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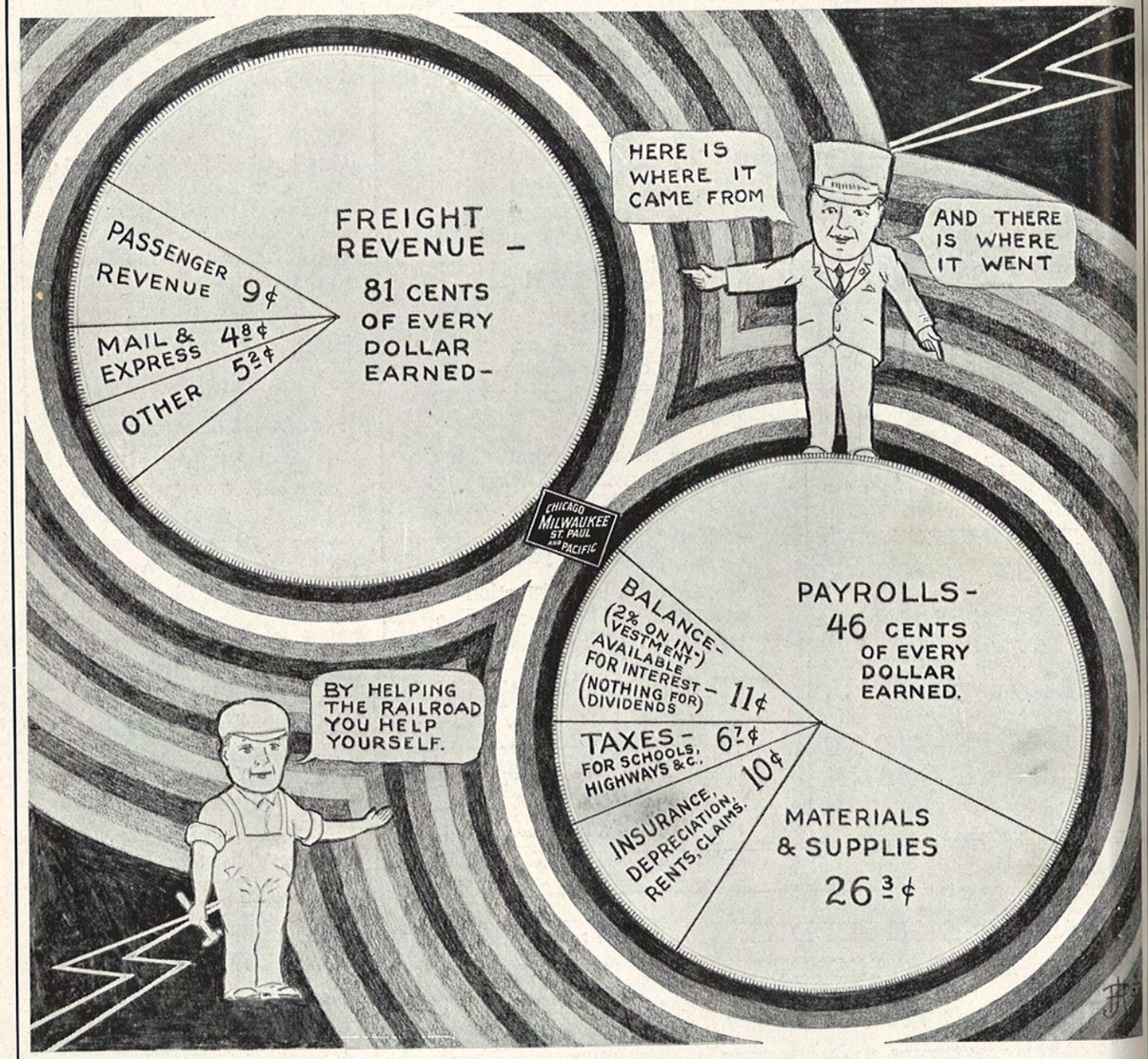

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The Milwaukee Magazine

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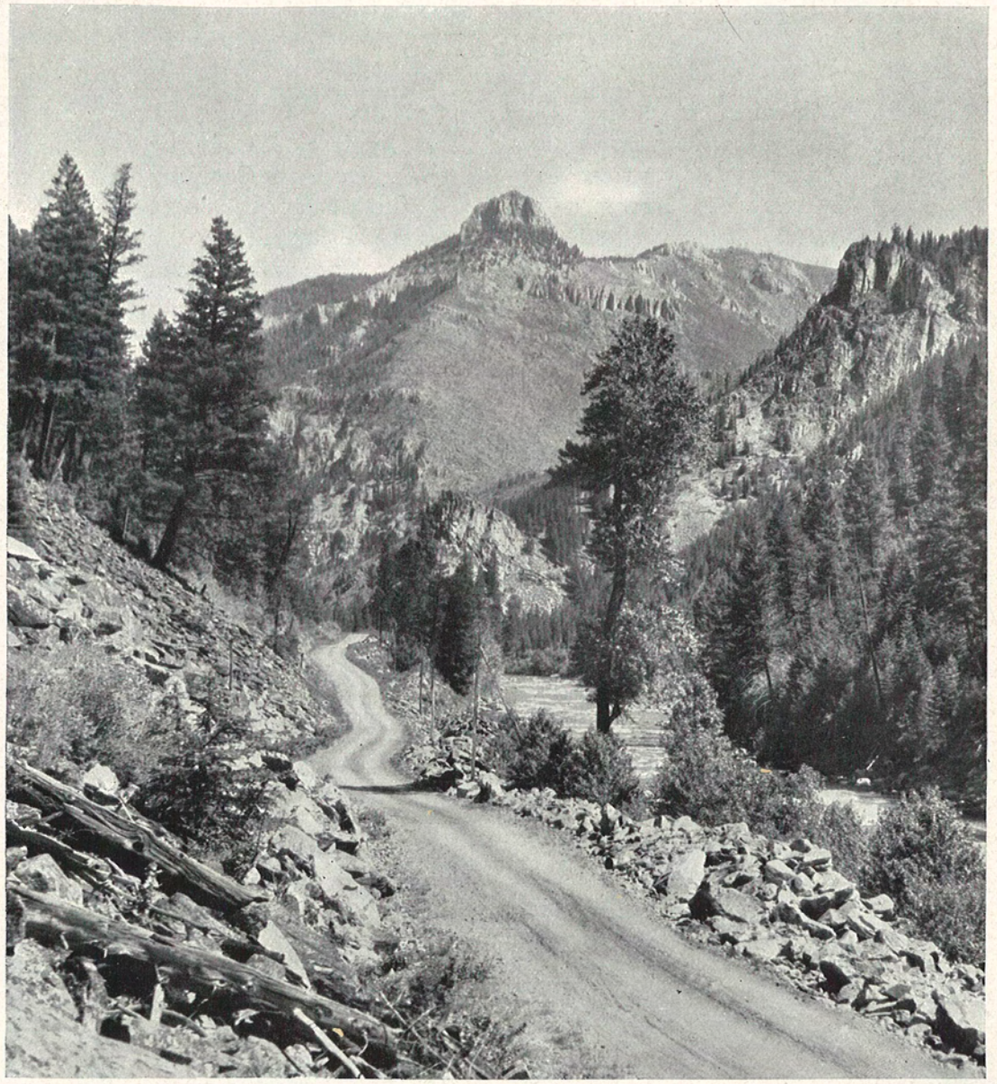
JUNE 1931



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The Yellowstone Park Wonderland

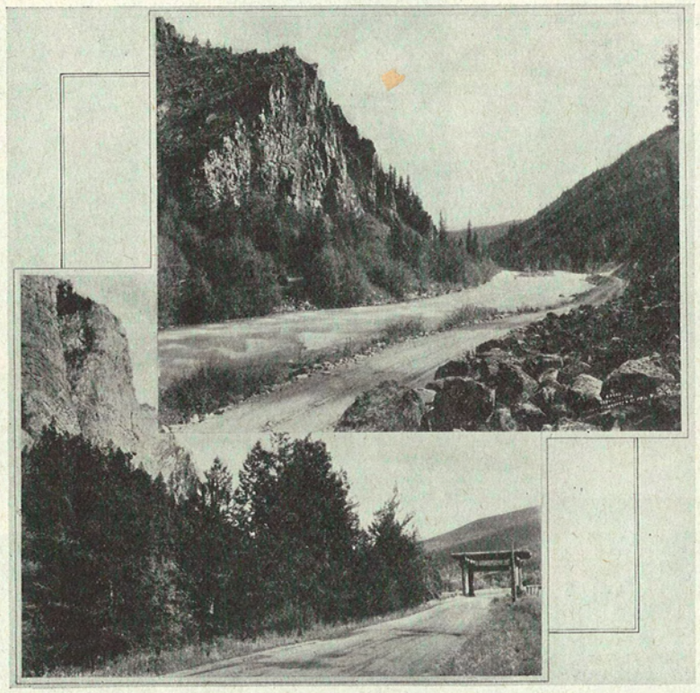
I. G. C. K.

