held during the latter part of June which proved to be a success in substantially increasing our treasury.

Although there were no meetings during the summer, the president, Mrs. H. G. Wiedner, was successful in organizing a junior club of girls ranging from about 12 to 15 and 16 years of age, which has greatly assisted in boosting our membership. Our club also won a membership prize of \$10 for maintaining our membership of a year ago, and much credit for this is due Mmes. A. Bensch, Koch, Graf, Wiedner and many other faithful members who in spite of the extreme hot weather that existed were able to bring us "over the top."

The club lost a valuable and very helpful member on September 1st, when Mrs. W. J. Whalen left us to reside at Perry, Iowa, where her husband, formerly Trainmaster W. J. Whalen at Dubuque, was promoted and transferred to Perry as assistant superintendent of the Iowa Division. We surely regret her departure, and our loss will be a valuable gain to the Perry Chapter.

At the conclusion of the business meeting Sept. 6th, a very impressive memorial service in honor of our dear Mrs. Byram was conducted by Miss Lucille Millar, a charter member of the Dubuque Chapter. Miss Millar took the poem "Compensation," by Edgar Guest, as a comparison to Mrs. Byram's life, that part of the poem particularly which reads:

"I'd like to think that here and there,
When I am gone, there shall remain
A happier spot that might have not
Existed had I toiled for gain—
That someone's cheery face and smile
Would prove that I had been worth-while,
That I had paid in something fine
My debt to God for life divine."

Miss M. Dersch and Mr. A. Breckler furnished two beautiful vocal duets, one song, "The Vacant Chair" (composed by Miss Millar in honor of Mrs. Byram), accompanied by Mrs. R. Heine. Needless to say, many of our club members who had met and known Mrs. Byram were greatly shocked and grieved at her untimely demise, as we know that she will be greatly missed by her many, many friends and club acquaintances.

Mason City Chapter

Mae McClintock, Historian

THE regular meeting of the Mason City Chapter took place September 25th after

the summer vacation. After the business session refreshments were served. The ways and means committee held a party Thursday evening, Sept. 20th.

A rummage sale is scheduled for Thursday, Oct. 4th.

Twin City Chapter

Frances F. Scoville, Historian

OUR chapter feels keenly the loss Mrs. E. J. Sainsbury, president, who has gone to La Crosse on account of transfer to that city of her husband. Mrs. Sainsbury was a very capable president as under her direction the membership was more than doubled and as a result Twin City Chapter won both membership prizes awarded by the General Governing Board. We wish her much good fortune in her new home.

We are fortunate in having such an able successor as president, Mrs. C. F. Holbrook who as first vice automatically became president when Mrs. Sainsbury left.

The first meeting of the fall season was held in the clubrooms Sept. 14th, conducted by Mrs. Holbrook. Various reports were read and accepted.

A pot-luck supper was the attraction of the second meeting, held Oct. 1st, with Mrs. E. C. Donehower in charge assisted by Mmes. Bornkamp, Nickey and Johnson. Regular business was conducted during which a resolution was offered by the club in honor of our dearly beloved president general the late Mrs. Lydia T. Byram followed by one minute of silent prayer.

Mrs. McCallum, welfare chairman, who has been ill most of the summer, had many telephone calls regarding welfare work. The personal calls were made by Mrs. Holbrook. We wish Mrs. McCallum speedy recovery and hope she will be back with us soon.

Mrs. Carroll Neese was appointed social chairman, taking the place of Mrs. Wadle who resigned due to ill health.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

AFTER a vacation of three months Mobridge Chapter met on Monday evening, Sept. 10th.

The meeting opened with a goodly number in attendance and President Mrs. A. J. Manley presiding.

Reports from the various committees were given. Outstanding among these was the report of Mrs. W. P. Moran of the Sunshine Committee, who reported over one thousand sick calls made since the first of the year thereby giving Mobridge Chapter second place among Milwaukee clubs in that line of work. The membership chairman also reported that we had gone "over the top" in the membership drive with an increase over last year.

Mrs. Emil Johnson, chairman of "Safe First," gave a splendid talk, stressing the importance of obeying rules to insure automobile safety.

The members were saddened to hear of the death on Sept. 1 of Mrs. H. E. Byram, president general of the Milwaukee Road Woman's Club. Through her noble work and her outstanding personality she had endeared herself to all who knew her.

At the close of the business meeting the members were entertained by Miss Helen Manley in two dramatic readings entitled "The Mason Family Entertains" and "Mother o' Mine." These numbers were greatly enjoyed by the audience. Following the program a social time was enjoyed and refreshments served by the hostesses Mmes. Elbert Taylor, A. W. Vail and Frank Williams.

Davenport Chapter

Anne Murphy, Historian

ON JULY 22nd the Davenport Chapter held its annual picnic at Credit Island with over one hundred members and their families present. Many games were played by the youngsters and also the grown-ups for which prizes were awarded. The club furnished the ice cream and coffee, the la

dies bringing the hot dishes and sandwiches. Everyone present had a wonderful time. We were sorry to have Mr. and Mrs. Lord taken from our midst. Mr. Lord has been transferred back to Kansas City. A party was given in their honor at the John Collins residence on August 14th, cards being played and prizes for high score awarded. Mrs. Dehning presented Mrs. Lord with a gift from the club and Mr. Brenton presented Mr. Lord with a gift from his fellow workmen. There were forty present.

September 10th the club held its first meeting after a summer holiday with a fine attendance. Plans were made for a card party in October, and also for a membership drive. Mrs. Dehning, our president, served lovely refreshments and a social half hour was spent after the meeting. The next meeting takes place October 8th.

The following resolutions were adopted by this chapter:

Whereas, God in his infinite wisdom has called Lydia T. Byram, our beloved president general of the Milwaukee Railroad Women's Clubs, to her last reward, be it hereby resolved, that the members of Davenport Chapter herewith extend to the bereaved family their heartfelt sympathy for so great a loss.

Be it further resolved that a copy of these resolutions be sent the bereaved family, and also the Milwaukee Magazine.

Avery Chapter

Mrs. W. J. Craig, Historian

AFTER several months of vacation Avery Chapter held a special meeting on Sunday, Oct. 7, in our clubrooms to meet Miss Lindskog, general secretary. She was accompanied by Mrs. L. K. Sorensen, who is a member of the General Governing Board. After a most interesting and instructive talk by Miss Lindskog we spent an informal hour visiting and getting acquainted. Mrs. E. H. Shook and Mrs. H. Pears served lunch. Avery feels highly honored to have these ladies come to our little town and I know they left enough good will and inspiration to carry us on to do bigger and better things for our club.

To our Mrs. Saunders (in Seattle):
The sun of hope shines bright above you
And has this word of cheer to tell:

That all of those

Who truly love you

Are wishing that you'll soon be well!

—Your Avery Friends.

On July 4 a son was born to our president, Mrs. Martin Koehler, and is said to be "the tiniest living baby on record in the Spokane Country."

Deepest sympathy is extended by the Avery Chapter to Mrs. Harry L. Hoover and family, due to the death of Mr. Hoover on Sunday, Oct. 7. Mrs. Hoover served as telegraph operator on our division for many years.

To Mr. Byram and family: Heartfelt sympathy is yours. May it help to know that friendly thoughts are with you in your sorrow.

Sioux City Chapter

Mrs. John Carney, Historian

OUR chapter keenly feels the loss of our leader and founder of our organization, Mrs. Byram. May we express sympathy to her family.

Our September meeting was held in our clubrooms and was largely attended. We all enjoyed being together. Many plans were made for the winter.

At our October meeting after a short business session a benefit card party was planned which promises to be a success, as our members have been busy selling tickets. Mrs. Robson, our ways and means chairman, is in charge.

We went over the top on the membership drive, due to the splendid work of our membership committee, Mrs. F. Philpot, chairman. We won the \$25 prize. Have three hundred and eighty-one members.

Sorrow has come into the homes of some of our families. There are three vacant chairs. The wife of our night yardmaster,

Mrs. Oxler, who was a very active member until her illness and was our welfare chairman. Her ever thoughtfulfulness will be missed in many homes.

The home of Mr. and Mrs. Cuzzens has been made very lonely—the father has left it.

The sudden taking of Eddie, the 20-year-old son of Mr. and Mrs. Homer Snow, has left a shadow and a vacancy that can never be filled, as Eddie was a favorite with all. Our chapter expresses sorrow.

Spokane Chapter

Mrs. L. H. Mohr, Historian

SPokane Chapter celebrated its last meeting in June by driving to Medical Lake, where a basket lunch was enjoyed with Mrs. James Corbett. Mrs. Geo. Hill presided at the business meeting in the absence of our president, Mrs. O. B. Moody.

We were glad to have with us at this time Mrs. W. A. Monroe, president of Tacoma Chapter, accompanied by Mrs. John Smaby, also of Tacoma. A very pleasant time was reported by all who attended.

The annual picnic was planned at this meeting but canceled later on account of the prevalence of infantile paralysis.

The September meeting was held in the clubrooms on the regular meeting day, Mrs. O. B. Moody, president, presiding.

Mrs. Nathan E. Jones reported on membership. Mrs. Herman Fallscheer as treasurer and Mrs. P. L. Hays as mutual benefit chairman reported one hundred telephone calls and fifty personal calls.

On Oct. 5th we were glad to have with us Mrs. Carpenter Kendall, acting president general, and Miss Etta Lindskog, secretary general.

Out-of-town presidents attending were Mrs. Vogel of St. Maries, Mrs. Theodore May of Malden and Mrs. Guest of Othello. These ladies were attended by members of their respective chapters.

A luncheon was served at the Dessert Hotel, followed by an informal business meeting. It was decided at this time to hold the next district meeting in Spokane.

We regret very much the loss of Mrs. Byram, our president general, as her influence has been an incentive to every one in our club work.

Terre Haute Chapter

Mrs. R. M. Blackwell, Historian

Our June meeting was held Friday evening, the 22d, having our annual picnic at Deming Park. In spite of the rain everyone had a pleasant time and all received a souvenir. Mrs. Russel and Mrs. Powell were in charge. About thirty members and their families were present. Baked ham, ice cream and orangeade for this affair were furnished by the club.

The first meeting after our two months' vacation was at the club rooms, September 27, and to the usual "Pot Luck" supper fried chicken was added to the menu. About forty members and their families were present.

Following the reading of the club motto Mrs. Elliott read Mrs. Kendall's letter telling of Mrs. Byram's burial, which she and Miss Lindskog attended, and also read the resolutions of respect adopted by the General Board. We then stood for a moment of silent tribute to a woman whom we have loved and sadly missed.

Mrs. W. R. Barnes, charter member, who had had charge of the relief work in the club since its beginning, was present as honor guest at our meeting. Both Mrs. Elliott and Mrs. Blackwell spoke of the wonderful work done by Mrs. Barnes, and in appreciation of that work she was unanimously voted our first honorary member with all rights of an active member. Mrs. Barnes graciously acknowledged. Following the general business meeting a handkerchief shower was given Mrs. Barnes.

Plans are under way for an apron measuring party to add to the treasury, because we feel relief calls will be many this winter.

Alberton Chapter

Mrs. Bertha Keeves Brasch, Historian

"Beautiful life is that whose span

Is spent in duty to God;

Beautiful calm when the course is run;

Beautiful twilight at set of sun,

Beautiful death with a life well done."

Our chapter convened in September to pay our tribute of loving appreciation to the memory of our departed president-general, Lydia T. Byram; and, inspired by her example, determined to continue the work as she would have it done.

On October 8th we met to receive Miss Etta M. Lindskog, secretary-general, who was accompanied by Mrs. Sorenson, director-general in this district. Luncheon was served at tables decorated in yellow and green, with beautiful pink roses. The inspiration received at this meeting will carry the chapter forward in its plans for the year with great energy and interest.

All committees reported a thriving condition of activity, and a most harmonious atmosphere invites all comers to the various social, committee and business meetings of the chapter, all of which is largely due to the ever-active interest of our president, Mrs. Healy.

Tacoma Chapter

Esther Delaney, Historian

THE regular meetings of Tacoma Chapter have been resumed, the first of the season being held at the club room on Monday, Sept. 24th, presided over by Mrs. W. A. Monroe, president. Prior to the regular business meeting a luncheon was served at 12:15 p. m. under the guidance of the luncheon committee consisting of Mesdames George Salzer, James Griffith, J. A. Wright, W. G. Gunther, A. H. Goldsborough, H. W. Wilson, Glen Harrison, Carl Lundell and Charles Slightam, Mrs. George Pyette acting as chairman.

Mrs. Monroe opened the business meeting by asking all to repeat the club motto and then called on Mrs. Kemp, corresponding secretary, to read several letters in regard to the death of Mrs. Lydia Byram. Mrs. Monroe then asked the club to rise and bow their heads for a moment in memory of and to show our respect for Mrs. Byram.

Mrs. Kendall and Miss Etta Lindskog of Chicago, national officers of the Milwaukee Women's Club, were honored guests at a dinner given Thursday, October 4th, at the clubrooms. Mrs. Monroe welcomed the guests, assisted by her committee. Mrs. F. E. Devlin was chairman of the dinner arrangement and decorations were in charge of Mrs. George Pyette, many of the flowers coming from her gardens at Lake Stellacoom.

Plans are now being made for a rummage sale to be held on Oct. 25th and 26th, Mrs. Harry Hatch in charge.

At this time the club wishes to extend heartfelt sympathy to Richard Wende and family in the death of Mrs. Wende.

Seattle Chapter

Mrs. C. F. Goodman, Historian

AFTER a series of summer picnics, Seattle Chapter held its regular September meeting at the clubroom with Mrs. S. O. McGalliard, chairman of the hostess committee. Following the luncheon and business session, Mrs. Jean Sangrum Browne gave an interesting talk on the subject, "Deeper Living," in which she emphasized the physical, mental and spiritual needs. Mrs. Vern Wright sang a group of beautiful songs.

The date of our October meeting was changed to the 3rd in order to give the members the privilege of greeting our general officers, Mrs. Carpenter Kendall and Miss Etta Lindskog, and of hearing their interesting messages. Mrs. W. H. Campbell was hostess.

On October 18th, our regular meeting date, a bridge party was held for the benefit of the relief fund.

On November 23rd our annual bazaar will be held, with a luncheon at noon, followed by cards in the afternoon and a

dinner in the evening. We are working to make this event a success, both socially and financially.

Austin Chapter

Mrs. A. C. Andersen, Historian

ACTIVITIES have been resumed, club having been inactive during summer months.

It was with deep sorrow we met in September to pay tribute to Mrs. Byram, who was loved by all who knew her.

We were very happy to have Mrs. Kendall and Miss Lindskog with us for our September meeting. They arrived in the morning and were entertained at the home of Supt. G. A. Van Dyke. At 6:30 p. m. we had our picnic supper, after which each gave an inspiring talk urging us to keep our club work up, as a wish of Mrs. Byram.

For month of September we had no welfare work. This is the first time it has occurred since the organization of the club. Since May 1st \$81.25 has been spent on welfare work. Our good-cheer chairman reports 82 personal calls and 30 cards sent in past five months.

Our membership committee caused us to be proud of them when they won for us the \$10 prize for exceeding last year's voting membership and \$5 for exceeding last year's total membership.

At our September card party we cleared \$95, and on Oct. 17th we will have another party. These parties are well attended and with winter approaching the funds derived from these parties will be helpful to our welfare committee.