TAKING leave of Yellowstone Park after the first visit, most people undoubtedly turn for the last look with the half-formed thought that some day they will come again; many make themselves that promise, and some do come again. And it is those who do return for a closer acquaintance with "Wonderland" that get a real feeling for the beauties and wonders of this marvelous playground; and of all that it means—its varied beauty, overpowering grandeur, its mysteries, its friendliness in the bracing air, the golden sunshine, the ceaseless play of light and shadow on mountains, valleys, lakes and streams; the chatter of its countless water courses, the thundering of its mighty cataracts and the reverberating echoes of the great subterranean forces that manifest here as nowhere else in the world.

And yet one would not forget or forego, if he could the thrills of his first visit, the thrill of that first sight of its marvels. Who would put away the recollection of his first glimpse of a geyser and the great steaming geyser basins with their hundreds of columns of rising, floating hot vapor, and while the eye is accustoming itself to the strange new picture, up into the air like a great shaft of shimmering white light, shoots a towering spire of hissing steam, and a magnificent geyser is in action before his dazzled eyes. Marvels, breath-taking and awesome, forever stamped on the memory

And before those thrills have had time to stale, the splendid Yellowstone River is before the eye, gathering itself for the mighty plunge over two towering precipices, singing a magnificent anthem on its wild way down through the stupendous canyon that many people look upon as the grandest exhibition of that whole region. The unutterable majesty of height and depth, of serrated walls and glowing color—the spell that holds you on its rim while the song of the waters below rises and floats off into the silence of the far-away where the silvery stream winds to the end of the picture is all beyond words.

Then there are the many serener beauties of the valley—the flower-covered meadows, the encircling ring of lofty peaks, mantled in deep green—here and there a snow-cap reaching above its fellows; the lofty crest of the Continental Divide; the far-off Grand Tetons lifting their mighty shoulders to the upper air and swimming in the glimmering purple haze like ghostly sentinels of the far outposts; the sparkling waters of Yellowstone Lake, with their girdling band of hills reflecting in the crystal-clear waters—



Top—On the Gallatin Gateway Road to the Park. Bottom—Gallatin Gateway

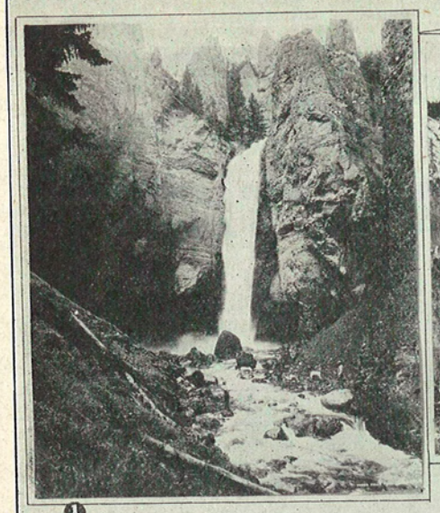
"these, and all these, and many more than all these."

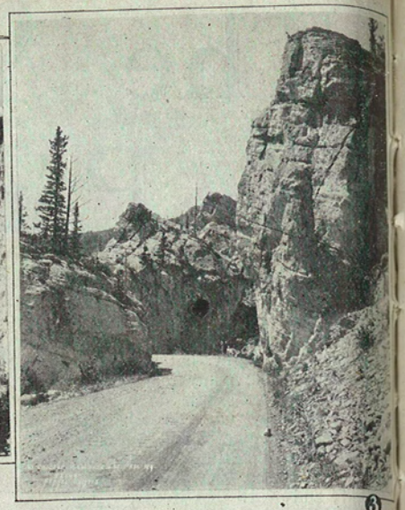
Of such are the never-to-be-forgotten memories. But there are thrills of different kinds and degrees to be gained on a "repeat" visit to Yellowstone, like that of a growing friendship with a great soul—the never-ending delights of intimacy and contacts with nature in all her varying moods, her most lavish displays and her deepest mysteries. Better go again and let friendly companionship cast this different spell about you.

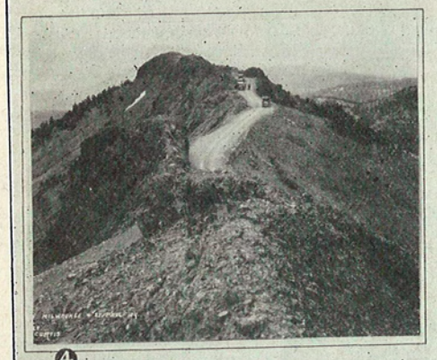
The way to "The Park" through the gorgeous beauties of the canyon of the West Gallatin River, through The Gallatin Gateway, is another starred episode to remember, marked as it is with a great gathering-in of towering mountains cloaked in the green of heavy forests out of which rise pinnacles and crests of colorful rock. In the canyon bed the merry West Gallatin River leaps and dances in the sunlight, winding and twisting around the jutting promontories of the hills that come down in splendid sweep to the water's edge, with the white roadway climbing higher and higher toward the summits, beyond which lies wonderland. A glowing introduction and likewise a fitting farewell.

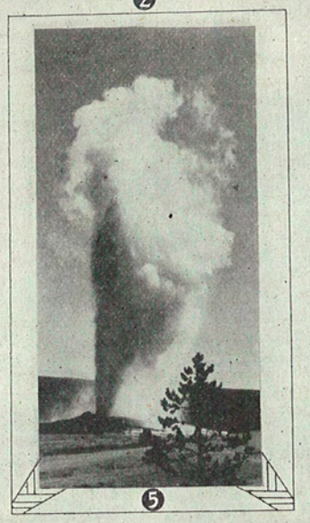
The Geysers and Hot Springs

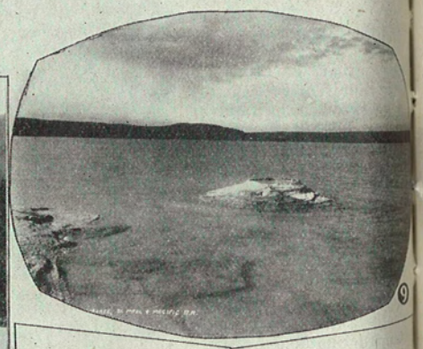
The geysers of Yellowstone Park are the largest and there is a greater aggregation of these "freaks of Nature" than elsewhere in the known world. There are geysers in Alaska, geysers in Iceland, geysers in New Zealand, and many other places on this earth, but nowhere else do they reach in magnificence and extent the great Firehole Basin and the Lower Field the Norris Basin, in Yellowstone Park. A hundred or more geysers spout and splash amid thousands of hot and boiling springs of water whose basins are gorgeous in coloring and whose waters are the most wonderful blues and greens in the world; there are spluttering mud-pools like huge pots of stewing muddy mush, and "paint pots" of hot brightly colored mud that shake and shiver and bubble and sputter; mud springs, undersized mud volcanoes whose contents are of every color and consistency—and all heaving and roaring in wild abandon. Out of this maze of steaming caldrons shooting upward at more or less regular intervals come the eruptions of the great geysers. Old Faithful, of course, is the first to be looked for, and its displays are always on time, faithful as its name implies. Every sixty-five to seventy minutes, its warning notes are sounded, the first jets of steam are released and then gradually its rising column plays up and up to one hundred and twenty feet in height and this column of boiling water and steam is sustained in air four to five minutes and then quickly subsides. Other notable geysers of greater volume, height and duration which the traveler of a day may have the great good luck to witness in eruption, but which the visitor for a fortnight is almost sure to see are Castle Geyser, quiet for several days, and then

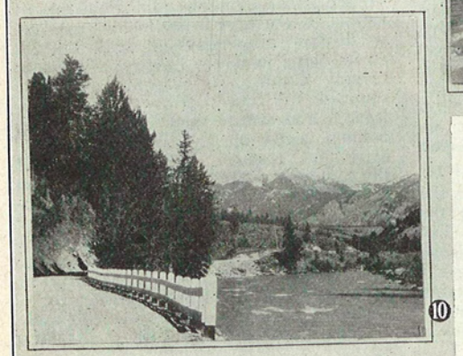




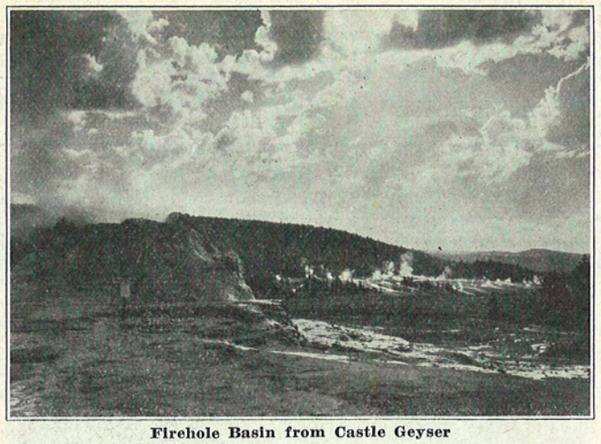








1—Tower Falls
2—Yellowstone Canyon from Artists' Point
3—Silver Gate
4—Mt. Washburn Road
5—Old Faithful Geyser
6—Mammoth Hot Springs
7—Handkerchief Spring
8—Gallatin Canyon, Montana
9—Fishing Cone in Yellowstone Lake
10—Snow-capped peaks — upper Gallatin Canyon
11—Cathedral Rocks from Up-River (South)



Firehole Basin from Castle Geyser

in action three or four times at half-hour intervals; Grand and Beehive, playing about an hour at intervals of one to four days; Giant and Giantess, more or less irregular in their displays; but if one happens to be on hand when Giant comes into action, he has seen something to remember for the rest of his life. And the Great Fountain in the Lower Basin. These water volcanoes have built for themselves wonderful cones, some picturesque and large, others smaller and more delicately formed, but all most gorgeously adorned as to color and tracery. These deposits of silica and travertine that build up the geyser cones, also spread out over the geyser basins like a delicately tinted pavement, over which one walks with care, for it is hot to the touch and is spangled over with little hissing jets of steam.

At Mammoth Hot Springs at the north end of the Park, heavily mineralized waters burst from the mountain side in a magnificent flow that has built up a series of splendid terraces of white travertine tinged with purple and pink and brown and yellow; and each terrace holds a pool of beautiful water guarded by a raised rim of exquisite formation and coloring. Seen from a distance, "Mammoth" looks like a great cascade pouring over shelving terraces in foamy volume.

The Lakes of Yellowstone

There are thirty-six lakes within the borders of the Park, the largest and most interesting being Yellowstone Lake itself. It lies at an altitude of 7,741 feet, surrounded by high mountains and dense forests. Bays and promontories vary its outline, around which is more than one hundred miles. It is full of trout and is the homing place of vast numbers of game birds, geese, ducks, plover, snipe, etc. Pouring into it are the streams from the surrounding ranges and out of it flows the noble Yellowstone River. For twenty miles the river flows gently through a sunny valley; and then suddenly it narrows and prepares for the stupendous descent by waterfall and canyon to the low countries where it meets the Missouri. Sunset across Yellowstone Lake is a magnificent sight.

When time is not limited many of the smaller and accessible lakes are delightful spots to visit, each with special beauty and appeal of its own.

The Falls and the Canyon

There are numberless waterfalls and deep canyons in the Park, but it is probably the lure of the Great Falls and Canyon that most often brings back the visitor to Yellowstone Park. Wild and impressive in its great opposites, tumultuous noise and overpowering silence; flaming color and cool tints, its sense of rest and its feeling of everlasting motion—there is nothing grander and more beautiful on the North American Continent. About twenty miles long and more than a thousand feet deep, the Canyon heads where the great river pours over the upper fall, one hundred feet, and gathers for its second plunge of three hundred feet, and then presents its long twenty-mile spectacle of jagged rock and graceful pinnacles that lift off the bare walls like the spires and minarets of a fantastic temple. Says John Muir of this crowning glory of the Yellowstone: "It is not the depth or the shape of the canyon, nor the waterfall, nor the green and gray river chanting its brave song as it goes foaming on its way, but the colors of the decomposed volcanic rocks. * * * Here the very ground is changed as if it belongs to some other world. The walls of the canyon from top to bottom, burn in a perfect glory of color, confounding and dazzling when the sun is shining, white, yellow, green, blue, vermilion and various other shades of red indefinitely blending. * * * The effect is so novel and awful we imagine that even a river might be afraid to enter such a place. But the rich and gentle beauty of the vegetation is reassuring, forests and gardens extend their treasures in smiling confidence on either side; blind fears vanish and the grand gorge seems a kindly, beautiful part of the general harmony, full of peace and joy and good will."

The Petrified Forests

An outstanding attraction of the Park and seldom visited, except by those who stay awhile or who "go again," are the petrified forests. The largest of these are in Amethyst Mountain, where twelve forests turned to stone stand one atop of the other, buried at different periods by volcanic eruption; and above the last burial grow pines and spruces of a present-day forest, not knowing or caring for and probably not anticipating a repetition of the tragic history of their predecessors. Age after age these forests grew, flourished and then were overwhelmed by a fiery rain of volcanic mud and ashes, many with the trees standing erect. Then another period of growth and destruction and petrification until there are twelve volumes in this geologic library, the strata of these forests showing their edges in the precipitous face of the mountain. There are other areas within the boundaries of the Park where these buried fossil forests exist, and where the story of the ages is laid open to the seeker of today.

For the one and only trip to Wonderland, there are sights and scenes aplenty in the regular itinerary; and for those who stay to enjoy more at length or who "go again" for a nearer acquaintance, there are mountains to climb and wonders untold to explore and memories to bring home to last a lifetime.

The Six "Discoveries" of Yellowstone Park

I. G. C. K.

MR. ENOS MILLS, in his interesting Chapter on Yellowstone National Park, writes of "A Campfire That Made History" when on September 19, 1870, a party of Montana men were seated around the evening fire talking over their own discoveries and experiences and making plans for the future. This party had been on an exploratory tour of the Yellowstone Wonderland for the purpose of verifying, if possible, the stories told by previous explorers about the marvelous manifestations of Nature which had been seen at the headwaters of the Yellowstone River. The camp that night was near the junction of the Firehole and Gibbon Rivers and the discussion was mostly as to how ownership of the tracts of land embracing the geyser basins and the outlying scenic empire might be secured.

The idea was to secure title and exploit the locality for private profit, but to this Mr. Cornelius Hedges, a prominent man of those times and places protested, saying that private ownership should never be considered, and he advanced the suggestion that the Federal Government be asked to set apart the entire region to be held forever for the free use and enjoyment of all people—people not only of the United States, but of all the world. The idea was revolutionary, but it "took," and very soon an enthusiastic group of men around that campfire were planning how the thing might be accomplished.