A beautiful quilt has been made and quilted by the club members and we are planning to dispose of it at our November meeting.

Savanna Chapter

Mrs. Raymond Scheiner, Historian

THE first regular meeting of the season was held in the Lydia T. Byrom Community House on October 8th with a very good attendance of members.

A short business meeting was held during which reports were given by the various committee chairmen.

Plans were made for the first departmental meeting to be sponsored on Nov. 12 by the mechanical and store departments. There will be a pot-luck supper at 6:30, followed by a business meeting, a program and dancing. Mrs. Charles Seitzburg has been named general chairman, and Mrs. Raymond Phillips chairman of the entertainment committee. The supper committee is Mrs. Wm. Sheetz, Mrs. Ed Shafer, Miss Sadie Mullen, Mrs. Chas. Langley, Mrs. J. Smith and Mrs. L. V. Schwartz.

The dining room committee is Mrs. Albert Lahy, Mrs. John Rogers, Miss Grace Cassell, Miss Nell Murphy, Miss Ilene Kane, Miss Mildred Lund, Miss Anna McDermott and Mrs. John McDonald.

The decorating committee is P. L. Mullen, Wm. Sheetz and L. V. Schwartz.

After the business session cards and a social time were enjoyed. Delicious refreshments were served.

We regret to report the following deaths: Mrs. Eberdale, who died on July 22nd, following the birth of an infant son. Mrs. Dale was the wife of one of our switchmen employed in the Savanna yards.

George Frazier, a hostler in the Savanna roundhouse, who died of a heart attack July 27th.

Charles Hersey, who had formerly been employed as carpenter in the Savanna roundhouse until the time of his retirement, who died of a heart attack July 31st.

Mrs. James Sites, Sr., who died August 25, was the wife of James Sites, Sr., who in former years had been a car inspector in the Savanna yards.

Mrs. F. H. Shipley, wife of an Iowa division conductor, who died of a heart attack Sept. 10th. She was an active member of our chapter.

Rex Wilkerson, engineer on the Illinois division, who died of a heart attack September 22nd.

Raymond Petersen, a youth of 20 years,

who was kicked in the head by a horse and died soon after. Raymond was the son of Nels Petersen, car inspector in Savanna yards.

Mrs. Jay Hummel, wife of one of the switch tenders in Savanna yard, who died August 12th.

Peter Hans Franzen, boilermaker in Savanna roundhouse, died October 7th after a lingering illness.

Green Bay Chapter

Mrs. Thos. F. McLean, Historian

THE first regular fall meeting of the Green Bay Chapter was held in the club-rooms Oct. 4th, preceded by a pot-luck supper, which, as usual, was greatly enjoyed.

Meeting called to order by the president, Mrs. Martyn. Reading of the club motto and regular order of business taken up. Mrs. Cheaney, welfare chairman, reported six personal and nine telephone calls.

During vacation time a picnic was given at Bay View Beach for the members and their families. It was well attended and all reported a good time.

Our recording secretary, Mrs. Palmer, conveyed the good news that our chapter had received \$25 in prize money for having increased our voting and contributing membership.

The president urged all members to be present at the social meeting the second Tuesday of the month.

Since our last write-up in the magazine several of our members' homes have been saddened by the death of a dear one. The deepest sympathy of the chapter goes out to the following:

To our superintendent, Mr. T. F. Buechler, on the death of his dear mother, which occurred in California. To Mrs. Leighton Stickler and sons on the death of Mr. Stickler, who was always ready to give a helping hand to the Woman's Club, and to Mrs. King in the passing of her son.

Our chapter was greatly grieved to hear that Mrs. Byram had been taken from us and all stood for a moment in silence to

Old Timers' Telegraph Co.

(Continued from page 6)

passed away. This was a great blow to the old timers, as Mr. Merrill was a wonderful sender and every p. m. he would send the news over the line to his buddies. The one who counted most on getting the news was Mr. Waters, who has been blind for a number of years. Mr. Waters still can handle the key in good shape, but some of the others have lost their grip to some extent, but most any time of the day that you go into their rooms you can hear the clatter of the sounder and these old timers are surely thankful to those who made it possible for their entertainment.

A set was constructed on the desk of Mr. Treat so he could check up on these fellows, but he says they go too fast and he loses out when things get hot and doesn't know when he is getting roasted.

The sanitarium is a wonderful place for the old timers, and their greatest trouble is lonesomeness and need of company. For those who can't read the hours get mighty long. I make visits frequently and call on all these men and they sure seem glad when I put in a few hours with them, giving them the news of what is going on and everything pertaining to the railroads is of great interest to them. When I arrive I go to the office of Superintendent Treat and call the different stations and announce the superintendent of telegraph is in the building and intends to make an inspection of the different stations. After the inspection, we call a meeting in J. K. Waters' room and go over the questions of the day and tell stories like only telegraph operators can. I surely get a big kick on visiting Superintendent Treat and this wonderful institution and I hope all who read this will make an effort to call there whenever they have the opportunity. You will be most welcome at any time.

R. E. TATHWELL,
Chief Clerk, C. M. St. P. & P. Freight House, Davenport, Ia.

her beautiful memory, which will be everlasting in our hearts. Our sincere sympathy goes to her dear ones.

The president then presented Bernard Delwiche, who favored us with three piano selections which were very well rendered. He also furnished music for the sunshine march.

The meeting was turned over to the program chairman, Mrs. Baenen, and cards were played.

Union Station Chapter

Kathleen O'Neil, Historian

AFTER the summer vacation the first fall meeting was held Tuesday, October 2.

A delicious supper was served in the clubroom by the social committee, which was enjoyed by fifty-two members. Much thanks are due the ladies of this committee for the splendid eats and the fine catering service.

Following the supper, the regular business meeting was held. We were all pleased to learn that our chapter had exceeded last year's membership and had been awarded the \$25 membership prize by the governing board.

At the conclusion of the business meeting a very enjoyable and profitable (to some) evening was spent playing keno.

Othello Chapter

Mrs. Chas. Morgan, Historian

OTHELLO CHAPTER has held two regular meetings since discontinuing our meetings through the summer months. The interest seems to be very good, new members coming in at each meeting.

Treasurer reported \$40.22 on hand. We gave a card party on October 19th, which was very much of a success—ten tables out and good time had by all.

Our committee is busy planning an oyster supper for the men in November. Also Ways and Means Committee is planning a big dance on Thanksgiving evening.

A report was read of 75 sick calls through the summer months and 45 calls through September. Those serving at meeting were Mrs. J. L. Guest, Mrs. T. A. Malone and Mrs. John Kelly.

Apple Blossoms

There never was a lovelier thing
Than apple blossoms in the Spring;
All baby-white on green lace trees,
Caressed by finger-tips of breeze.

A halo of fragrance about them clings,
Indescribably sweet. On the wind's soft wings

It wafts away and fills the air
With a faint perfume, unforgettable rare.

Proud of its bloom, the apple tree bends,
And to the lake enchantment lends;
Reflected on that mirror lie
The blossoms, the tree, the azure sky.

I saw this picture yestermorn.
Today the tree stands bare and shorn;
The petals now strew the meadow grass
Or melt on the lake as the breezes pass.

Such beauty could not last, and yet
There is for me no vain regret.
The colors still soft and fresh I see—
Even the fragrance belongs to me;

For on the canvas of my heart
The Painter has left His work of art,
And there it always shall remain.
Did not the Painter so ordain?

—Reta Rhynsburger.

My Heavens!

Customer: "I simply couldn't wear this coat. It is too tight."

Clerk: "Pardon me, madam, but I've shown you all of our stock. That's your coat you have on."



SAID TO BE HUMOROUS



The Sport Model Zoo

A balky mule has foul-wheeled brakes,
A billy goat has bumpers,
A firefly has a bright spotlight,
Rabbits are puddle jumpers,
Camels have balloon tired feet,
And carry spares of what they eat,
But still I think that nothing beats
The Kangaroos with rumble seats.
—College Humor.

Chief Petty Officer: The enemy are as thick as peas. What shall we do?
Officer of the deck: Shell them, you idiot, shell them.—Answers.

You never hear the bee complain,
Nor hear it weep and wail;
But should it wish it can unfold
A very painful tail.

"I see in the paper that a widower with nine children has married a widow with seven children."

"That was no marriage. That was a merger."

We have not had much time to worry over Mr. Roosevelt's monetary policy—we have been so busy with our own.—American Lumberman.

The city-dweller was reading a newspaper when he was heard to exclaim, "Even the cows are doing it now!"
"Doing what?" inquired his wife.
"Hoarding," he replied. "Right here in the head-lines it says, 'Light native cow hides 7c.'"

In an Indiana college town a student called at a boarding house to inquire about rooms.

"And what do you charge for your rooms?" he asked.
"Five dollars up," was the reply.
"Yes, but I'm a student," he said, thinking the price a little high.
"That being the case, the price is \$5 down."

Helping Father

Jack's homework was unusually well done.
"Who helped you with your arithmetic, Jack?" asked his teacher.
"Father did, miss," was the reply.
"Did he do all of it?" was the next query.
"No, miss," said Jack. "I helped him a little."

Undeniably True

"Willie," asked the teacher of the new pupil, "do you know your alphabet?"
"Yes, miss," answered Willie.
"Well, then," continued the teacher, "what letter comes after 'd'?"
"All the rest of them," was the triumphant reply.—Western Christian Advocate.

Self Service

The telegraph pole gang had come into this joint straight off the job and they were hungry.
"What'll you have?" asked the lady in waiting to one of the gang's biggest and toughest.
"Beef."
"How do you want it?" she persisted.
Joe waved an enormous and impatient hand. "Oh, drive in the steer and I'll bite off what I want."

A Sunset

"Where were you boys when I called for you to help me an hour ago?" asked Farmer Jones at the supper table.

"I was in the barn settin' a hen," said one.

"And I was in the loft settin' a saw," answered another.

"I was in grandma's room settin' the clock," came from the third boy.

"I was up in the pantry settin' a trap," said the fourth.

"You're a fine set!" remarked the farmer. "And where were you?" he asked, turning to the youngest.

"I was on the doorstep settin' still!" was the reply.—The Outlook.

Scene: Dark stormy night, sleeting and snowing. Train pulls out while conductor is in freight house leaving waybills.

South from Rumdum in the sleet and the rain,

Over the ties, feet crying with pain,
Traveled the captain to save the day,
To catch his train eleven miles away.

Faster and faster along through the storm,
His heart beating fast and his head waxing warm,

Sped the brave warrior, both legs in full sway,
To save his train, eleven miles away.

He made the fourth mile in three minutes flat,
Which is wonderful time for a man who is fat;

Still hitting on six, he forced his way
To the train, now standing just seven miles away.

At last down the track, far away in the night,
There came to his vision a rear tender-light.

"I am coming, I am coming," it seemed to say,
"To take you to that train seven miles away."

What was done, what to do, a glance told him both,
And he greeted the crew with a terrible oath.

"Stir yourselves! Get going!" he managed to say,
"And couple onto that train seven miles away."

"My feet are all in, my knees knock together—
A h— of a walk in this kind of weather—
And I'll tell all the world I have saved the day,
Walking from Rumdum four miles away."
(I now call the brave conductor Phil Sheridan.)

Making It Dramatic

A class in English was given the task of writing four lines of dramatic poetry. The results were various, and selecting the verse of a usually bright boy, the teacher read:

"A boy was walking down the track,
The train was coming fast,
The boy stepped off the railroad track
To let the train go past."

"This verse is very well done," said the teacher, "but it lacks drama. Try again, Johnny, and make it more dramatic."

Whereupon, in a surprisingly short time, Johnny produced the following verse:

"A boy was walking down the track,
The train was coming fast,
The train jumped off the railroad track
To let the boy go past."

Interviewer—"Do you believe that the younger generation is on the road to perdition?"

Octogenarian—"Yes, sir; I've believed that for nigh onto 60 years!"

The man, running after a street car, shouted to the conductor: "How much to the station from here?"

"Five cents," replied the conductor.

The man continued to run, and, having covered another stretch, inquired breathlessly of the conductor: "How much now?"

"Eight cents," retorted the conductor. "You're running the wrong way."

Broke the Record

The flying field was crowded at the finish of the air race, and great was the astonishment when the winning plane descended and out of it stepped an unknown amateur. Representatives of the press surged forward.

"Wonderful achievement!" the spokesman shouted. "You've broken all records for a non-stop flight. How did you do it?"

"Well, to tell you the truth," the young fellow answered modestly, "I think luck had a lot to do with it. I didn't find out until five minutes ago how to stop the darned thing."

"Sir," said the maid, quite haughtily, "either take your arm from around my waist or keep it still. I am no ukulele."
Illinois Central Magazine.

What the Office Needed

Johnny, 10, on applying for a position as office boy was told by the smart manager; "No, I'm afraid you are too small. I think the reason is because your legs are too short."

With a smile the young applicant looked up and replied, "Huh, what this place needs is brains, not legs."

Encouragement

A youth mounted the bridge railing with the evident intention of ending it all.

"Come back," called a passer-by, "you have everything to live for."

"I ain't," retorted the youth preparing to jump.

"Aw, come down, and we'll talk it over. Life ain't so worse."

A little more coaxing and the intending suicide relented. For fifteen minutes life was discussed in all its chameleon aspects. Then, they arose and both jumped off.

A motor car, driven by a very determined looking young lady, had just knocked down a man, fortunately without injuring him.

She did not try to get away, but stopped the car and faced him manfully.

"I am sorry it happened," she said grudgingly. "You should take more care when you are walking. I am an experienced driver. I have been driving a car for seven years."

"Well," replied the victim, "I'm not a novice myself. I've been walking for fifty-seven years."

THE PATTERNS Book of Fashions 1934

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Favorite Recipes

Cranberry Juice. We are in cranberry season, and Mary Meade in the Chicago Tribune suggests cranberry juice as a pleasant variation of orange, tomato juice, or other vitamin-containing morning pick-me-ups. It is made of four cups of cranberries cooked in four cups of water until the skins pop—about five minutes. Strain through cheesecloth. Bring the juice to the boil and add three-fourths cup of sugar and boil two minutes. Serve cold. It is said to contain the ever important vitamins C and A.

Baked Ham and Cranberries. Another one from Mary Meade: Gash the edges of

a slice of ham three-fourths of an inch thick and sear both sides in hot skillet. Remove to a baking dish and cover with cranberry sauce. Bake in a moderate oven thirty to forty minutes, basting occasionally.

Cabbage Relish. This is an acceptable accompaniment to any ham dish. Take three cups shredded cabbage, mix with six tablespoonfuls green pepper, one and one-half cups diced tomatoes and one diced, pared cucumber. Arrange in alternate layers and marinate with French dressing. Chill thoroughly.

Whole Wheat Bread Stuffing for Fowl. One large loaf whole wheat bread, stale, but not crumbly. One scant cup melted butter or an equal amount of salt pork fryings. Large teaspoon ground sage and salt to taste. Mix lightly and stuff without packing.

Currant-Mint Sauce. Soften one glass currant jelly, add two tablespoons finely shredded orange peel and two tablespoons minced mint leaves. Mix thoroughly and chill. This is nice with turkey.

Baked Bean Soup. Melt half a cup of butter or margarine in a double boiler, add four tablespoons flour and blend. Add one quart milk, one slice onion and cook until thick, stirring often. Season with salt and pepper. Then to one cup of canned beans add one-eighth teaspoon baking soda and mash. Add to the first mixture slowly, stirring constantly until smooth. Heat and serve. If the beans are not canned in tomato sauce they may be seasoned with tomato catsup.

Helpful Hints for the Housewife

To remove chocolate stains apply a paste of borax and cold water. Let this remain on for a short time, rinse off and apply boiling water.

Fish requires quick cooking at a high temperature to seal the juices. Fish cooked long is tasteless.

If milk or water is spilled on the dining tablecloth place a piece of white blotting paper over it. This will absorb the moisture almost immediately.

Ivy and other house plants flourish on an occasional drink of cold tea. Use it in place of water about once a week.

Farewell to Romance

(After looking at one of the new streamlined trains)

Those trains that look like giant snakes
And fairly reek with power,
That speed along
Grim, swift and strong,
A hundred miles an hour
Seem only giant trolley cars;
I'd rather hear the roar
Of rumbling locomotives,
Of giant locomotives,
Of shrieking locomotives,
By canyon, plain and shore.

The swift express, the rumbling freight
They fairly seem to fly;
Beside the black
And grimy track
I watched them thunder by.
The music of the clanging bells
I hear by night and day;
The puffing locomotives,
The rushing locomotives,
The roaring locomotives,
They can't have had their day.

Must creeping progress put an end
To one of the real joys
That brought fresh thrills
Across the hills
To eager little boys?
When they awaken in the night
Must they no longer hear
The shining locomotive,
The panting locomotive,
The glorious locomotive
That thunders far and near?

—New York Herald Tribune.



Montana Ship by Rail Association

(Continued from page 11)

The necessary legislation to bring about both of these corrections may be handled in or under one enactment.

The state of Kansas has pioneered the way in putting on its statute books what is known as a "Port of Entry" law.

This law does not create any new board for the taxpayer to complain about but uses the heads of boards already operating to form the control of how highway for hire vehicles may enter that state, thereby accomplishing two results. First, it co-ordinates the several regulatory bodies and second, it accomplishes its purpose without extra expense to the state.

The law designates the ports through which any vehicle for hire may enter the state, there they must submit to inspection, give point of origin and show whether they are properly entitled to be on the road as a for hire operator. They must file at the port a true copy of the bill of lading covering the goods carried, the weight, and to what point they are destined. The condition of the vehicle is inspected and if found to be unworthy of road service they are prohibited from entering until defects are remedied. They must have proper insurance acceptable to the Kansas authorities as a protection to the public.

If the vehicle is registered with the state and conforms to the conditions imposed by the regulatory body they may enter and pay a ton mile tax on a monthly basis. If not they must pay at the port an amount equal to their weight times the miles they intend to travel in the state.

Certain insignia is furnished each operator for display on his vehicle that the patrol man may know he has properly complied with the law and if found without this he is returned to the border until he does comply.

Model Railroading

FEW people realize that Model Railroading is rapidly becoming one of the most popular hobbies in America. Don't misunderstand me—I'm not speaking of toy railroading. I mean real, true-to-life, scale model railroading, where every locomotive, car, signal, and even the track itself, is an exact copy of some piece of full-sized railroad equipment.

Though it has long been one of the leading hobbies in England, the seed did not become firmly planted in this country until the Chesapeake & Ohio, Pennsylvania, and Illinois Central Railroad exhibits at Chicago's Century of Progress, gave people a chance to see what model railroading really was. Since that time, thousands of men, all over the country, have turned their basements and attics into miniature railroad systems, and the manufacturing of model railroad supplies and equipment has become a really sizable industry.

Building your own model railroad and

A few figures may give a better picture of the benefits of this law.

In 1933 Kansas collected on the ton mile tax for the first six months of that year \$112,339.47, for the same period of 1934 there was collected \$268,799.76 or an increase of 102 per cent. For the six months of 1934, 260,548 trucks passed the ports of which 157,075 were out of state trucks.

In the first three months of this year 117,613 trucks passed the border of which 69,901 were out of state trucks. Twenty-seven thousand of these out of state trucks took into the state 71,000 tons of freight consigned to Kansas points. During the same time the Santa Fe Railway hauled into Kansas 5,000 tons and an estimate of all railroad hauling into the state was 15,000 tons.

These same railroads paid to the state of Kansas for the year of 1933 the net sum of \$7,181,334.04. If the same rate of revenue is maintained from the trucks for the balance of this year they will have paid into the state but \$537,599.52 while the railroads in 1933 paid as road taxes alone \$939,304.76.

The trucks still have \$401,309.24 to pay if they equal the railroad road tax and the railroad does not use the highway at all.

We must give much study to these matters if they are to be corrected and equalized and then act through the ballot box next month.

We may not see in many of the candidates just the right men but we can at least choose between the lesser of the two evils for office and thereby make some progress.

Public opinion is the maker of laws and we can assist in that opinion.

It has been said that if every railroad man and his voting household would contact five other people success would be in our hands forthwith.

Why not each be a missionary in our chosen field?

operating it, yourself, is one of the greatest thrills imaginable.

Your track is made of steel rail, laid on wooden ties which, in turn, are mounted on beveled boards covered with gravelled roofing paper to represent track ballast. Your switches are operated by remote control. Your main line is protected by automatic block systems and interlocking units. There are locomotive terminals, with the usual roundhouses, shops, cinder pits, coal dumps, water tanks, etc. In your "yards" a tiny switch engine kicks



Francis J. Sullivan (left), switchman for the Milwaukee Road, first commander of the newly organized Pioneer Post No. 768 of the American Legion; Fred E. Miller (center), clerk in the freight auditor's office, Adjutant; and Harry L. Stahl of the accounting department, Finance Officer.

around strings of box cars, "reefers," gondolas, hoppers, tanks, and flats—making up a train for your big Mikado or Mountain Type freighter to back onto and haul away. You may even have a "hump" for spotting cars in your classification yard.

In the meantime, out on the main line, your crack passenger train goes thundering past, with its twelve or thirteen Pullmans, pulled by a midget "Hudson" or "Pacific" that would give any engineer a thrill.

What makes model railroading is the fact that it is REAL. These little models are just as true to life as their big brothers. Usually they are built from full-sized plans, to a scale of 1/4-inch to the foot, which makes them just 1-48th as large as a full-sized locomotive or car. The track used is 1 1/4 inches between the rails, known as "O" gauge. In only one respect does model railroading depart from absolute realism. Because of their small size and the difficulty of controlling them, these little locomotives can't very well be operated by steam. Instead, tiny but powerful electric motors are installed in their boilers, where they can't be seen and therefore can't detract from the realism of the picture.

Fortunately, model railroading is one hobby that any man can enjoy who wants to. It requires no particular skill. Neither is it too expensive.

If you want to have the time of your life, try model railroading.

The Knocker

Geo. S. Miller, T. B. M. D. and I. Div.

If people in this world would learn
The idle knocks of folks to spurn,
The lies, the evil, wicked thought
That breeds distrust and counts for naught;

Then seek the motive for that knock,
Until they find the key to unlock
The secret hidden in the breast
Of him who causes such unrest.

If man would within his mind
Consider well and reason find,
Instead of heeding what he hears
From others who would scoff and jeer,
This world would be a fairer place;
For marks of errors we'd erase.
The truth would, within each heart,
Its ray of light impart.

A noble purpose—greater deeds—
If from our minds we'd take the weeds,
And just remember what we know
To be a fact in all that's so.
A friend who comes to knock a friend
Cannot be trusted to defend
The names of those he loves the best—
He rates too low to meet life's test.

Try This and Watch Results!

I am a little thing with a big meaning.
I help everybody.
I unlock doors, hearts; dispel prejudice.
I create friendship and good-will.
I inspire respect and admiration. Everbody loves me.
I bore nobody. I violate no law.
I cost nothing. Many have praised me; none have condemned me.
I am pleasing to those of high and low degree.
I am useful every moment of the day.
I AM COURTESY.
—Missouri-Monthly News Bulletin.

SPECIAL COMMENDATION



THE following named have been specially commended for meritorious acts performed while in the conduct of their regular duties.

T. Guthery, sign painter, Terre Haute Division, found a piece of strap iron wedged to the highway crossing in such a way as to form a perfect derail over the ball of the rail and that would have derailed the first train to pass over. Recognizing the danger in this situation, Mr. Guthery went to work at once to pry out the piece of iron and remove same from the crossing. His interest and prompt action unquestionably prevented a serious derailment and is much appreciated by the management.

Brakeman E. N. Norquist, I. & D. Division, while waiting to meet an opposing train at Castalia, September 30th, discovered a broken flange in car loaded with wheat. His timely discovery no doubt averted a serious derailment.

Steve Sopoci, section foreman, Tripp, Iowa, on the night of September 23rd, during a heavy rainstorm, found a place about 15 feet in length and 3 feet deep washed out of the track. After reporting same to

the dispatcher, it was found that the stock extra had left Mitchell. Mr. Sopoci immediately went back and began making repairs. He also flagged the Extra when it came along and let them by with only a fifteen or twenty minute delay.

Operator E. B. Beeman, Ellensburg, Wash., on the morning of October 4th, noticing automatic signal at Ellensburg standing at red after daylight, went out to find out if possible what the trouble was. He found a broken rail on a highway crossing east of the town.

Conductor E. G. Johnson, Duluth Division, detected an unusual noise as of a broken rail as train was passing near Willow River, Minn., immediately advising the dispatcher.

F. Fanrich, Janesville, Wis., discovered a broken rail in main line at West Yard, October 13th, and took prompt action to prevent serious damage.

Section Man Ray Strellner, Kansasville, Wis., discovered defective arch bar in passing train, October 11th, and signalled train crew, stopping the train before an accident occurred.

WHY LAMB FEEDING HAS GROWN

In Southern Minnesota and Northern Iowa

ONLY a few years ago, scarcely a carload of sheep or lambs were fattened in southern Minnesota and northern Iowa. Today fattening range lambs in this area has become one of the major sources of livestock income.

Several reasons are advanced to explain why fattening lambs has grown to such proportions in this section of the Corn Belt. Some of them are: The desire of certain packers to complete their lines of dressed meats, the abundance of suitable fattening feeds produced by the farmers, and the location of the area with reference to rancher and packer.

On a recent trip through this lamb feeding section of our territory, several farmers advanced an additional reason for the growth of lamb feeding in southern Minnesota, and northern Iowa, that may well be one of the chief factors for the establishment of this new farm industry as well as a deciding factor in the permanency of the business in the area; that is, climate.

Lamb fattening begins when the rancher has grown his crop of lambs as long as he can on the available range grasses. With the coming of fall and winter the lambs must move from pasturage to market. But as a rule only a small per cent of the range lambs are big enough and fat enough to meet the requirements of the packer or consumer. So the smaller range lambs are bought by farmers and feeders fed on grains and good hay for several weeks or until they are large enough and fat enough to meet consumer demand.

This feeding or fattening requires 90 to 120 days, beginning early in October. The weather can well be the key to success while the lambs are on feed. If it is too cold the lambs will consume an excessive amount of feed to supply body warmth and thereby lessen the feeders' opportunity of profit. If the weather is too warm, these woolly animals will not eat well and thereby not gain properly.

One other factor that has assisted in the development of this feeding area has been the Milwaukee Road directly connecting the feeders with the ranchers and offering an unbroken service and responsibility.

Just by way of comparison, ten years ago one of the firms most intimately connected with the growth of this lamb feeding business did not handle a single carload whereas this fall and winter these men expect to place and feed over 500 double deck loads and they are now well on their way to that figure.

Our Business Getters

Engineer Charles Spielman, D-I Division, 5nd district, was instrumental in securing two passengers for our line from LaCrosse to Seattle and return.

General Shop Foreman A. L. Pentecost, Tacoma, was instrumental in securing the sale of two round trip tickets, Tacoma to Chicago and return. Mr. Pentecost is always on the alert for passenger revenue and has turned in many traffic tips resulting in good revenue for the company.

Mrs. Mark Corcoran, wife of agent at Morton Grove, Ill., was influential in securing the sale of two tickets, Chicago to Seattle.

Engineer Peter Reuter secured the routing of one passenger via our line, Dubuque to Omaha, en route to San Francisco.

A. C. Webber, Coast Division, gave valuable assistance to traffic officials in securing the sale of the following: Sept. 5th, round trip, Everett to Indianapolis and return, using our line to Chicago and return; Sept. 22nd, two round trip tickets, Everett to Chicago and return, which is a very good record for a "business getter" in one month.

A Few Words and You Get Business

C. W. Paulus, agent at Crafton, reports that a farmer in his vicinity intended buying a car of sheep to be delivered at a station on a competing line. Mr. Paulus told him to have the sheep come our way and he would help him with the unloading, weighing, etc. A few days later a car of sheep was set out at Grafton, without any clue as to whom they might be destined for. But remembering his conversation with the farmer, he phoned and found the sheep belonged to that farmer. Said Paulus: "A few words and a little help. When I saw him I thanked him and he said, 'You wanted them shipped over your road, so I ordered them to come to Grafton.'"

The following employes furnished traffic tips at Milwaukee: Miss Armelia A. Gill, North Milwaukee station; Ray Benthien, yard clerk, Upper Fowler street; G. H. Rowley, trainmaster, Muskego yard; E. P. Stelzier, cashier, North Milwaukee station; W. D. Mason, inspector, Chestnut street district; G. F. Cull, yardmaster, Reed street district.

E. C. Otto, local express agent, and Ben Shaw machinist helper, Tomah Wis., secured a passenger from Tomah to Kansas

City, who had previously arranged to go by bus.

Coast Division Brakeman M. T. Smith furnished a traffic tip resulting in sale of two round trip tickets, Tacoma to Milwaukee and return. W. A. Munroe, dispatcher, Tacoma, furnished tip securing sale of one ticket, Tacoma to St. Paul.

F. G. Bost, lineman, Tacoma, furnished tip resulting in sale of a one-way ticket to Chicago.

Police Officer George Connor secured a round-trip passenger from Milbank to Yankton, S. D. This party was awaiting a bus when Mr. Connor engaged him in conversation, explaining our service and then accompanied him to the ticket office, where he purchased a round trip ticket. Mr. Connor's sales talk secured the business.

A. H. Gleb, warehouseman, Tacoma, was instrumental in securing a routing order requesting that all shipments made by a firm there to Belle Fourche, S. D., be routed via the Milwaukee Road.

W. A. Monroe, dispatcher, furnished traffic tip resulting in sale of a round-trip ticket from Tacoma to Ottawa, Ont., and return, using our line in both directions to Chicago and return.

Boilermaker Helper Jos. Irwin, Savanna, was influential in securing five passengers, Prairie du Chien to Chicago.

Train Dispatcher M. C. Corbett, Mason City, secured three passengers, Mason City to Chicago and return.

Milwaukee Service "The Most Excellent"

Mr. A. V. Marxen, Chicago, Milwaukee, St. Paul & Pacific Railroad, Chicago, Ill.

Dear Mr. Marxen: Mrs. McGuire and I returned from the trip which you so kindly arranged for us about a week ago. Allow me to express my thanks to you for the completeness with which you routed us.

For comfort and service, that part of the trip which we made over the Milwaukee Road was by far the most excellent of any of the transportation companies which we had occasion to use.