(Continued on page 26)

Next to the Setting Sun

Grace Kirkpatrick

"Hittin' the trail west" today does not imply what it once did. At the time of the great movement to find and wash gold, or to settle a vast domain, it meant untold hardships, labor, and probably days and days with short food rations and sparing use of water.

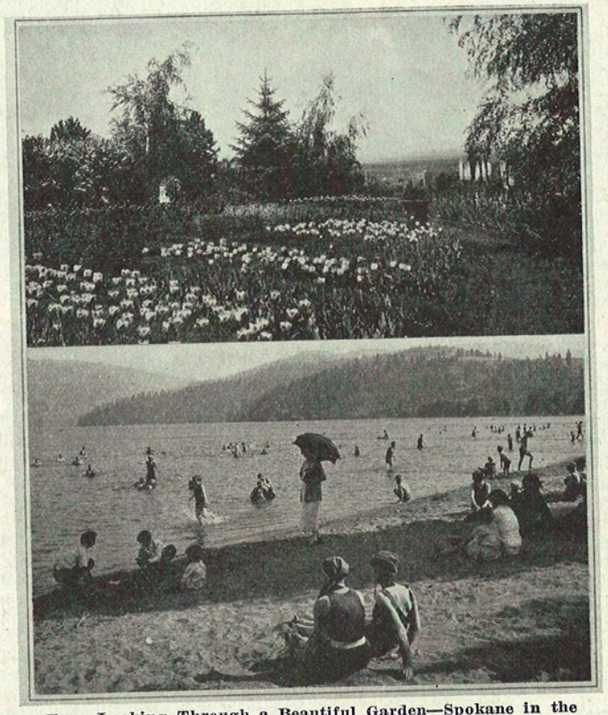
Now it means comfort and the charm of variety that increases with distance, until just next to the setting sun we reach a land of lakes, green mountains, and streams white with spray. This is the Inland Empire—a bit of Idaho, of Montana, Oregon and eastern Washington—with the pleasing city of Spokane as its capital.

Here is all the allurement that lead westward the pioneer. Glimpses of cool, waters, the wonder of pine-covered heights.

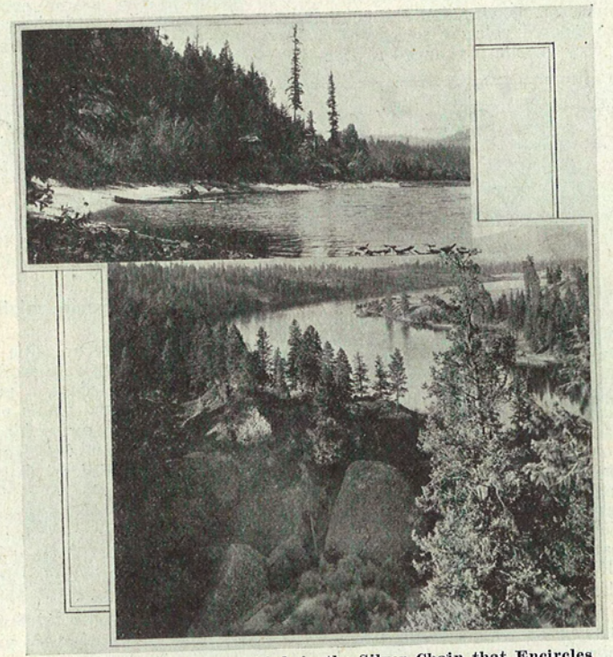
The traveler comes to the city from the hills. The long, narrow Spokane River stretches out green and level. The river, sometimes smooth flowing, sometimes tearing through high canyon walls, sometimes rippling in small rapids, cuts through the flowering ranches, the green fields, and into the city, and then into the pine hills, again.

And encircling the city and the valley with silver links is a chain of lakes. There are seventy-six within fifty miles, and from the fascinating choice of vacation pleasures that they offer, suppose we choose first to go to Lake Pend Oreille—forbidding, enticing, impressive.

Orchards and green gardens line the way in the valley near the city; then, as the country becomes more primeval, there are miles of wild roses which finally give place to towering, fragrant borders of tamarack and evergreen.



Top: Looking Through a Beautiful Garden—Spokane in the Distance. Bottom: Bathing at Liberty Lake.



Top: Newman Lake, a Link in the Silver Chain that Encircles Spokane. Bottom: The Winding Spokane River.

A quick bend shows the water shaded from blue to gray as the wind and sun shift. Miles of the shore are sheer brown cliffs of rocks, other stretches are wild hills of trees.

But there are beaches of warm, white sand; there are fighting trout in the deep waters, and with the evening comes a greater joy.

Then the blaze of the campfire climbs high to the darkening skies, the waters take on a glow of silver as the moon rises, blankets are stretched on the yielding sand, the trout sizzles as it strikes the hot pan. It is golden brown in a moment and fragrant as the coffee bubbling beside it.

Delicious!

Shortly the fire dies to ruby embers. It is time for the drive by moonlight back to the city and cabin or hotel.

Another day, another lake—more "cultivated." Liberty Lake this time, for yesterday we fished, today we wish to swim, surf-board ride, and in the evening dance. Liberty with its resort, its pavilion and popular, close-in beach, provides for all.

And if tomorrow we wish to play golf we can do so, and take in still another lake. Hayden, among the most favored of the world's waters this time. Rustic, luxurious Bozanta Tavern, on the water's shore, for comfort, and a fine fairway under evergreen shadows for a good sport at its best.

Having been modern, the dawn of another day suggests a trip amid reminders of centuries far past. This is to the Grand Coulee of the Columbia River, about 80 miles out of Spokane to the west.

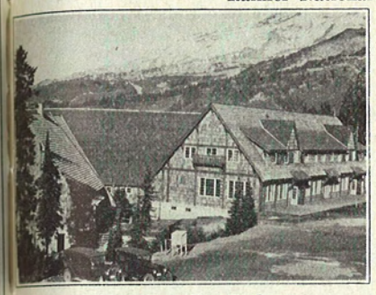
The Coulee is the dry bed of a giant glacial stream which once, during the age-long battle between lava, water and ice, replaced the Columbia as it flows today. Here are marvelous fossil beds, petrified forests, and a mammoth Dry Falls. These last once had the grandeur and magnitude of 40 Niagaras thundering over a width of four miles between walls 900 feet high. Here there is a chain of lakes—the nearest almost sapphire in its setting of brown rock, the next shading to green, another from green to gray, and farthest away, just as it meets the horizon, there is the white of alkali waters.

One feels the fascination of the mysteries of nature. In the forests there is refreshment, beauty in the lakes and streams—all that makes a perfect vacation is found in this playground between the mountains.

Rainier National Park

By H. L. Larsen

Rainier National Park Press Bureau



New Paradise Lodge

Sunrise Lodge Cabin Area

YOU can enjoy boating, fishing or camp life on the waters of beautiful Puget Sound and a few hours later be playing in summer snows 5,500 feet above sea level in Rainier National Park, Washington. It is because this "Charmed Land" of the Pacific Northwest offers such a variety of settings for vacationists that additional thousands are making the Northwest their summer playland each year.

To miss a visit to Rainier National Park is to miss the west. It is one of the nation's superlative scenic attractions in which is blended rugged, towering mountains, vast glaciers, gem-like mountain lakes, park-like meadows and almost endless fields of colorful wild flowers. Here, indeed, is a playground in which one might spend weeks without even a thought of becoming weary.

Whether you wish to enter the park from Tacoma, Seattle or Portland, you will find a trip of only a few hours ahead of you by rail or automobile. The Milwaukee is the only railroad serving Rainier direct. With true Milwaukee service and comfort you ride through mountain ravines, timbered hills rising steeply on either side, broken now and then by foaming waterfalls in a hurry to join the rushing river just below your train. Giant trees, straight as a match, grow so thickly on the hills that you wonder how man can penetrate those forests. Milwaukee service to Rainier Park starts July 1 and continues through August.