On the whole, it was a delightful journey and in our future vacations we are certainly going to solicit your help.

Very truly yours,
(Signed) James P. McGinnis.

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, Marion, Iowa	N. A. Hiddleson.....Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa	V. J. Williams.....Care of Superintendent, Austin, Minn.
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
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, Moberge, S. D.
Eileen Story.....Care of Superintendent, La Crosse, Wis.	Nora E. Decco.....Telegrapher, Three Forks, Mont.
Naldrea M. Hodges.....Care of Superintendent, La Crosse, Wis.	A. M. Maxeiner.....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	Albert Roesch.....Care Superintendent Coast Division, Tacoma, Wash.
Laura Babcock.....Care of Local Agent, Seattle, Wash.	

I. & D. Items

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THE I. & D. Division extends sympathy to the family of agent A. N. Anderson, Clear Lake, who died at his home Sept. 28th. Serving as agent of the Milwaukee Road at Clear Lake for 16 years, he took a sick leave a year ago in September, during which time he had been confined to his home. During his 43 years of railroad experience, Mr. Anderson served on the Milwaukee Road at several points, beginning his career at Monona. He was agent at Garner for 11 years prior to coming to Clear Lake and for one year at Spirit Lake before 1906.

Mr. Anderson was past district governor of the Lions Club and outstanding in Masonic and civic work. He held many offices in the Masonic order and had a record for the conferring of Masonic degrees which totaled about 1,092 in 14 years.

Surviving Mr. Anderson are his wife and one son, Carl Anderson and one grandson James Carl Anderson all of Clear Lake; two sisters, Mrs. A. L. Kirby, Bayside, and Mrs. Fred Ellenbolt, Bridgeport, Wis.

Mr. Ray Pffum and Mr. David Zimmerman, rodmen from Chicago, are working in division engineer's office at Mason City on special assignments.

Supt. W. F. Ingraham and Mrs. Ingraham and division engineer H. W. Wuerth and Mrs. Wuerth returned to Mason City from Chicago, Sept. 22d, after attending convention of the Veteran Employees Association at the Sherman Hotel.

Mr. H. A. Wicke, Chicago, was a Mason City visitor Sept. 25th, calling on division officers.

Mr. John S. Murphy, lieutenant of police, Sioux City, called at Mason City Sept. 26th on business.

Mr. C. Blanchard, lineman, Mason City, returned to work Oct. 1st after two weeks' vacation.

Train Baggage man Ed Clark, Marquette, is off duty at the present time, account sickness.

Mr. F. M. Smith, train dispatcher, Mason City, is back on the job following vacation. We suppose Frank broke in the new car while he was away.

Mr. C. A. Anderson and wife, relief train dispatcher at Mason City, returned from Chicago Oct. 3d after a few days' visit about the town.

Supt. G. A. Van Dyke, Austin, called at the Mason City offices Oct. 1st.

Yardmaster F. H. Dickhoff, Mason City, tells us that he now has the proper "duck stamp" which entitles him to engage in some of the fall hunting.

Mr. and Mrs. R. T. Joynt, switchman, Mason City, are the proud parents of a seven-pound boy born Tuesday, Oct. 9th. Papa Joynt sure wears that "Golden Glow" smile.

For Sale: One mediocre Tiger baseball team. See Grace Moran.

The I. & D. Division is proud of the fact that all new series coaches are now in

service on Trains Nos. 11 and 22, effective Oct. 11th.

Mr. R. D. Lyman, yard clerk, Mason City, spent a few days the first of October at the World's Fair. Roy says the Streets of Paris is 100 per cent.

Mr. A. G. Boardman, Rochester, Minn., called on friends at Mason City, Oct. 12th.

LOST: One Combination Hunting and Fishing License. Reward—one BIG pike. F.H.D.

Supt. W. F. Ingraham conducted division staff meeting at Mason City, Oct. 12th.

Mr. C. E. Mutschler is given all due credit for finally winning a World's Series bet with Mr. O. A. Beerman, even though OAB is again champion baseball pool collector.

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

R. R. T.

THE many friends of Conductor Arthur Black, of Walden, were deeply shocked and grieved by the sad news of his unexpected death on Oct. 5th at the Deaconess Hospital, Spokane, following a major operation. He had been on the Coast Extension for some twenty-five years and was widely known and liked. He leaves no relatives in the West; a brother lives at Greenfield, Ind., the family home, and the body was taken to that place for interment by Engineer D. M. Hoffman, an old and intimate friend of the deceased. Our sincere sympathy is extended to the surviving relatives.

We regret to learn that Mrs. Medley, wife of Car Foreman Earl Medley of Spokane, recently sustained painful, though fortunately not serious, injuries by an accidental fall in the basement of her home. However, she is as well as ever by the time this appears in print.

Mr. C. H. Coplen, agent at St. Marie's, was off for several weeks in the latter half of September on a trip to the Fair at Chicago and to other points in that vicinity. He was relieved by Mr. U. H. Webber of Metaline Falls.

Roundhouse Laborer Thomas Barnes of Spokane was another visitor to the Chicago Fair, being down for about ten days in September. The visit to the Fair, however, was only incidental to a visit to his son Ernie and family, who live in Chicago.

Car Repairer William Morris and wife went to Wenatchee in the fore part of September to visit friends there.

Mrs. Morisette, wife of Engineer Albert Morisette of the second trick switch engine at Spokane, recently paid a week's visit to Seattle to see their married daughter living there, and the grandchildren, the pride of the grandparents' hearts. Mr. Morisette, by the way, has blood in his eye for the unknown miscreant or miscreants who drained his car, parked near the roundhouse, of gasoline no less than five times in one month, and also stole a valuable

blanket from the car. "Enough is plenty," he says, and if he ever catches one of the thieves it will go hard with him.

The Elk River log run was canceled on Oct. 7th, logging operations having been suspended for the season, and Conductor Ralph Duell has returned to Spokane to resume his rights on the Marengo turnaround run. Engineer Clark from the same assignment will go back on the Spokane-Coeur d'Alene run, while Fireman Lloyd Luce goes to the extra board. Conductor George Louiselle of the Marengo run will go on the Spokane-Avery run.

Everybody was pleased to see Car Inspector Henry McGinnis back on the job after more than a month's absence due to having dislocated his left arm by an accidental fall. The arm is again serviceable but acts as a weather prophet by twinges of pain as the wind changes. Our good friend Henry congratulates himself on getting out of considerable hard work when the McGinnis family moved to the North Hill of Spokane while his arm was out of commission.

Mr. J. H. Vassey, agent at Malden, is off duty temporarily at this writing on account of illness. He is being relieved by Mr. A. A. Blond.

Conductor C. F. Wilder of the Spokane-Deer Lodge passenger runs is laying off for several trips and is enjoying the brief vacation out on the Coast.

Mr. Joe James, foreman of the second trick switch crew at Spokane, and wife went to Waverly, Wash., over a recent week-end.

Engineer Ellis A. Nolan recently took a trip to Chicago to attend the Milwaukee Veterans' convention and see something of the Fair there. Engineer Clarence Norton is taking his place in the meanwhile.

A gravel train has recently been put on working from Spokane Pit. Engineer Field Noble and Fireman Bob Nelson are on this assignment.

Mr. and Mrs. McDonald (Mac being one of our afternoon switch crew at Spokane) have just returned from a three weeks trip east, most of which they spent at St. Paul and Minneapolis.

Engineer Peter Mickelson of the Elk River passenger run and Mrs. Mickelson were away for two weeks in September visiting their married son living in Seattle. The combined families went to Newport Beach, Ore., where they had a glorious time on the beach. One day they had a rather unpleasant experience which might easily have resulted seriously. They were caught unawares by a rapidly rising tide in a rocky nook. Their escape along the beach being cut off by the water, they had to make their way to safety by climbing up the precipitous face of the cliffs—not so pleasant when one realizes that a slip means certain death.

Fireman John Misterik of the Elk River passenger run was also off for several weeks in September, visiting relatives in South Dakota and Minnesota.

John Stiliz, of the second trick switch crew

DO NOT SMOKE—
THAT WASHING
TOOK THE STARCH
OUT OF ME—WISH
I WAS JELT DENIM!

WASHING CAN'T FAZE ME—
I'M MADE OF JELT DENIM—
WITH BODY WOVEN IN!



**EXTRA YARN OF
JELT DENIM IN LEE
OVERALLS CAN'T
BE WASHED OUT!**

1716 EXTRA
FEET OF YARN
IN EVERY
GARMENT

AFTER many wash-
ings you'll find Lee
Jelt Denim overalls
still firm, strong, full-
bodied as ever. Their
body is **WOVEN**—not
starched in—1716 ex-
tra feet of yarn in
every pair. You can't
wash that out—takes
months longer to
wear it out. You'll like
their better tailoring,
too. So wear Lees.
The few more cents
they cost will come
back many times in
extra wear and com-
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at Spokane, and family went out to visit friends at Spokane Bridge, twenty miles up the valley, the other Sunday. John indulged in so much chicken dinner there that next day one could fairly see the pin-feathers growing on him. By the way, John and the two other members of our famed fishing trio—"Bill" Snure, chief clerk at the Spokane freight office, and Harry Hill, car clerk—were all set of a recent Saturday to go on a fishing expedition to the marvelous fishing resort near Deep Lake, where John had earned the gratitude of the farmer and his family by bringing up an old stove for the camp and where the fish had been inquiring all summer, "When is John coming up again?" But, unfortunately, various things came up to prevent the others from going, and finally John had to abandon the trip, very regretfully, so that for this season we have nothing to report for these experts. However, John is going to retrieve his reputation when the deer season opens, having already made all arrangements for a hunting trip. We shall not fail to inform our readers of his success.

Engineer L. J. Gulik of the Spokane-Avery freight runs at this writing is about to go on a trip to various places in Illinois and Michigan to visit his parents and other relatives.

Engineer Bill Sisson of the Pend d'Oreille passenger run is one of the champion fishermen of these parts, having won various prizes in local big-catch contests. Not long ago, one day he called up Roundhouse Foreman Smith and asked him to come to a certain corner in East Spokane, as he was in trouble and needed assistance; then he hung up the telephone before Mr. Smith could inquire further. Mr. Smith, being famous for his kindly and helpful disposition, hurriedly threw a tow-line and all the automobile tools he could find into his car and rushed out to the designated corner, wondering what could be wrong. However, his anxiety was relieved when he got there and found Sisson, not in trouble, but waiting to present him with a four-pound cut-throat trout, 24 inches in length, which it had taken him twenty minutes to land. Mr. Smith took the joke in good part and the next day he and Mrs. Smith feasted on baked trout. We understand that, thanks to a good roundhouse appetite, there

wouldn't have been enough for a third person.

On a recent Sunday afternoon our good friend Mr. Chris Finsand, car inspector at Spokane, was peacefully sitting on the steps of the back porch at his home, while Mrs. Finsand was reclining in the hammock and reading. Suddenly Chris' gaze was arrested by something on one of his fruit trees. He looked and looked again, and then called to Mr. Finsand, "Come and tell me whether you see what I see!" She did. Being reassured that it was no optical illusion, they went up to the tree and found that one of the branches was covered with fresh blossoms, just as though it were May. Such is the fall weather in this favored part of the universe. If the blossoms should grow into apples we shall inform our readers of it.

**L. & R. Division
N. M. E.**

THE Milwaukee employes at La Crosse had heard a great deal about credit unions being organized and decided that there was a great deal to gain by having one. On October 31, 1933, the Milwaukee Employes Credit Union of La Crosse was organized by Mr. Charles G. Hyland of the State Banking Department, Madison, Wis., and incorporated November 13, 1933. On September 30, 1934, the tenth month of operation was completed with assets of \$1,717.20, with outstanding loans of \$1,140, and 121 members with a loan service of \$1,920 for members. This credit union affiliated with the State League organized at Madison, Wis., October 6, 1934, and their business was examined by Mr. E. G. Hampton of the Wisconsin State Banking Commission on September 12, 1934. We are very proud of our credit union and the advancement it has made in such a short time, and only hope that more Milwaukee employes will take advantage of the opportunity to be a member of such an organization.

Mr. U. R. Hagman, formerly agent at Reeseville, has been transferred to Watertown, Wis., filling the vacancy left by the death of Mr. C. L. Parsons.

We were very sorry to learn of the death of the mother of Mr. John Johnson, engineer on the La Crosse Division, and wish to extend our sympathy.

Mr. Andy Hayes, chief caller at La Crosse, spent a three weeks' vacation in the North Woods and on his return it seemed that a great many of his co-workers were extending their congratulations and best wishes. What about it, Andy; is there any reason for all of this excitement? We would like to get in on the fun, too!

Railroad competition was so great during the excursions to the World's Fair that one of our ambitious and loyal car men at La Crosse decided that in order to get his friends to travel via "The Milwaukee Road" he would furnish free taxi in order to get their trade. That's the spirit. The Milwaukee won't be lacking in their share of business if every one of the employes takes the same attitude.

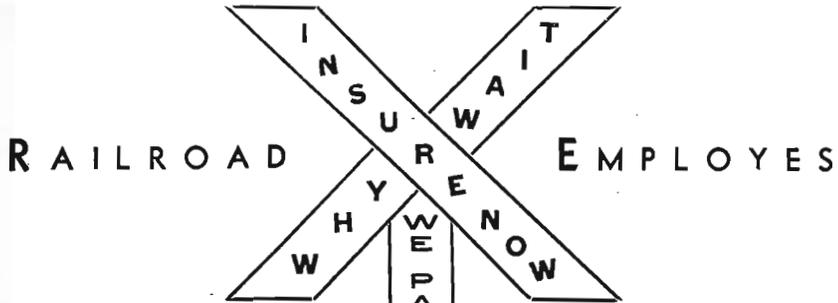
Understand that there is a great deal of competition in the roundhouse at La Crosse these days in order to keep on the good side of the roundhouse clerk. Points are given to those that bring treats, a good joke, etc. The latest is that she received a box of candy from one and he gained fifteen points on the others. How does it stand now? Who is in the lead now?

We are getting terribly worried about our second trick ticket clerk at La Crosse, thinking that he had singled his attention down to one blonde, but the latest is that he is going in for harems instead of just one blonde.

It is a sure sign that winter is near by when the Indians at Wisconsin Dells, that make their camp on the Milwaukee right-of-way, take down their tepees and leave the camp looking desolate and forlorn.

D. & I. Division—First District

ON Sept. 22 occurred the death of Engr. Rex Wilkerson at his home in Savanna, Ill. Mr. Wilkerson entered the employ of the Milwaukee Railroad as a fireman in



When you are sick

When you are hurt

**CONTINENTAL
CASUALTY
COMPANY**

"The railroad man's company"

CHICAGO — SAN FRANCISCO — TORONTO

1904 and was set up as an engineer in 1908. Sympathy is extended to his daughter and other members of the family.

Boilermaker P. Franzen, Savanna, died on Oct. 7 at the home of his brother-in-law in Chicago. The remains were brought to Savanna for burial in the city cemetery at that point. Sympathy is extended to the Franzen family.

First District D&I Division Consolidated Meeting, consisting of Traffic-Operating, Claim Prevention, Safety First, Fuel and Fire Prevention, was held at Savanna, Ill., 7:30 P. M., Wednesday, Oct. 17, with about 140 present. These meetings prove to be very interesting, which is evidenced by the attendance.

Mr. and Mrs. Donald C. Ford and son, Robert, son-in-law and daughter of Car Department employ, and Mrs. G. Coates sailed on the Cristobel Sept. 11 for Balboa Canal Zone, Panama. Mr. and Mrs. A. C. Novak accompanied them to New York, stopping off in Washington, D. C., to visit their sister, Miss Kathryn Coates.

Local Chairman and Mrs. W. E. Smith and daughter have returned from an enjoyable vacation spent around Spokane, Wash., Portland, Ore., and Seattle. They also visited with the Frank Salisbury family at Sherwood, Ore., former residents of Savanna.

Mr. and Mrs. Albert Lahey have returned from a short visit with Roundhouse Foreman and Mrs. L. Rabun and family, in Ottumwa.

Iowa (Middle and West) Division

Ruby Eckman

M. L. HASTINGS, father of Agent Frank Hastings of Coon Rapids died at Iowa City recently at the age of 79 years. Mr. Hastings will be remembered by many of the real old timers, as he started to work in engine service at Oxford Junction in 1880. He retired from active service in 1914. His widow and two children survive.

Mr. and Mrs. Adolph Haack of Milwaukee spent their honeymoon in and near Perry the latter part of September. Mr. Haack is a clerk in the locomotive department in Milwaukee and his bride was formerly Pauline Higgins. While in Perry Mr. and Mrs. Haack visited at the home of A. A. Brown, assistant foreman at Perry roundhouse.

Conductor Thomas Birmingham and wife have a new son-in-law in their family, as their eldest daughter, Mabel, was married on September 30th to Francis James, of Perry. The young man is employed with a transfer company and they have already gone to housekeeping in an apartment in Perry.

Dick Overton, son of Engineer W. J. Overton, is now lined up to keep busy both summer and winter. Dick has been operating an ice cream wholesale and retail plant in Perry for the last few years during the summer months, but has been idle during the winter. He recently made arrangements to take over the management of a bowling and billiard parlor which is best patronized during the fall and winter months.

Engineer Charles Sinclair, who is somewhat of an entertainer, surely could have answered "Yes" to the song title query "Was My Face Red?" one night in October. The Milwaukee Women's Club planned a program to follow a pot-luck supper and Charles was asked to take part in the program by giving some readings of his original poems. He consented to appear on the program but, man like, paid little attention to the details of the arrangements and when the night of the party came, instead of going to the Milwaukee clubhouse, he breezed into the Methodist Church where the King's Daughters had a convention. One of the ladies who greeted him happened to know that Mrs. George Havill was in charge of the program at the Milwaukee party, so when he mentioned that Mrs. Havill had asked him to appear on the program, she knew where he should have gone and shooed him away from the



**THERE, JACK! WHAT DID I TELL YOU!
LAVA SOAP GOT ALL THAT GRIMY
GREASE YOUR SHOP SOAP LEFT.**



**LAVA CERTAINLY DID THE TRICK.
SAY, HOW DOES A BRIDE KNOW
SO MUCH ABOUT
GRIMY HANDS?**

**YOU FORGET
I LIVED
WITH DAD
20 YEARS
BEFORE I
MARRIED YOU.**



**BESIDES, I'VE USED LAVA
OFTEN FOR HAND-
STAINS. DOESN'T IT
LEAVE THE HANDS
FEELING GRAND?**

**YEP, IT'S A GREAT
SOAP, I'LL GET
SOME ON MY
WAY TO
THE SHOP
TOMORROW.**

How Lava gets any grime fast . . . Helps prevent infections

Tomorrow night, after the whistle blows, look around you in the wash-room. More than likely you'll find most of the men washing up with Lava Soap.

Ask any one of them why and he's likely to say, "because it gets grime faster than any soap made and, besides, it's easier on the hands."

Here's how Lava works. Its thick, heavy lather and fine, powdery pumice team together to get any grime in less than a minute. Sooth-

ing glycerine—used in most expensive hand lotions—and other oils in Lava protect the skin, heal up little nicks and scratches, keep hands from cracking.

Lava helps prevent infections because it kills germs. Against most deadly diseases it is even more effective than carbolic acid.

Lava outlasts ordinary soap 3 to 1. Works well in any water, hot or cold—hard or soft. Get Lava today.

**Takes the Dirt . . .
Protects the Skin**

A Procter & Gamble Product





Thelma, Daughter of Cashier H. E. Jones, Perry, Iowa

King's Daughters' meeting. Charles was a little late for refreshments but in plenty of time for the program and his numbers were well received by the big crowd at the party.

Floyd Martin of the Milwaukee roundhouse force numbers a new daughter-in-law in his family now, his son Clarence having been married recently to Edna Blew, a young lady who had been a classmate during his last year in high school.

Charles Probert and wife of LaCrosse were welcome visitors in Perry in September. They had attended the veterans' convention and came to Perry for a visit among old friends before returning home. Charles was formerly lineman on the Iowa division.

News of the death of J. G. Mitchell, formerly a yardmaster on the Iowa division, was learned with regret at Perry. Jack went west when the line was built west of Moberg but had always kept in touch with his friends on the Iowa division.

Conductor Homer Lee had a family reunion at his home during October when his daughter, Mrs. Z. C. Shaw and family, of Wichita, Kan., and his son Jack and wife were down from Minneapolis.

Engineer Oscar F. Woods passed away in a Des Moines hospital October 7 following an operation. Mr. Woods was one of the extra passenger engineers on the Iowa division and had worked in the locomotive department since 1890. Funeral services and burial took place at Perry. His wife, two sons and a daughter survive.

Conductor A. B. Needham has a new daughter-in-law as his son Clyde was married recently to Miss Vivian Clifton of Perry. The young people will live in Perry as Clyde is an assistant in the service station.

Word was received in Perry the latter part of September of the death of Mrs. Fred Selee at her home in Salem, Ore. Mr. Selee was an engineer on the Iowa division for a good many years. He died a few years ago.

Albert Barker, brother of Engine Inspector William Barker of the Perry shops force, died in Perry October 3rd.

Switchman Frank Upton of the Perry yard force died at his home in Perry the latter part of September following a week's illness. Frank contracted a cold which developed into pneumonia and he was not strong enough to withstand the attack. His wife and three sons survive. Funeral services and burial took place at Perry.

Notes from the West Coast

A. M. E.

THE many friends of Richard Wende learned with deep regret of the passing of Mrs. Wende, for whom services were held in Tacoma on October 6. Our heartfelt sympathy is extended to Dick and his family in their bereavement.

We also regret to record the passing of

former General Yardmaster John G. Mitchell in Seattle on October 6.

Among the visitors to this part of the division recently was a representative of the Japanese government, who visited our locomotive department here in search of new ideas in electrical motive power application. Whenever they want the latest in this line they always come to the Milwaukee Road.

Mrs. Carpenter Kendall and Miss Etta Linskogg were guest speakers at a dinner of the Women's Club last week, particulars of which will no doubt be covered by the Tacoma Chapter's Historian.

Mr. C. H. Ordas of Chicago was in for a few minutes to say hello to his old friend Charlie Negley. Apparently a friendship of 45 years' standing is as strong as ever.

Mike O'Connor is back at work again after quite a trip in the South. Glad to get back again and enjoy a little cool weather for a change.

Rosemary Sullivan, of District Accountant Clarke's office, is back after a 90 days' leave of absence, mostly spent in Montana, absorbing the sunshine. Let's hope she has stored up enough to last this winter. (Of course the sun does shine out here in the winter time, only you can't see it on account of the MIST.)

Fuel Supervisor J. S. Griffith just returned from the meeting in Chicago of the International Fuel Association and reports a very successful meeting, both in attendance and in the choice of subjects discussed.

Gertrude Alden; stenographer in the superintendent's office, is back again on the job after being on the sick list for quite some time. We hope the improvement continues.

Guy Bell, time reviser, is also back at his desk after a short but plenty painful sickness. Says he didn't mind his being sick so much, but he missed two Saturday afternoon golf games.

Lumber Inspector Warren Hale is just recovering from a lame knee caused by showing the children how to play ball. His "knee action" was sure poor for a while in one leg.

The extra gangs will soon be off the division, much to the relief of the engineers, who have become about fed up on slow orders, etc.

We are under the impression that this division can claim the record for the recovery of the SMALLEST and yet most VALUABLE article lost on our passenger trains.

A coach passenger reported losing the SETTING out of a DIAMOND ring to the conductor upon arrival at destination. The setting was found and forwarded to the passenger the next day. Can anyone tie that?

Fullerton Avenue Building

A. M. D.

THERE was attached to our pay checks of October 18 an insert which read as follows:

"Help keep your pay check coming regularly—by inducing your friends, neighbors and acquaintances to travel and ship by the Milwaukee Road.

"If each employe secures only one additional passenger or freight shipment each month the total increase in revenues for the year will amount to millions of dollars. Do your part to keep the pay checks coming. Use traffic tip cards."

We hope this will be taken seriously and that the employes will not sit back in smug confidence, figuring that due to their seniority or the apparent security of their present positions it will not be necessary for them to trouble themselves about obtaining, or at least making an effort to obtain, business for the Milwaukee Road. Please remember that serious consideration is being given a proposal to consolidate a well-known midwestern road which has been in receivership for a number of years, with one or two other roads.

The culmination of an office romance was attained on October 27 when E. A. Ludwig and Adeline Logan, both of the freight auditor's office, were married and scurried away on a honeymoon to Cleveland and

Cincinnati. A beautiful gift was presented them by their fellow employes.

Katherine Buster of the freight auditor's office has resigned and was married to George Rose October 17 at St. Genevieve's Church. Her many friends presented her with a set of silverware.

Olga Anderson of the computing room has also resigned to be a housewife. She was married in LaGrange during September.

We understand that Bill Ryan of the auditor of expenditure's office is the daddy of a new baby girl. That's the third youngster for Bill. The Lord is sure good to the Irish.

Here is a rather belated announcement but we believe it should be included in these notes: C. H. Gasman of the car accountant's office is the proud papa of a baby boy born July 31, 1934. This date also happens to be the birthday of your correspondent. I hope the youngster will not resent this.

After twelve years of married life Joe O'Shea of the freight auditor's office is the daddy of a baby boy. Latent power, Joe?

The Century of Progress did a great deal to familiarize visitors with all the hitherto strange and unbelievable sights that this old world has to offer, but it took the ticket auditor's office to show an astonished public an ex-sailor in a "topper" and cutaway coat. Where'd you get the outfit, Vic?

Emily Luke of the ticket auditor's office has been absent for some time due to illness. Although considerably improved, she is still unable to return to her duties. Her many friends have not forgotten her and among those to visit her in her father's home, where she is confined, were T. F. Fitzgerald, Harry Krumrei, Vera Snapp, Mildred Zenk, Clem Barber and Flo Hurless, all of the ticket auditor's office, bearing many good wishes and hopes for her speedy recovery from her friends in the building.

West End T. M. Division

R. K. E.

THERE are ways and ways of spending a vacation, and one of the ways to do it is to spend it in a hospital. Car Dept. Clerk Hazel Soike was all packed and ready to leave one Sunday morning for the coast, when she suffered an acute appendicitis attack and said hello to the doctor on the operating table the next morning. All she had to do for the next two weeks was lie in bed and have her meals brought to her and stick out her wrist so the doctor could take her pulse. Some people have all the luck. Needless to say, Hazel returned from her vacation looking fresh and rested, and ready to bite the head off of anybody that as much as grinned when they saw her back on the job.

Saturday night, Sept. 29th, saw the last of the extra gangs on this division for this season, Foreman E. Thompson's gang being sent east to the Milwaukee Division. Mike Ott's gang was pulled off the same time and Mike will go back to his old section at Melstone.

Another recent appendicitis case was that of Harriet Brown, daughter of Engineer Tom Brown. Harriet made a prompt recovery from the operation and is looking o. k.

Speaking of vacations brings to mind that Steno Ann Anderson spent hers in Minneapolis and when she was asked how she spent the time she immediately launched into a discussion of food, and where to eat it. It seems there was a little dancing mixed up in this, too. Ann is now back at the old grind and on the old diet.

Visitors at the police department office are apt to be greeted by a few inquisitive sniffs from Lieut. McCauley's man-eating hound, which he has recently acquired, and he can now trade off his shadow, because he won't need it any more. The man-eater in question is about eight inches high and probably won't get any bigger, and has a lot of cute tricks like sleeping under a chair and eating three meals a day.

Bill Milligan, son of Yard Brakeman W.



Custer Greer, Captain of Police at Miles City, in His Jubilee Attire

P. Milligan, who for the past four years has occupied the position of credit manager in the local Montgomery Ward store, recently received fine recognition from his employers when he was appointed credit manager of that company in Chicago. Good luck, Bill.

Frank Wolfe, lineman at Miles City for many a year, has recently left for Spokane to look over the lineman's job at that point which is open, and the chances are that as much as he likes Miles City, he will locate at that point. I. N. Kern of Spokane has arrived to take over the lineman's duties on this division.

The latter part of September and the first part of October saw a good many younger members of our local family start off to college. Bob Morgan, son of Conductor M. H. Morgan, is studying medicine at Northwestern, and if I am counting right this is his fourth year. Verian McCauley, son of Police Lieutenant McCauley, enrolled as a freshman this year at Montana University at Missoula and advises that he has pledged Phi Sigma Kappa fraternity. Other Missoula enrollees are John Shields, son of Accountant Ben Shields; Rylan Janes, son of Boilermaker Rod Janes, and Montana Nimbar, daughter of Conductor L. P. Nimbar.

Our old friend Jim Brady, for many a year employed in the local shops, was back in town this week saying hello to the gang and hunting up a good argument. Jim came from Chicago and says he will be going back shortly.

Two recent hospital cases among our conductors were those of Conductor W. H. Earling, who entered the local hospital on October 4th for treatment, and that of Conductor Chauncey Tarbox, who had an infection in his nose to be treated.

Stock loading on the division in September mounted up to 3,325 cars, which is the best month yet, and made a lot of trains. For the past three months every engineman and trainman on the list has had all the work he wanted.

Dispatcher's Clerk Ann Butcher has laid off a couple of months to take a rest, and the Hon. Shorty Rogers of Roundup has been working on the job since she left. Account extra gang pulled off, Timekeeper Burton Bywater has gone to Moberge to take a car clerk job there.

Mr. E. A. Meyer, manager of the safety and fuel departments, attended the division staff meeting at Miles City on October 13th.

Advice received just as these notes are about to go out of the passing in Cedar Rapids, Ia., on October 13th, of the father of Agent R. I. DeLaHunt of Bowman, and the sympathy of the division goes out to him in his bereavement.

Iowa Division, Second District

H. H. J.

THE daughter of Mr. and Mrs. Thos. Penney passed away at Centerville, Ia., October 11th. Burial was at Waukeo, Ia.

Conductor McGrath "laid off" a couple of trips early in October, W. P. Kelsey relieving Mr. McGrath.

R. G. McGee, of Grimes, was appointed

agent Milford and has transferred to that point. Now for the fishing and boating next summer.

V. C. McGee has been appointed agent, Grimes, and Mrs. McGee and he have moved to that point. Bet it seems rather nice to settle down for a spell after doing relief work for over 11 years.

Agent and Mrs. C. R. Stahl took their annual vacation away from Albert City the fore part of October. Imagine they visited A Century of Progress, also relatives at Grinnell, Iowa. W. J. Black and R. V. Dawson relieved.