Then comes farming areas, green fields bordered by more trees, and towering above to the southwest is snow-clad Mt. Rainier, glistening in the sun, its summit 14,408 feet above sea level—America's most gorgeous peak. At Ashford, the rail terminus, six miles from the Nisqually entrance of the park, passengers transfer to automobile stages of the Rainier National Park Company.

Along a mountain boulevard, through the Nisqually entrance and to Longmire Springs. It is at Longmire Springs, six miles within the entrance that a striking view of the mountain is to be had from a meadow-like park. This is the location of National Park Inn, a retreat set in a mountain glade of unusual beauty. There are a number of mineral springs here and delightful trails lead to many beauty spots.

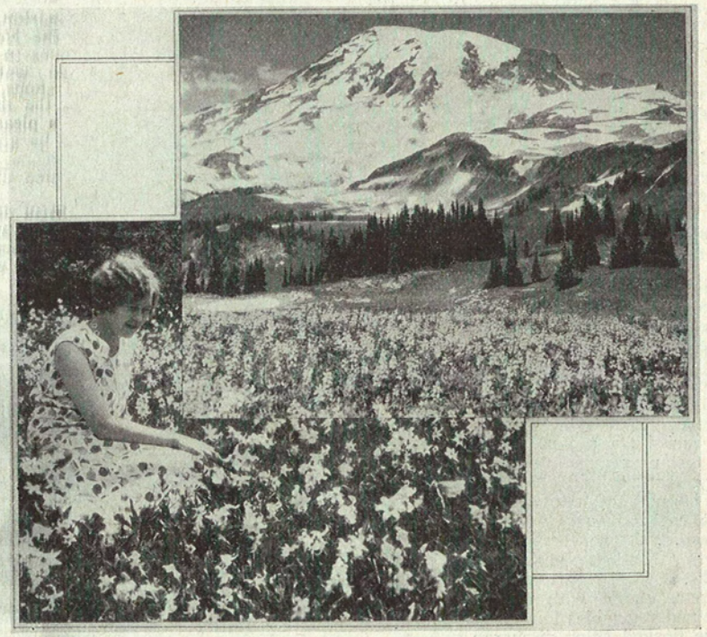
But Paradise, 13 miles beyond, is the center of summer activities and the destination of visitors. The highway, wide and well surfaced, twists among the hills—always upward—revealing panoramas of marvelous beauty. Timbered hills and barren peaks are piled in profusion to the very horizon, dominated by Mt. Rainier, sovereign of them all.

If you are an early summer visitor the highway will be banked by snow to a height of ten feet or more on either side, for the snow shovels have but recently cleared the road. But when the winter snow has melted the army of wild flowers takes possession and transforms the scene into a fairyland of color.

En route to Paradise your stage will stop at the snout of the mammoth Nisqually glacier, one of the largest of 28 which cloak Rainier, "The Mountain That Was God." A short distance and you come to the top of the world—Rickssecker Point. Far below you see the Paradise and Nisqually Rivers join forces to flow down to the sea. Before you are the serrated peaks of the Tatoosh Range—a mighty mountain bulkhead of rugged beauty. Just turn and you have one of the grandest views of Mt. Rainier. A rich carpet of evergreens lies at its feet, its slopes are marble white, creased by glaciers and tinted with rock.

Paradise Valley is only a short distance away now. A huge amphitheater around which circles the highway to famous Paradise Inn on the valley rim. The end of a trip you will not forget.

(Continued on page 13)



Top: Flower Fields in Paradise Valley
Bottom: A Field of Avalanche Lillies

Where Summertime is Playtime

Sara Wrenn

IN that part of the Pacific Northwest known as the Evergreen Playground, and, more intimately, as the Charmed Land, nature, apparently wearied of the southland's gold and purple, seized upon cooler colors. With the greens and blues and their varying shades—the purple and gray shadows of distance and the highlights of newly-fallen snow, she turned with renewed zest to her palette.

Big Four, Near Everett

Green and the depths of far-away places she gave to her woods of the north. The tranquil waters she tinted sapphire, jade and aquamarine; the turbulent cascades are white coral. They flash and gleam in their forest setting; they reflect the blue skies, the high shining peaks piled in rugged grandeur on either side—the jagged silver spears of the tumultuous Olympics on the west; the eternal sentinels of Mount Rainier, Mount Baker, Index, Adams and St. Helens on the east. Between these mighty upheavals, where ebb and flow the profundities, the bright reaches of the inland sea of Puget Sound, Nature scattered, with the wanton profligacy of all artists, a whole shower of lovely islands, large and small. Then, to complete the perfection of her work, she drew in from the ocean's depths, the Japanese Current, so that flowers might bloom throughout the year, while over the high snowfields and the forests of fir and cedar she brought the cooling zephyrs of summer, redolent with the fragrance of sea and woodland.

This is the land over which Seattle reigns as queen from her green throne above Elliott Bay.

As one of the world's great seaports, gateway to Alaska and nearest of all United States ports to the Far East, Seattle as the heart of not only a great scenic region, but also of a great commonwealth, is each year the Mecca of a constantly growing throng, bent on change and recreation.

Rich in entertainment, in Seattle's art galleries, museums and libraries there is something for all; her hotels and apartments "suit all purses"; her shopping district, with its big emporiums and smart exclusiveness, its quaint and varied tea rooms, grilles and restaurants, is intriguing. There are delightful marts and bazaars of antique and curio, enticing wares from far places . . . rare fossil ivory from Alaska's prehistoric depths. There are public markets, exotic with flower, fruit and vegetable; long piers where docked ships discharge and load; vast storehouses and refrigerators, with their glimpses of countless tons of foodstuffs from hinterland larder. There are parks, playfields and bathing beaches of salt and fresh water, emerald velvet golf courses, with far vistas, boulevards world-famous for their beauty.

Seattle's waterways, winding in and about, lead from sea to canal and lake. They afford drifting afternoons in the shadow of tree, flower and bird sanctuary; furnish brisk breeze for tacking sail, and an ever-changing panorama for 1,400 miles of bays and inlets amid romantic islands and along alluring shores clear up to the fjords of Alaska.

Across the Sound, at Bremerton, is the big Navy Yard, home of the North Pacific fleet that each year comes to the roadsteads of these protected waters, with its great dry docks and shops, its battleships and submarines in the making. Bremerton is reached by a pleasant boat ride across the Sound, or by air in some twenty minutes—a gorgeous opportunity for that long-anticipated flight thrill.

While at Bremerton a delightful drive is up the eastern bank of Hood Canal, when, if desired, one may cross the canal at various places and penetrate the wild grandeur of Olympic Peninsula. From Port Angeles at the northern tip, reached by water line from north, south and east, a fine smooth highway winds inland to the many gem-like lakes, including Crescent, the home of the famous Beardsley trout, and thence on to the Pacific Ocean. At the southern extremity, where Aberdeen and Hoquiam, the lumber cities of Gray's Harbor, form the terminus of the steel rail, Lake Quinault lies dreaming among its wooded hills, with the beaches of the ocean but a short distance away. All along the bordering highways are innumerable attractive resorts. Within the fastnesses are fish-filled lakes and streams, the wild crags and steeps and undisturbed life of one of America's last great wildernesses, with primitive but comfortable chalets at the end of the trail.

Out toward the Cascades, where Snoqualmie Falls plunge down through riven rock to fern-embowered pool—the land of the people who came from the moon, according to Indian legend—is the inn that forms a pleasant incentive for luncheon or dinner drive.

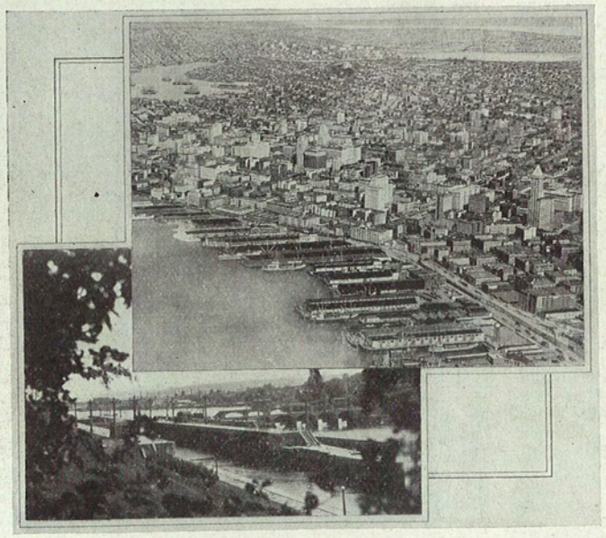
Everett, modern and inviting, with her attractive homes and handsome avenues, retains in her many thriving industries the salty savor of boats, lumber, log booms and fish, while all about her are rich berry fields, dairy meadows, acres upon acres of the delectable vegetables so prominent an item on the country's menu.

The mountain drives roundabout lead to unsurpassed scenery—Mount Index, Big-4, with its glaciers, ice fields and snow caves, and its big hospitable inn of bountiful table and crackling wood fires. Up at Monte Cristo, the interesting old gold camp beyond, you *may* chance upon a nugget. Anyway, as you swing around mountain and promontory on the queer, whimsical gas-driven coach that climbs skyward, keep your eyes peeled. A deer may crash down the hillside; a mountain sheep may be silhouetted for an instant against the blue.

The San Juan Islands, picturesque and historic, over which Uncle Sam and Cousin John Bull once thumbed noses, float across the Sound from shore to shore. Intriguing and alluring to the *nth* degree are the channels, now wide, now narrow, that wind through and separate the even more alluring rockbound and tree-crowned atoms, the sea-girt lands of meadow, orchard, town and summer colony. They are surpassed in beauty by no other archipelago. Indeed, with their background of forested mountain and towering white peaks on either side, they may well be said to have no peer.

On Bellingham Bay, some ninety odd miles north of Seattle, is the city of same name, that with its population of close to 40,000, is the center of an intensive agricultural district, as well as an industrial center in which lumber, as elsewhere throughout the Pacific Northwest,

(Continued on page 12)



Top: Seattle. Bottom: Locks Uniting Salt and Fresh Water Harbors of Seattle

1—Mt. Baker
2—Deep Lake in Heart of Cascades. (Out of Everett)
3—Mt. Baker, near Bellingham, Wash.
4—In Mount Baker Park—Table Mountain in Distance
5—Mt. Baker Lodge, 60 Miles from Bellingham, Wash.
6—Mt. Shuksan, as Seen from Mt. Baker Highway
7—One of the Tudor Gothic Buildings on University of Washington's 600-acre Campus
8—Part of Lobby of Mt. Baker Lodge
9—Looking East on Broadway, One of Longview's Business Streets
10—A Bit of Woodland Highway of the Olympics
11—Mt. Baker
12—One of Seattle's Boulevards

THE MILWAUKEE MAGAZINE

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Mrs. Heman H. Field

MRS. MINTIE STEARNS FIELD, wife of Heman H. Field, special counsel for the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, died Thursday, May 21, at the family residence, 4826 Kimbark Avenue. She was born in Stoughton, Mass., the daughter of Major Isaac H. Stearns. When a child, her family moved to Milwaukee, Wis., where she was living at the time of her marriage to Mr. Field. Mrs. Field was well known in art circles, being a graduate of the Art Institute of Chicago, and a life member of the Arts Club of Chicago, where her pictures were frequently exhibited. She was also for several years connected with the Publ'c School Art Society, judging pictures for the public schools of Chicago. She has resided in Chicago since 1890 with the exception of six years' residence in Seattle, Wash. Funeral services and burial in Leverett, Mass.

Robert H. Hicks

FRIENDS all over The Milwaukee Railroad were inexpressibly shocked and grieved on May 9 to learn of the sudden passing of Robert, the only son and only surviving child of Western Traffic Manager Fred N. and Mrs. Hicks, after an emergency appendicitis operation. "Bob," as he was affectionately known, would have been twenty years old on June 9 and was a junior at the University of Washington. He was also a popular member of Sigma Chi Fraternity.

Bob was beloved by all who ever knew him, bright, happy, interested in people and in everything that was wholesome and good, his future was full of promise. His passing is poignant sorrow to his host of friends, who offer to the bereaved parents their heartfelt sympathy in their loss.

Funeral services were held in Seattle and burial was in Indianapolis, Indiana.

William M. Weidenhamer

ON May 6, at Los Angeles, occurred the death of former General Superintendent W. M. Weidenhamer. Mr. Weidenhamer had been in poor health for several years. He resigned his position as general superintendent of the Northern District to seek a more favorable climate, going to California, where he has since lived.

The funeral services were held at Galesburg, Illinois, his early home.

Bidding Mayor and Mrs. Metcalf Godspeed

The Mayor of Omaha, Nebraska

MAYOR RICHARD J. METCALFE and Mrs. Metcalfe of Omaha arrived in Chicago over The Milwaukee en route to France, where Mayor Metcalfe will be the guest of the French government, in recognition of the hospitality extended by the people of Omaha to the French fliers, Coste and Bellonte, on their recent tour of this country.

Mayor Metcalfe was met at Union Station, Chicago, by the mayor of Chicago and a motorcycle police escort, and taken on a tour of the city. The party left later in the day for New York, where they sailed on the Ile de France, with mayors of other cities who were also invited guests of the French. They will attend the opening of the Inter-Colonial Exposition at Paris.

Mayor Metcalfe is a former governor of Panama, and former publisher of the *World-Herald* of Omaha. The picture above of the mayor and his wife was taken at Union Station with President and Mrs. Scandrett.

Free Gardening Space for the Unemployed

ADVICE has been sent out by Vice-President Gillick to the effect that those among the unemployed of The Milwaukee Road desiring to have gardens this summer for the purpose of raising vegetables for their own consumption and to provide root crops for next winter's supply, will be allowed free space on the right-of-way where such use of the grounds does not interfere with the company's business or endanger life and limb. Application to be made to the Division superintendent for the use of gardening space.

In this connection The Milwaukee Railroad Women's Club sent out notices that it would furnish the necessary seeds for gardening where such need was shown, an offer that was quickly taken advantage of in a number of places. This is a most worthy activity and it should result in provision for the winter, of a large amount of potato and other root crops, as well as a summer immediate supply of green vegetables.

Pick-Up and Delivery Service

Inaugurated in Chicago by The Milwaukee Road

PICK-UP and delivery service was inaugurated in Chicago May 1 on shipments to selected points in Illinois, Wisconsin and Minnesota.

Upon request of a shipper, l. c. l. freight is picked up by the railroad company direct from industries, warehouses or stores for shipment to any destination on The Milwaukee or its connections.

Also at specified points, shipments are delivered from freight depots to the consignee. The trucking service is performed by local drayage concerns under contract to the railroad

The new service is in the nature of an experiment, and if it proves satisfactory and indicates that it is advantageous to shippers and receivers of less than carload freight, it will probably be extended over the entire system.

THE VETERANS' MEETING

THE Veteran Employes Association announce their annual meeting this year to be held in Minneapolis, during the second week in September, the exact date to be announced later, together with details of the entertainment program.

Veterans who have attended the meetings at Minneapolis know a good time is ahead of them, for the Twin City district holds infinite attractions and opportunities for a wonderful outing. All members of the association are urged to begin now making preparations to attend the 1931 gathering.