Considerable foxtail fodder hay has been shipped from points in this territory to Dakota stations. It seems a little strange to see carloads of this commodity being shipped because a few years ago when our pastures were first-class the Iowa livestock would hardly look at the foxtail, let alone eat it.

Robert, the son of Agent and Mrs. A. Schroeder, Redfield, has enrolled at Drake University, Des Moines. Understand he likes the work fine.

Agent O. M. Case has returned to work at Adel. He was relieved by P. L. Calhoun.

Among those of the Second District attending the Veterans' Convention in Chicago were Mr. and Mrs. D. Rundberg, Yale; Mr. and Mrs. A. C. Jacobs, Nemaha, and Mr. and Mrs. K. M. Hamilton, Des Moines. Some of them report it as the best Veterans' Convention they ever attended.

Agent A. L. Groom, Arnolds Park, was away the fore part of October, being relieved by P. L. Calhoun.

W. H. Roach, agent, Clive, took two or three days off in October, R. O. Hill relieving.

Seattle General Offices

F. H. B.

AFTER playing hooky for the past few months, I don't know of a better way to start the machinery going again than to announce that that grand old bird, the much eulogized stork called on Mr. and Mrs. Douglas ("Doug") Haley, Monday, October 8, and as a result of his visit we have the very great pleasure of introducing to you Master Douglas Jr. Haley, or Douglas Haley, Jr., in other words; weight 7 pounds minus. The fact of the matter is that a monicker hasn't been selected for the young gentleman as yet, although we held off going to press as long as possible, in hopes a decision would be made. Anyway, we'll give it to you next month. Of course we haven't seen the young fella yet, but Doug says he's cute, and when a man, even a pardonably proud papa, says a newborn baby is "cute," that's news! Watch out, Hollywood! Of course Doug is on the receiving end of much advice, mostly bad and worse, but we're betting 10 to 1 young Mr. Haley will survive in spite of it, and he has our best wishes and his parents our congratulations.

The Milwaukee family lost an old and valued member with the passing of Mr. F. M. Dudley at Providence Hospital in Seattle, Tuesday, October 9. Mr. Dudley suffered an attack of acute indigestion while at his desk and passed away shortly after being removed to the hospital. We wish to convey our sympathy to his family.

Guess we'll have to invade the society columns and tell you a little of what is transpiring amongst the 500. The dining room of the Washington Athletic Club was the scene of a complimentary dinner honoring Mrs. Ella Franklin of St. Paul, who formerly was employed in the general manager's office, and Miss Esther Schwind of the same office, whose engagement to Mr. E. M. Stablein of the transportation department was announced in the society page of the Seattle Star a short time ago. Oh, yes, the date and time was 6 p. m. Monday, October 8. The girls in the Seattle office were the sponsors of the affair. Five hundred was played after the dinner, and we understand Miss Virginia Chapman and Eulalie Lasnier of the engineering department walked away with the prizes.

We feel we must give you a few more details concerning the engagement of the popular young couple—Miss Schwind and

RAILROAD MEN'S SMOKE MEETS TEST OF DEATH VALLEY

Edgeworth in perfect condition despite dry, hot country

Railroad men, who like their tobacco in perfect condition, will be interested in this letter from Leo Hudspeth, a member of an engineering and geological field party in Death Valley.

245 East Base Line Road
San Dimas, Calif.

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

I would like to say a word for your vacuum packed tins of Edgeworth. Last summer I spent a month in Death Valley on an engineering and geological field trip. We took several pounds of Edgeworth, all in the vacuum tins. Soon after arrival each of the vacuum tins was opened so that the several members of the party could replenish their pouches. Of course, we kept the lids on the tins.

The thermometer was around 130° to 140° of dry blistering heat, but during all this time none of our tobacco dried out the least bit.

Very cordially yours,
Leo Hudspeth

If your tobacco is not in perfect condition, why not try Edgeworth in the vacuum tins next time? Vacuum packed Edgeworth is sold in several sizes. It is the same Edgeworth—the only difference is the packing in the round air-tight tins. Don't forget that there is the standard 15¢ pocket package, and other sizes up to the pound humidor tin. Edgeworth is a blend of only the tenderest leaves of the Burley plant—what tobacco



Railroad pipe smokers are Edgeworth fans

consists call "the mildest pipe tobacco that grows." It is blended and treated by men long skilled in holding that different Edgeworth flavor. Give yourself and your pipe a treat by filling the bowl with Edgeworth next time. It is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.

CREOSOTED MATERIALS

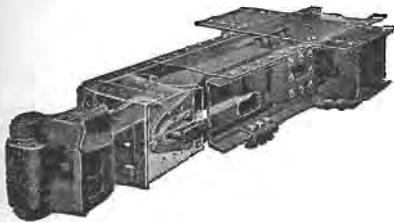
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"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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No Order Too Small—None Too Big
Write Us for Information.

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ST. PAUL, MINN.

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Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

Mr. Stablein. It is believed the ceremony will take place some time during the early winter, although the blushing bride-to-be and lucky bridegroom have refused so far to divulge the exact date. At any rate, the showers have started, as we understand Mrs. Edmund Van Wyck of Seattle entertained at a party and shower in Miss Schwind's honor Tuesday evening, October 9. More anon.

Miss Leona A. Murphy of the telegraph department is leaving tonight on the Olympian for Butte, Mont., the World's Fair in Chicago, and Dubuque, Iowa. We anticipate the young lady is going to have a few pleasant surprises on her trip, and we certainly wish for her an exceptionally nice vacation.

The past week saw the passing of another Milwaukee veteran in the person of former Seattle Yardmaster J. G. Mitchell. The sympathy of his many friends is extended to his family.

Last, but far from least, the transportation department is happy to welcome back Miss Annette Standaert, who has been taking a well-earned rest since July 1, and we hope enjoying herself immensely at it. Of course we're anxious to know just how many narrow matrimonial escapes she had, and hope to get a ride in that bus she is supposed to be buying.

We're expecting an increase in the automobile accidents in our fair city immediately, as Chief Car Distributor H. R. Keller has indulged himself in a new car, and Chief Clerk Stablein has added another cylinder to his pre-war Buick. Both of these gentlemen have anything but an enviable record at police headquarters, and are known as reckless speeders. We can only hope for the best and anticipate the worst.

Traffic Department—Seattle

MR. C. R. LANPHEAR, of the city freight office, was feeling very low last week over the loss of his chow puppy, a coal black dog which he has named "Lily." Later information developed that Lily had run away with a passing gardener, and

upon payment of a \$5 reward she was returned to Mr. Lanphear. Next time, Dick, don't name 'em for a flower if you don't want them to fall for the gardeners.

A distinct addition to the general offices is the new young lady charge d'affaire in the real estate department. She is Miss Lucille Lenon, daughter of the late C. E. Lenon, former agent at Raymond, Wash. Miss Lenon has been employed at the state of Washington offices at Olympia until recently.

Mr. Glen Williamson, rate clerk in the general freight department, recently astounded all beholders by exhibiting a giant potato, about a foot long, which he claims was raised on the Williamson dude ranch, north of Seattle. He was advised to exhibit it at the Puyallup fair next year and is considering keeping it in storage until that time.

Mr. Sidney W. Harvey, the Chesterfield-ian statistician of the traffic department, is concentrating upon some system of numbers by which he can win on a baseball or football pool. He has tried almost every known combination of figures (at 10 cents per figure) on the various boards in circulation, but so far has been unable to work out a good, dependable system.

It is observed that Mr. H. B. Brownell, of the general freight office, seems to prefer Mr. F. O. Finn as a partner in piscatorial adventure. Perhaps he figures the name will help.

Miss Ethel Lee of the export and import department, is spending her vacation in California; she intends to get to the bottom of this "perpetual sunshine" rumor. Mr. A. G. Brett has just returned from a sojourn in that state, but upon being pressed for an account of the weather, states he doesn't remember anything unusual in that line.

Since losing an unnamed amount on the world's series, Mr. W. A. MacLeod, the Scottish egg-fancier of the general freight department, has announced a general rise in the price of eggs and poultry products to his public.

BINKLEY COAL COMPANY

Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

BINKLEY COAL COMPANY

230 North Michigan Avenue

Chicago

Branches in Minneapolis, St. Louis, Indianapolis.

Iowa (East) Division

John T. Raymond

IT WAS interesting to know that the author of the motto just adopted by the Milwaukee Veterans Association was William Penn, born in England, 1644, famous in history and founder of the colony of Pennsylvania. He also planned and named the city of Philadelphia and for two years governed the colony wisely and well.

The following are the names of some of the folks from the Iowa Division at the Chicago reunion: Leo Goss, Mr. and Mrs. John Reimers, Mr. and Mrs. W. H. Young, Conductor I. Connors, Mr. and Mrs. Frank Keith, Lee Tolbert, C. R. Cornelius, F. B. Cornelius, Mr. and Mrs. H. L. Steen, Mr. and Mrs. Robert Cessford, Mr. and Mrs. W. R. Barber, Mr. and Mrs. Chas. Rowe, Mr. and Mrs. F. J. Hardenbrook, S. L. Winter, E. C. Jess, Mrs. Stewart, Mr. and Mrs. N. Harry, Henry Nichols and the writer.

There was a fine write-up in the Milwaukee Employes Magazine of October of the Milwaukee veterans' reunion at Chicago. It was one of the best, well managed and largely attended. The officers and committees performed their duties admirably, and we voice the enthusiastic thanks and appreciation of Iowa veterans and their families to L. C. Boyle and L. J. Benson and their helpers for their fine planning which contributed to largely to the comfort and entertainment of the Milwaukee veterans and their families at Chicago. Many thanks to Sandy McRae for the fine souvenir booklet and program that he helped so generously to provide and that contained much valuable information.

Mr. and Mrs. Earle E. Edwards of Marion have returned from Perry, where Mr. Edwards has been supplying as relief train dispatcher for several months.

Operator George A. Crabb of Cedar Rapids was off on a week's vacation early in October, F. E. Sorg relieving.

Born to Mr. and Mrs. James I. McGuire of Marion, Sept. 19th, a son, James Douglas. Hearty congratulations.

Miss Hannah Johnson of Marion enjoyed a week's vacation early in October, visiting in Chicago part of the time.

Mr. and Mrs. S. C. Lawson of Marion went to their farm home in Tennessee for a three weeks' visit the latter part of September.

Joseph Sanborn of Marion returned home Sept. 25th after an operation at Iowa City. He is convalescing slowly.

Milwaukee Veteran W. T. White of Long Beach, Calif., received a prize at the "Vets" reunion at Minneapolis in 1931 at Lake Minnetonka picnic as being the "Vet" who came the longest distance to attend. He is now 82 years old and was inclined to be a little vacillating when he received notice from Mr. Benson of the reunion at Chicago, and wrote back from Long Beach, Calif., that he sure would like to attend the reunion and see all the old boys once more but probably would not attend this time. Mr. Benson immediately wrote back to Will and helped him to make up his mind to attend. Well, he came and had the time of his life with many old friends.

We met Engineer George Greene (retired) of Davenport at the Milwaukee vets' reunion, Chicago. He told of a striking occurrence at Nahant not long ago when "Paul bumped the Lord." F. L. Paul succeeded J. H. Lord as roundhouse foreman and Mr. Lord went to Coburg in same capacity. According to the ascendancy of these men in the railway world they have been putting a lot of character in those names and are worthy successors of the ancients who bore them.

William T. White of Long Beach, Calif., spent several days at Marion early in October with relatives on his return from the Milwaukee veterans' reunion at Chicago. Mr. White used to brake on passenger between Chicago and Marion for a long time. He retired and went to California ten years ago. He looks well and is glad he attended the vets' reunion. He has a daughter and a sister living in Chicago.

Supt. and Mrs. A. J. Elder left Marion Sept. 26th for a couple of weeks' vacation, visiting at Chicago and Montreal.

We deeply regret to learn of the death of Engineer Oscar Woods at Des Moines. He was quite well known to the employes on this division.

Mr. and Mrs. George R. Barnoske of Marion were off on a week's vacation early in October.

Mrs. Ida Neuenswander of Marion was away for a brief vacation, visited part of the time in Chicago, the middle of October.

Mr. and Mrs. S. C. Lawson of Marion returned home Oct. 12th after a few weeks' visit at Mr. Lawson's home in Tennessee.

Operator T. J. Allen of Miles has returned home after doing extra work at Marion for several months.

Conductors C. R. Cornelius, F. B. Cornelius and Jack Higgins were off a trip or two, being relieved by Extra Conductors H. O. Whitlock, A. J. Gregg and W. I. Farrell.

Passenger Conductor Wm. L. Hyde on Sept. 12th took an indefinite leave of absence on account of ill health. Conductor F. S. Craig, who has been on one of the assigned time freight runs between Savanna and Perry, has taken Mr. Hyde's run on Nos. 3 and 4 between Marion and Chicago.

Passenger Brakeman Gene Wilbur is in a Cedar Rapids hospital recovering from an emergency operation for appendicitis Oct. 6th.

Mrs. R. C. Merrill, custodian at Viola since June, 1931, passed away Friday, Oct. 12th, at the home of Mrs. Conrad, Marion, after a lingering illness. She took a leave of absence as custodian for six months on account of not being well. Surviving here are three children who have been living with a sister in Chicago. Mrs. Merrill was a woman of fine ideals and had made many friends in Marion and Viola and on the division. She was the wife of deceased Train Dispatcher R. C. Merrill.

Her passing is deeply regretted and deep sympathy is extended to the greatly bereaved family.

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

D. H. A.

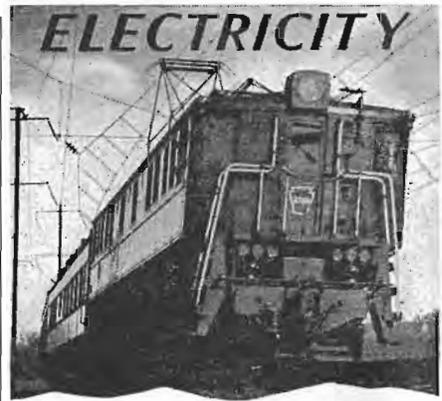
THE glorious autumn days are here again and in spite of the drought, we have enjoyed some lovely weather the past month. In fact, the South Dakota Indian summers can't be beat, and with the return of normal rainfall, our state will hold her own with the best of them.

Miss Helen Conger, night operator at the local telephone office, is back at her desk again after a month's vacation spent at Council Bluffs and Marion, Ia.

We are sorry to lose Mr. and Mrs. Arch Robison and family from our midst, they having moved to Seattle, where they will make their home. Mr. Robison has purchased a suburban store there and is enjoying a good business. Mrs. Robison and daughter Mildred spent a few days here with old friends. While here she disposed of most her household goods and rented the home to the F. C. Kohnert family. Mrs. Milton Stoecker, formerly Doris Robison of Britton, also spent a few days here with her mother and sister. Mr. Robison will work for another month before returning to his home at Seattle. We wish them good luck in their new venture.

We neglected to mention last month about Conductor and Mrs. James Downs and Conductor Al Gates visiting the grand American trap shooting contest held at Dayton, O., during August. They also visited friends at Chicago and took in the World's Fair and report a very enjoyable time.