Golden Jubilee Booster Trip

ON June 4, 5, 6 and 7, the city of Aberdeen, South Dakota, celebrates its fiftieth birthday anniversary, and in anticipation of the event, a "Pioneer Train" of old-time coaches, carrying 166 passengers, attired in old-time costume, was run over The Milwaukee Road from Aberdeen to Mobridge, with stops at Ipswich, Roscoe, Bowdle, Java, Selby and Glenham, and at all of these towns the train was met with hearty welcome from the local townspeople, to all of whom was extended a cordial invitation to visit Aberdeen and participate in the Jubilee.

At all of the stops, the Aberdeen American Legion Drum and Bugle Corps paraded in exhibition drill; and at Bowdle the high school band turned out and provided music while the train stopped

The Mobridge American Legion was in charge of the turnout at that place.

"What is Fair Competition in Transportation?"

Former Commissioner Woodlock Says Field of Each Agency Is That in Which It Can Render Better and Cheaper Service

EACH form of transportation "is entitled to such place as it can win and hold by fair competition; none is entitled to special protection or subsidy; each is entitled to a fair field, and the field of each is that in which it can render better and cheaper service than can the others," according to former Interstate Commerce Commissioner Thomas F. Woodlock in a discussion of "What Is Fair Competition in Transportation?" Mr. Woodlock's views were made known at a round table conference held in connection with the recent annual meeting of the United States Chamber of Commerce.

"In this country," he explained, "we employ five means of transportation—rail, highway, water, air and pipelines. Each, no doubt, has its place in our economy. The place of each determines itself actually by competition. The problem is to discover the rules necessary to make and keep that competition fair.

Only Railroads Give Complete Service

"One thing, however, must be kept clearly in mind. All forms of transportation, other than rail, compete *selectively;* that is, they compete for certain classes of business only and not for all, and they do not hold themselves out as do the railroads to furnish a complete service at all times. This fundamentally differentiates their cases from that of the rail, and if the public is to have a complete service it must pay for that service.

"Railroads, of course, are and always must be our principal means of transportation. Of all the freight that moves within our borders at least three-quarters moves on the rails. Railroad transportation fulfills the second requirement (stated below)—that is, it pays its own way. It receives no subsidies and has no revenue beyond what it receives in fares and charges. It pays all its own costs—operating, maintenance and depreciation of plant."

Analyzes Principles

"Mr. Woodlock then analyzed in detail the principles underlying the growth of motor transportation. He raised these questions:

"Has it been 'fair competition'?

"Is transportation by highway in fact cheaper and better than by rail?

"Is it paying its way?

"Should it, like rail transportation, be regulated?

"If so, in what respect and to what extent?

"Should regulation of the railroad be relaxed by reason of this competition, and, if so, in what respect and to what extent?"

Referring to the subject of waterways, Mr. Woodlock said in part:

"Waterways are a burning question, and it is certainly not my desire to say anything likely to increase the temperature of our discussions. The facts with respect to our internal waterway systems are well known to everyone in this room, and I shall repeat neither them nor the arguments which naturally arise from them. Rather, I propose a realistic approach to the matter and the one question which that approach suggests.

"Let us take facts as they are—the internal waterways as they are, continued and maintained at public cost and let us forget the cost both of construction and of maintenance. Let us take the law as it is—the Denison Act included—which opens these waterways to anyone who cares to put tugs and barges upon them and ply for trade, and in addition gives him joint rates and through routes with rail carriers on a fair division basis over any reasonable route.

Is Government a Fair Competitor?

"Let us admit that rightly or wrongly, fairly or unfairly, the barge-line competition possible under these conditions is here to stay—if it can. If a barge-line operator can buy tugs and barges, can buy or lease terminals, and can operate as a common carrier on these waterways so as to get out of the business his operating costs, his taxes and a return on the capital invested in plant—all this in competition with rail or highway carrier—his competition is, apparently, to be considered economically justifiable. In any event it is going to be maintained as a permanent possibility.

"I see no likelihood of tolls ever being assessed on river transportation, nor do I see any likelihood that water-borne transportation will ever be required to bear the costs of maintenance of channels, much less interest on their construction costs. In the circumstances the question whether competition of this sort is fair is moot.

"A question, however, which is not moot is whether the government of the United States is a fair competitor with its own citizens when it operates a barge-line upon these waterways as a common carrier. I shall do no more than state that question. The facts are known to all, and are not in dispute."

Decorated the Graves of Milwaukee Road Ex-Service Men

ON May 30, Memorial Day, The Milwaukee Road Post Number 18 of the American Legion decorated with wreaths and American Legion markers the graves of deceased members Timothy Ryan and Frank Neuber, and graves of deceased Milwaukee Road ex-service men.

Employes' Relief Fund Reports the Season's Work

THE final report of the Employes' Relief Fund was submitted at the closing meeting of the Executive Committee held in Chicago on April 29 The statement of expenditures for the entire period November, 1930, to March 31, 1931, was approved.

The report showed relief extended in all departments as follows: The number of families aided was 2,922. The number of individuals in those families, 11,583. For food there was expended $100,954.23. Rent paid, $34,393.00. Fuel supplied, $22,-200.97. Drayage on fuel, $4,497.32. Clothing, $10,302.08 Light, gas, telephone and water, $4,882.84. Doctor, hospital, medicine and funeral, $11,344.87. Insurance, taxes, dues, $3,164.86. Furniture, $811.50. Miscellaneous (Note A), $950.37 Total expenditures, $193,502.84.

The total contributions amounted to $180,415.69, showing a deficit of $13,-087.15. The over-expenditure was taken care of as shown in the table below:

Over-expended as per above		$13,087.15
Less (Amount contributed by Milwaukee Railroad):		
Coal contributed to absorb deficit	$1,045.94	
Freight charges on coal	5,676.04	
Printing, Postage, Special Clerical hire, etc.	6,365.17	$13,087.15
Outstanding bills, included in disbursements but not paid:		
Milwaukee Railroad coal bills		$6,022.29
Hospital bills		157.55
Food bills		49.00
Total bills to be paid		$6,228.84
Cash on hand May 14, 1931		5,182.90
Net cash deficit absorbed by Milwaukee Railroad as indicated above		$1,045.94

(Note A—Includes Christmas baskets, school books and expense of committes. The contributions of the General Office and other miscellaneous contributions were equated to divisions on the basis of their donations.)

In submitting the final report, Chairman J. T. Gillick, of the Employes' Relief Fund, said:

"The plan worked out as contemplated when the organization was formed. Inasmuch as the contributions made by several divisions were in excess of their requirements, it made available funds to assist the needy families in the larger terminals where great reductions had been made in the forces.

"The committee takes this opportunity to express its appreciation of the loyal support that was given by the many officers and employes, who gave up their time and comfort to make possible the success of the work of handling the relief work, and particularly to the members of the Milwaukee Road Women's Club, who gave up their home comforts and worked night and day to see that every needy person had attention.

"Unfortunately, the business of the railroad is at its lowest ebb, and if there is not some immediate improvement in

the situation, it will undoubtedly result in more employes being taken off the payrolls, indicating the advisability of this committee to reassemble for the purpose of planning further relief measures.

(Signed) "J. T. GILLICK,
Chairman, Executive Committee."

APPOINTMENTS

EFFECTIVE May 15, the following appointments were made:

Mr. H. F. Gibson, superintendent of La Crosse-River Division, vice Mr. O. H. Frick, who resigned to accept the position of general manager of the Chicago Union Station.

Mr. C. E. Elliott, superintendent of Milwaukee Terminal Division, vice Mr. H. F. Gibson, transferred.

Mr. W. C. Givens, assistant superintendent, Chicago Terminal Division, vice Mr. C. E. Elliott, promoted.

Mr. J. H. Hennessy, trainmaster, La-Crosse-River Division, vice Mr. W. C. Givens, promoted.

Mr. W. W. St. Clair, traveling freight and passenger agent, with headquarters at Los Angeles, California.

Mr. J. C. Geirk, traveling freight and passenger agent, with headquarters also at Los Angeles.