We showed splendid increases in the freight receipts during the months of August and September and business still continues very good, every available man has been called back to work and many from other parts of the country are back to take advantage of this spurt of business. We also received the good news that the L-3



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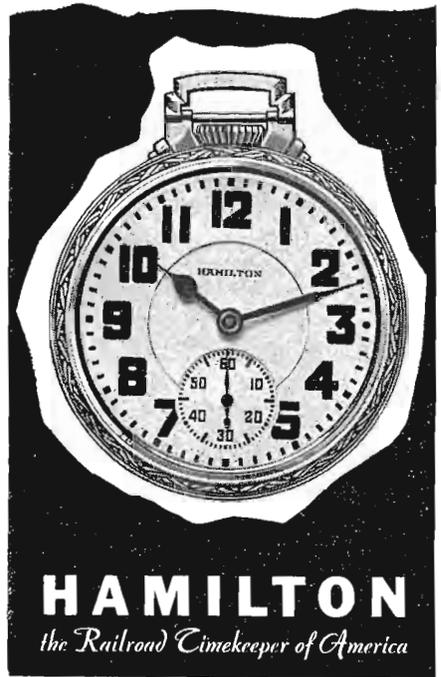
Other features, too, make this watch outstanding. It is especially protected from variations caused by extreme temperature changes. It has a rustless hairspring and two-piece balance staff. Only Hamilton Watches are Time-Microscope-Tested. Ask your jeweler or watch inspector. Write for free booklet explaining Elinvar. Address Department R.

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engines will again be serviced at Moberidge. This will mean a lot of additional help at the local roundhouse and bring a number of families back here. The engines to be serviced here are from trains operating between Moberidge and Hardenton, Mont. This work was formerly done at Aberdeen.

Miss Maxine Lentz is taking a four months' course at the Minnesota University, after which she will enter Ancker Hospital, at St. Paul, for nurse's training.

Miss Frances Williams, who is attending St. Olaf's College, has been made a member of the famous St. Olaf choir. This is quite an honor for a freshman, and we congratulate you, Frances.

Mrs. Carpenter Kendall and Miss Etta Lindskog went through Moberidge recently on a western trip. We hope to have them stop off and visit our chapter on their return the latter part of this month.

Mr. and Mrs. Elbert Taylor have returned from a trip to the World's Fair and a visit with friends at Mitchell, S. D.

Mrs. Harry Conger is enjoying a visit from her sister, Mrs. Arthur Law, of Council Bluffs, Ia.

The following people attended the annual convention of the Veterans Association of the Milwaukee Road which was held at Chicago, September 20th and 21st: Mr. and Mrs. Dan McGrath, Mr. and Mrs. W. C. Fuller, James Taylor and Wm. Moon. They also took in the Century of Progress and report a fine time.

Agent Dela Hunt of Bowman was called east on account of the illness of his father. He is being relieved by Operator Geo. Dimmick.

Mr. Jake Feichtner, who has been a patient at the Moberidge Hospital for several months, has gone to Seattle, where he will enter our Milwaukee Hospital for observation. He was accompanied by Mrs. Feichtner.

Agent and Mrs. W. P. Ohern of Wapakala were called to Graceville, Minn., by the serious illness of Mr. Ohern's mother. She is somewhat improved at this writing and Mr. Ohern has returned to work, Mrs. Ohern remaining for a longer stay.

Mr. and Mrs. Paul Nylan and Mrs. Claude Preston attended the grand chapter of the Eastern Star held at Sioux Falls this past week.

Mrs. Leo Middleton of Miles City spent a few days here visiting at the home of her daughter, Mrs. Blaine Miller.

Agent and Mrs. A. Gustafson of Lemmon left for a trip to California. During his absence he is being relieved by Archie Thompson.

Section Foreman Mike De Francisco of Trail City, who has been a patient at the Moberidge Hospital for some time, is back to work again.

Roy Van Dyne is now working third trick at McIntosh, S. D.

Conductor Bert King of Marmarth is on the sick list suffering from an attack of the flu.

R. L. Marlett of Ashton, S. D., is working as an extra operator in the dispatcher's office.

Miss Evelyn Woodman spent the week end with her parents, Mr. and Mrs. "Ding" Childers, at Miles City.

A son was born to Mr. and Mrs. Jake Stapf of Aberdeen on October 10th. The Stapfs are former Moberidge residents.

Miss Eleanor Schneider of Redfield, S. D., spent the week end here with her parents, Mr. and Mrs. Carl Schneider.

Herman L. Wahl, who is timekeeper for an extra gang west of here, spent the week end with his family.

Miss Helen Conger is away on a month's vacation from her duties as night operator at the local telephone exchange here. She will visit friends at Omaha and Council Bluffs as well as take in the World's Fair. We will miss you, Helen.

Ding Childers is working third trick at Miles City for a few days and he is being relieved here by Chas. M. Oleson of Lemmon.

Mr. and Mrs. Sam Hunter, Sr., accompanied by Mr. and Mrs. Sam Hunter, Jr., of McLaughlin, took in the World's Fair and also visited relatives in Wisconsin.

Agent W. P. Ohern of Wapakala took a much needed rest and vacation and went to Chicago where he joined Mrs. Ohern who has spent the past two months there. They took in the Fair and had a good time and are now back on the job again.

The many friends of W. E. McCullough, formerly police officer here, were grieved to hear of his death on August 12th, from cancer. The remains were taken to his former home at Des Moines, Iowa, for burial.

Mr. and Mrs. Clyde Caldwell have returned from a trip to the World's Fair at Chicago and a visit with relatives at Minneapolis.

Mrs. Bess Bunker and her mother, Mrs. W. H. Payne spent their vacation at the P. C. Morrison summer home at Hisega, S. D., in the Black Hills.

Several of our boys who make their home on the West Coast are taking advantage of the spurt in business and are back here making a few runs; among them are Warren Roberts, and E. J. Stadin from Snohomish, Wash., and "Red" Wands of Everett, Wash. Mrs. Wands was also here and enjoyed a visit with old friends. Mr. and Mrs. Ralph Knott and children have also been here on a visit.

Wisconsin Valley Division Notes

Lillian

ON SATURDAY, Oct. 6th, Mr. and Mrs. James O'Leary of Tomah, Wis., celebrated the fiftieth anniversary of their marriage. Breakfast was served to 50 relatives and friends, breakfast being served by members of Mrs. O'Leary's card club. After the breakfast the party returned to Mr. and Mrs. O'Leary's residence, where a profusion of flowers made a lovely setting for the reception which followed. The children who spent the day with their parents were Mr. and Mrs. E. D. O'Leary, Detroit; Mr. and Mrs. J. M. Finucan, Merrill; Mr. and Mrs. J. F. O'Leary, Mr. and Mrs. H. E. O'Leary, Detroit; Mrs. E. C. Malone, Patricia, Joan and Barbara Malone, Portland, Me.; Marcella O'Leary and Robert O'Leary. Guests from Wausau included Mr. and Mrs. C. H. Conklin, Mrs. J. Shira, Kenneth Conklin, Miss Mildred and Miss Gertrude Conklin, Mr. and Mrs. Charles Lattimer and Mr. and Mrs. A. Yates. Guests from Merrill, Mr. and Mrs. Tom Lanem and Mr. and Mrs. E. Tierney from New Lisbon. Archie Loomis of the town of Cassian, formerly of Minocqua, brother of Conductor

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S. J. Loomis, was almost instantly killed Sunday afternoon, Sept. 30th, when the Ford car in which he was driving and a Dodge coupe driven by Amos G. Scram of Park Ridge, Ill., sideswiped on highway 51 a short distance north of Goodnow. Mrs. Loomis received a broken collar bone. Other occupants of the car were only slightly injured. Funeral services were held Wednesday afternoon, Oct. 3rd. Sympathy is extended to the bereaved family by the Milwaukee Road employes.

Guests at Muskellunge Lodge on Squirrel Lake took a nine-pound muskie on Saturday and a fifteen pounder on Sunday. A string of five Oswego bass were also caught on Sunday.

Mr. and Mrs. Henry Kriel were called to Chicago by the death of Mr. Kriel's father, the late Fred Kriel, which occurred Tuesday morning, Oct. 2nd. Mr. Kriel was well known in Wausau, having been a former resident of Merrill. Funeral services were held Thursday afternoon, Oct. 4th.

Mrs. Charles Lattimer returned from Klamath Falls on Sept. 29th, where she visited her brother Louis Theiler. She met her husband in Washington and Oregon, who was sent there by the Grand Lodge of the Brotherhood of Locomotive Engineers to iron out difficulties in the organization on the coast.

Mr. Rudolph Neubauer passed away at his home in Wausau on September 28th after a lingering illness. Funeral services were held on Monday afternoon, Oct. 1st. Rudolph was a brother of Conductor Albert Neubauer.

Michael T. Starr, newsy on the Valley Division for many years, passed away at Memorial Hospital on Thursday morning, Oct. 3rd. Funeral services were held Oct. 6th. Mrs. Emmaline Dayton of St. Paul, Minn., sister-in-law of Mr. Starr, attended the funeral services at Wausau and accompanied the body to St. Paul, where interment took place.

Miss Ceal Wagner, daughter of Mr. and Mrs. Henry Wagner, was united in marriage with Rufus Lashua, son of Mr. and Mrs. Henry Lashua of Wausau, Wis. A dinner at the home of the bride's parents followed the ceremony and in the evening 200 guests were entertained at a dancing party at the Hanger Gun Club. Out-of-town guests were Mr. and Mrs. Elmer Albright of Milwaukee and Mrs. James Marshall of Moberg, S. D. Mr. and Mrs. Lashua spent their honeymoon in Chicago.

Northern District—Car Dept. O. M. S.

MR. J. E. MEHAN, assistant to superintendent of car department, Milwaukee and Mr. F. J. Swanson, traveled to car department points in Northern District. Mr. Mehan gave explanations on Supplement No. 1 to ARA Rules, effective August 1, 1934.

Asst. Foreman J. C. Weatherell of Minneapolis relieved Car Foreman C. Pederson at Hastings during the latter's attendance at meeting of Milwaukee Veteran Employes Association, Chicago.

We are glad to report Mr. Patrick J. Leighton, car inspector, is improving from a tussle with a lame back. Mr. Peter Hegre, carman, is still confined to his home on account of sickness. Mr. August Strom who has been off due to sickness, is back on the job again.

Wm. Raetz and wife visited at Glenwood, Minn., over Labor Day. John Tegland, wife and son motored to Buffalo Center, Ia., during the same holiday period.

Asst. Foreman J. C. Weatherell, wife and son visited the World's Fair at Chicago and relatives in Milwaukee recently.

William Mertz, of Aberdeen, attended the air brake meeting at South Minneapolis on Oct. 3rd.

Mr. and Mrs. O. Rorabaugh of Beloit, Wis., were visiting at the home of Mr. and Mrs. S. Hollingsworth.

Mrs. Gust Pietz, wife of Gust Pietz, upholsterer, passed away following a long illness. Our sympathy to Mr. Pietz and family in their loss.

Mrs. Fred Miller of Wabasha visited her son, Wm. Raetz, at Minneapolis.

Mr. Gottlieb Olson of South Minneapolis and Miss Marie Bgorgum of Clear Lake, Wis., were married Sept. 1st at Bethany Lutheran Church. Wedding breakfast was served at home. They plan to visit California during December.

Mr. John Flow, with his sister, motored from Chicago to Minneapolis after attending a baseball game at Wrigley Field.

Mr. Herbert Smith, light repair yard laborer, is ill at his home.

Chicago Terminals

Guy E. Sampson

THE Bensenville Chapter of Milwaukee Women's Club celebrated their tenth birthday Oct. 11th by inviting membership and friends to a 6:30 p. m. dinner which was served in the club house. Of the nine ladies who have served as presidents of this club, all were present except Mrs. Ingraham of Mason City, Mrs. Valentine of Milwaukee, and Mrs. Elliott of Terre Haute, Ind.; also Mrs. Sutherland, who is the only one of the past presidents of the club to be called by death. A wonderful dinner was served to about 100 people, after which the evening was spent in playing cards. Mrs. Bagnell of Minneapolis, a past president, came to attend, she being the only one from outside of the terminal to be present.

Operator George Hampton and wife rejoice over the arrival of their first born, a son, last month.

Switchman Luebking and wife also rejoice over the arrival of another son at their home last month.

Relatives of Miss Carry Swails, which includes Engineer Warren Swails, her brother, surely have the heartfelt sympathy of all employes over her sudden death last month.

Engineer George Bayne was called to Wausau, Wis., the first of October by the illness of his father.

Train director James Kirby, who was on a forced vacation account of illness has so



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in the wood. Dries into a glossy black, pliable coating that is odorless and non-inflammable. The coating is not soluble in water after it sets. Sixty pounds cover 100 square feet. Consultation invited.

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to be able to take his second trip again.

Harvey Craigmile and Arnie accompanied by their wives spent a week-end at Excelsior Springs and came back with wonderful reports of that resort, which can be reached via the Milwaukee Railway.

Our items this month are scarce, for on the 15th, the day we must write them, your correspondent was taken with an attack of rheumatism and left that evening for Excelsior Springs, where he will remain for a short time seeking relief at the springs.

Difference in Opinion

Guy E. Sampson

A Carpenter stopped a moment to gaze
At a freight train passing by,
He envied the brakeman who sat on top
As he turned they heard him sigh,
"He's nothin' to do but sit and look
At the scenery whizzin' by
With an occasional stop at a water tank
When the engine gets too dry,
I wish I'd taken a job like that
When I was young and spry."

The engineer said as he gazed at the man
Who worked with the saw and plane,
'Now, there is a man who is far better off
Than any man on this train.
He sleeps every night 'neath the self same
roof,
He is home with his family each night,
That's what I call takin' pleasure in life,
There's not a 'Rail' but will say I am
right."

The blacksmith said, as he drove home a
nail
In the shoe of the farmer's horse,
"I wish that I owned a team like this
And a farm, to work with them,
of course."
But the farmer replied as he bit off a chew
From a plug he removed from a sack,
"I wish I'd learned the blacksmith's trade,
For with farmers, business is surely
slack."

MORAL: What's the use of kicking about
The job we've chosen to do?
Why not do our best, then say to the rest,
"I never would trade jobs with you."
(The foregoing verses, written by Mr. Sampson were first printed in an early issue of The Milwaukee Magazine, and are here reprinted by request.—Editor.)

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

A. T. B.

NOVEMBER—the month of roast turkey, cranberry sauce and pumpkin pies, Thanksgiving. And I am sure we all have many things to be thankful for.

Mr. C. E. Miller, resident engineer, is thankful for the fact that he saved his English golf umbrella, which came in handy one day recently during a rain storm. And did that umbrella attract attention! It is about eight feet in diameter and bright orange and black stripes.

Steve is thankful for the opportunity he had to spend his vacation with his wife in California, and from what I hear they both had a grand time in the various cities in the southwest.

Mr. Brock is thankful for the way his foot healed after his recent accident.

Frank Skola is thankful that the bowling team of which he was appointed captain has been able to win a game and hopes that they will be able to repeat.

Dick is thankful for the opportunity he recently had to attend a football game. Don't believe he cared much for the game, but look who went with him. How about it, Dick?

Walter Stark is thankful that the candy business is still keeping him in pin money. Joe Haas, Carl and Edith are all thankful that they held a winning number in the recent pool on the world's series. Some folks have all the luck.

Bernice is thankful for the mild weather which has made it possible for her to walk to work each morning. She says it is good reducing exercise.

Leona is thankful that she now has solved the transportation system in the city of Chicago and does not have to ask the way of a policeman who, as a rule, was not able to direct her correctly.

Jack is thankful that he still can figure out the time to ring the bell from his watch. Thanksgiving, we are all thankful.

The New Hub of the I. & D.

Wm. Lagan

JOHN FISHER, former car foreman at Marquette, Ia., has been appointed car foreman at Sioux City, Ia. Mr. Fisher is taking the place of Louis Faltinsky and we are all sorry to see Mr. Faltinsky leave the division.

Effective October 1 the Sioux City terminals were transferred to the I. and D. division and are now under the jurisdiction of Mr. W. F. Ingraham again.

The Milwaukee has been receiving many nice comments on the new air conditioned coaches now running on the Arrow and the Sioux.

Section Foreman Chris Olson of Hawarden attended the veterans' meeting in Chicago recently and reports a very good meeting.

A well-known South Dakota broadcasting company announced over the air that they were giving away booklets entitled "How to Hunt the South Dakota Pheasants

and Get Results." Nick Kelly and Elgin J. Erichson of the Sioux Falls freight office immediately ordered copies by Western Union. Boys, it's a manly sport and you will no doubt derive much pleasure out of hunting after a little practice and if you follow the directions.

Engineer Al Main attended the national pension convention in Chicago recently and reports a well attended meeting.

Engineer O. B. Thompson and family of Tripp, S. D., are new residents of Sioux Falls. Otis is now pulling the passenger train out of Sioux Falls for Bristol, S. D.

Agent Geo. Ransdall of Lake Andes has returned from a two weeks' vacation.

Mr. W. F. Ingraham presided at a claim prevention meeting at Tripp, September 26. Mr. Roy Dougherty of Chicago was the main speaker of the evening. The meeting was well attended and a success in every way. A well-attended meeting was held at Canton, S. D., the following evening.

Brakeman T. G. Snyder and wife of Sioux City were recent World's Fair visitors.

Murray Burrell of Sioux City is recovering from a very painful accident in which his jaw was broken in two places. Murray says he hasn't much to say as yet but that he hopes to be back on the job soon. Chief Dispatcher H. L. Hoskins is spending his vacation in California.

Mr. F. R. Doud relieved General Yardmaster Eckert of Sioux City while Ed made a vacation trip to California.

Former S. C. & D. Conductors Art Reams and Elmer Slater, now of the Coast Division, visited old friends in Sioux City recently.

Conductor Burt Brashear of Sioux City recently made a pleasure trip to Missouri. When Burt returned home he was piloting a brand new Buick.

Superintendent and Mrs. W. C. Givens of Kansas City visited at the home of Conductor E. A. Murphy in Sioux City recently.

Two extra sleepers were needed to accommodate the Sioux City delegation to the veterans' meeting in Chicago. A fine time was had by everyone and the railroad management had a fine program lined up for the many veterans who attended from all over the system.

MOTORING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

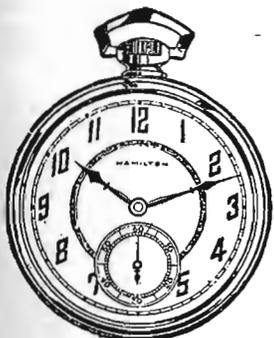
ALL I know is what I see in the papers, says Will Rogers, and what I hear traveling hither and yon or words to that effect, and back in Guy Sampson's colyum we notice he asks his willing little helpers to get their news items in on an earlier date...how do they do it? If I could go more places and see more things, I might have something to tell in this here magazine, but as it is...well, you readers are to be the judges and if you close the magazine with more or less of a bang right now, I would not blame you, as news is scarce...or at least I have not had my good ear to the highway or something.

Well, something did occur right out of a clear sky, as it were, even his own folks were surprised, they say...Charles Lieb, son of Engineer and Mrs. Lieb of this town and who grew up right in sight of the Station, but who is now living in Seattle, where he is a popular dentist, was married to Miss Lois Leedom of that city on September 28th at the home of Dr. and Mrs. Lundy.

Charles was a well known and popular Three Forks boy and the new Mrs. Lieb is well known in Seattle, where she has lived most of her life. The division offers this happy young couple their best wishes for a long and happy life.

Fireman Brasch, who has been away from this division for a number of years, has returned to work again. Fireman Davy from Lewistown, is working at the round house at Harlowton for a few weeks, and

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Fireman Bennett from The Rocky Mountain has gone to Lewistown.

We are glad to say that Mrs. Dick Griffith, wife of Signal Maintainer Griffith, who was operated on first of October at Rochester, Minn., is doing very well and Mr. Griffith writes that he expects her to be home again soon.

Mrs. August Kunze took their little girl, Mary, there also the first of the month where the young lady had her tonsils taken out. Both will soon be back again.

Conductor John Rice don't say good evening any more when he comes in on No. Sixteen to register and get his train orders—he starts telling me something about the Veterans' convention and says...well, when we all sat down to that table...but he don't say anything about when they got up again. Maybe he was too full for words about then. Both Mr. and Mrs. Rice were present in Chicago at the convention. Mr. and Mrs. Walters from the west end, out of Deer Lodge, and Leo Kemp of this division were also guests.

Dan McDougall has a new car. He can drive it too, the only trouble about driving it is...well, they called him for a Conductor Pilot ditcher job and he can't drive the car now until he can get off that job, because where the ditcher is, the mountains are straight up and big tall trees right in the middle of the road; so how can he drive a car with the road blocked with everything.

Paul Pogreba, oldest son of Conductor Pogreba, of this division, is home on 30 days' leave. He is in the United States Navy and stationed at Mare Island, California. Paul has certainly grown up, I would say.

Engineer Brentnall is working between Great Falls and Lewistown, and Engineer Smeltzer who has been there, is back on the Rocky Mountain for a while.

Chester Bales says...an' he says it to me...what you want two ducks or a goose?...and I says some of both. He was dressed fit to kill, new hunting coat, new boots, new gun and everything. Next day or so, some familiar figure with a familiar rolling walk, seemed to be trying to keep ahead of me down the street, but someone stopped him, and it was Chester with...well, of all things, bundles containing soup bones, a rolled roast, and a chicken, and he didn't kill any of them, either. He is still explaining...oh, yes! Weather is a wonderful alibi!

Mr. George Baker was acting chief train dispatcher for several weeks of October

while C. G. Bleichner went east to the World's Fair and to visit his folks. He had a good trip and got back right in the middle of sheep loading after he had told GBB to get all the cattle loaded before he got back, which he did, but as nothing was said about sheep, they are still loading.

Mrs. Carpenter Kendall and Miss Etta Lindskog visited several of the divisions out this way the first of October. A meeting was held at Butte, where both visited and a good attendance of the Milwaukee Woman's Club reported. Miss Lindskog spent part of the day and the evening in our city and gave a short and interesting talk at the regular club meeting the same night.

Operator Bell worked a few days at Jefferson Island for Agent Peacock, who was off for a short trip.

Operator Jost is at Lewistown working while Neil Grogan is at Miles City telling them how we do things on the RM, and dispatching all the trains in sight while he tells them, too.

Agent Kemberling from Hilger is working at Gallatin Gateway while J. R. Weatherly is dispatching trains all around Butte, and Dispatcher Peterson is working the NM division during the rush. F. A. Chalk on third trick at Butte. I know, because I talk to him now and then around 2 and 3 a. m., when we clear a train or so.

We regret very much to write of the illness and death of Mrs. John Null of Bozeman October 3rd. Mrs. Null had been sick for some time. Mr. Null was for many years conductor on the Gallatin Valley local between Bozeman and Three Forks, and we offer him our sincere sympathy in this great loss.

A very sad accident occurred at Loweth September 21st when Tom Ahern, brother of Mrs. Bruce DeLong at Tarkio, was killed while blasting out some stumps on his brother's ranch near that place. No one was with him at the time and the exact cause of the accident is not known. He leaves a wife, twin sons and a daughter in Butte, where he had been living for several years, his mother, two sisters and a brother. To this family the entire division extends their deepest sympathy.

The World's Costliest Cow Path

BOSSY cows lowing in Chicago's "loop" sounds incongruous.

But it actually happened just last month and the sight of bovines on the hoof outside the Milwaukee Road's

**"FOR HOURS, DOC,
SHE'S ONLY SAID
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HER husband feared it was an attack of her old asthma, but the eminent M. D. correctly diagnosed the trouble as "Gas-ma"—overpowering smoke-clouds from a long-neglected pipe and grouchy tobacco. The best tobacco in the world is unhappy in an unclean pipe, and hubby's was far from the best.

Clean out the old pipe, friend. Pack it with Sir Walter Raleigh Smoking Tobacco. Then puff away and watch your Sweet Mama smile again. Sir Walter Raleigh has a mildness that wins you, and a delicate fragrance that wins others. Sales of this choice Kentucky Burley blend have boomed because it really *has* the mildness mankind is searching for. Try a tin...will ya, man?

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REVOLVER—S&W Military and Police, Cal. .38, Special, 6 inch barrel. Excellent condition. With belt and holster. \$30.00. A. G. Pollath, 621 E. Burleigh St., Milwaukee, Wis.

FOR RENT—Reasonable. Apartment completely furnished—3 rooms and bath—garage. 3 blocks from Milwaukee Station. Good suburban service. E. E. Brewer, Roselle, Illinois.

FOR SALE—Grain Elevator, capacity 20,000 bushels, dwelling house, garage, woodshed and large barn, corn crib, chicken house, hog house, 300 acres land, fifty acres under plow. A good sand mine alongside track. Can be easily loaded from hillside into cars. Sand worth \$1.25 per ton. Can be purchased for \$3,500; \$4,500 down. This is a good stock farm for cattle, horses, hogs, sheep and poultry, also good location for grain and store. Good roads. Located on main line, I. M. St. P. & Pac. Ry., 33 miles from St. Paul; 8 miles from Redwing, Minn. Address: C. M. T. Nilan, Eggleston, Minn.

FOR RENT—Modern 5-room flat, steam heated. Garage. 2 blocks CMSt P&P Station, on Irving Park Blvd. Phone: Itasca 63.

FOR SALE—Thoroughbred Beagle puppies, hunters, not show dogs. Black hawk strain from the hunters paradise, The Kickapoo Valley. Males, \$7.50, females, \$6.00. T. J. Crawford, agent, Readstown, Wis.

TRADE OR SALE—Lot in Nixon's Westchester subdivision, 35x125, improvements in, assessments, taxes paid to date. Would like lot on Chicago's north-west side, preferably Edgebrook or Forest Glen. Address H. W. Kirch, 5100 George St., Chicago.

ROOM FOR RENT—Any fellow employees or their friends coming to Chicago for the World's Fair, I can give them a good room—very reasonable rate. Good neighborhood, 15 min. walk to loop, 15 min. ride to fair grounds by street car or bus. C. E. Sturgis, 11 W. Huron St., Chicago. Tel. Delaware 3738.

FOR SALE—Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensonville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave., Chicago.

EXPERT DEVELOPING, PRINTING, ENLARGING—Developing, 6c; 2½x3¼ prints, 4c; 2½x4¼, 6c; 4x5 prints, 7c. Enlarging—4x5, 20c; 6x7, 35c; 6½x8½, 40c; 8x10, 45c; 8x10, 50c. Ray Melzer, 869 Union Station, Chicago, or 1155 N. Pine st., Glenview, Ill.

FOR SALE—Lineman's 4 H.P. Fairmont Inspection Car, in good condition, Magneto operated, endless belt, improved engine mounting and belt tightener, ball bearing crank shaft and axle bearings. Four man or 600 lb. capacity, is water cooled with condenser, aluminum jacket. Will sell reasonable. E. C. Trimbo, Agt., Miloma, Minn.

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

ROOMS FOR RENT—Large pleasant sleeping rooms for rent. Close to Milwaukee Depot. Mrs. G. P. Hodges, 1402 S. Penn. Ave., Mason City, Iowa.

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ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employees tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 262 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

ticket office, at the busy intersection of Clark and Monroe streets, pretty well upset Cliff Keith, the road's genial city ticket agent, who feels that respectable cows should be confined in cool Wisconsin pastures or in a 40-foot stock car on the way to market.

The cows, there were three of them, were from a World's Fair exhibit and were in the "loop" to travel the world's most costly cowpath on the one hundredth anniversary of the use of the passage by cows.

The path, 10 feet wide and nearly 200 feet long, has been reserved, under an ancient deed, for cattle for a century. It is located at the western end of the 100 W. Monroe street building in which is located the offices of the Milwaukee Road's general agent passenger department as well as the city ticket office.

Back in 1834 the property on which the building is located was purchased by a William Jones, who had a herd of cattle. He sold the property in strips from time to time, providing in the deeds that the cowpath, to what is now Monroe street, be kept open so that his herd might reach nearby pasture land without crossing his "front" yard, then facing on Clark street.

In 1928 when the present twenty-two story building was erected, owners, left the cowpath, but utilized the air right over it. It has been estimated that the value of the path is \$177,000 and the loss of rent it occasions is \$10,000 a year.

Thirty

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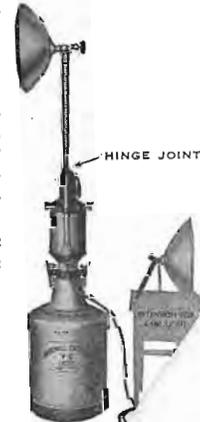
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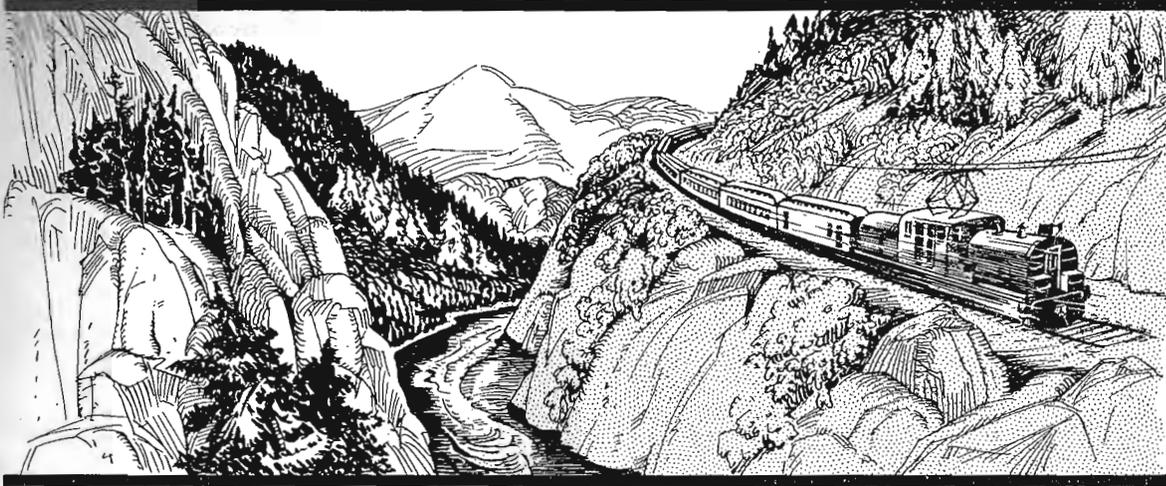
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