Received His 45-Year Service Button

Henry Daniels, Chef on President's Car, an Honored Veteran

ON May 18, Henry F. Daniels completed his 45th year of service with this company, and received his 45-year service button.

To almost every employe of this railroad "Henry" Daniels is well known. He has been chef of the "President's Car" since early days, serving every president of this company in that capacity, and has catered to many of the presidents of the United States as well. He came to The Milwaukee as porter on a parlor car between Milwaukee and Chicago, in 1886, where President Alexander Mitchell discovered him and took him onto his car. Henry learned the art of cookery in the kitchens of the Women's Exchange Cafe in Milwaukee, and as that has always been a famous eating place, Henry's accomplishments in the culinary line are not to be wondered at.

Henry has served his public and his railroad loyally and has been the recipient of many tokens of appreciation for good service—not the least of which was a three months' trip to Europe given him and his family by a distinguished patron of the railroad Henry says "a chef's greatest pleasure is in seeing the platters come back to the kitchen empty."

Fullerton Avenue Chapter

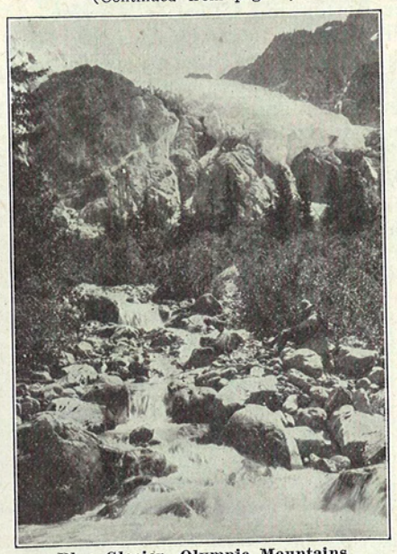
Marie Nixon, Historian

THE Fullerton Avenue Chapter held its monthly meeting April 11th at 1 o'clock. After luncheon was served, the business meeting was called by our president, Mrs. Loderhose. Old and new business was discussed and the annual reports were read. The officers for the new year were installed and they have the best wishes of the club.

After the close of the business meeting several vocal solos were rendered by Mrs. Mary Yahuke and were enjoyed by everyone present.

Where Summer Time Is Play Time

(Continued from page 8)

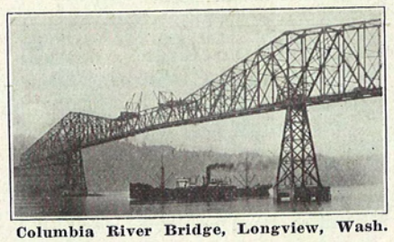


Blue Glacier, Olympic Mountains

takes a leading part, together with fish and fruit canning.

A cultural home city, Bellingham is noted for its many parks and scenic driveways. Chuckanut Drive, one of the celebrated highways of the continent, acts as Bellingham's southern approach, while out from its eastern environs, past attractive farms, and up the heights of forest woodland, the way is led to Mount Baker National Forest, within the far confines of which rise the mighty eminences of ice and snow that are Mount Baker, the Indians named it Kulshan—"The Great White Watcher," and Shuksan, its companion peak. Table Mountain, not so high, but equally impressive, from the summit of which a vista of Alpine grandeur spreads in all directions —verdant forests . . . mirror-like lakes, reflecting conifer spires, rocky pinnacles, flower and heather meadows, while at the feet of the mountains, with a welcome as cheery as its red roof, waits the picturesque and comfortable lodge of many scenic windows and deep-throated fireplaces, with its surrounding cozy cabins de luxe.

Southward, where the Columbia, the "Noble River of the West," rushes to join the sea, there lay less than a decade ago quiet meadows and gentle woodland, redolent of sunshine and wild blossoms. Today broad paved avenues here run north and south and east and west; tall buildings lift upward; here are parks and playfields, flower-garlanded homes and the belching smoke stacks of industry. For here is Longview, the city of



Columbia River Bridge, Longview, Wash.

wizardry, that with gargantuan lumber plants and mills, docks and ships, came full-statured into the world. Even the high, steel spider-spun threads that forms her approach from the south—leading to beach and ocean — must needs be different, the highest structure of its kind in the world. And in every direction from Longview there are roads that go winding to the big outdoors.

Olympia, aloof and dignified, as all capitals should be, rises gently from the southern extremity of Puget Sound. Even so long ago as the sixties, Olympia has been described as "beautiful with white, vine-covered houses and maple-shaded streets," with a New England atmosphere. Many of the "white-vine-covered houses" are long since gone, but a suggestion of New England yet remains despite Olympia's up-to-date business section and industries, her smart hotels and apartment dwellings. Certainly Olympia has an "air" of officialdom, an air undoubtedly enhanced by the stately new capitol, the handsome dome of which, rising above the trees, dominates the surrounding landscape. The splendid bronze doors, as well as other details of the capitol, it might be mentioned in passing, are well worth going far to see.

And now we come to Tacoma, not only next door neighbor to the city of Seattle, but also next in size, the city that has been called both the "Lumber Capital of America," and the "Grand Rapids of the West." That handsome front door of yours, and your kitchen door, too, was probably made in Tacoma.

Tacoma, with her commanding harbor, her terraces and flower-embowered homes, her driveways and her parks, has so many attractions it is impossible to enumerate them all. Point Defiance Park, with its 640 acres of primitive and man-made beauty, has a national recognition. The great outdoor concrete stadium, the first of its kind on the coast, that drops into the hollowed bowl, on the rim of which rests the chateau that is the high school and the bit of Italy with its fluttering gulls that is the city hall, is a symphony of form and shadow at summer dusk.

Furthermore it is from Tacoma that the way leads so delightfully, one might almost say thrillingly, through upland wood and towering fir, past leaping waters and over breath-taking heights, to the awe-inspiring sublimity, "The Mountain That Was God," which Rainier National Park enshrines.

Robert Walkinshaw in his charming *On Puget Sound* expresses well the immensity of this great dome when he says that "all the southern Sound seems to lie under its shadow." And yet it is illusive, a miracle wrought by the rising sun; a dream come true at eventide, when the vast eminence of snow and ice fades from glowing tones of fire to tender hues, until—to quote again from Mr. Walkinshaw—"Lo, it is not, for it has faded under the stars."

These are some of the highlights of Seattle and her surrounding playgrounds. There are others innumerable—charming retreats hidden away where the waters from the Pacific fling their tides, on forest-encircled lake, on streams and waterfalls. One summer is not enough in which to visit them all.

The Rushmore Memorial

In the Black Hills of South Dakota

CARVED from imperishable granite, the head and shoulders of George Washington has, during the last year, emerged from the summit of the Black Hills range.

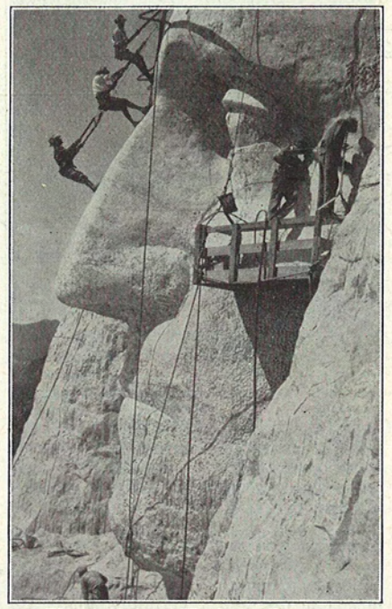
A colossal figure, which in its entirety, would measure almost five hundred feet in height, is but a pigmy still, in comparison to the character that it portrays, carved by the hand of man in an expression of reverence, patriotism and perpetuity.

Calm, inscrutable face of Washington, crowned with the dignity of the ages, hallowed by the generations of men who have followed him. There could be no more fitting subject for a national memorial than Washington and his three companions, Jefferson, Lincoln and Roosevelt, standing shoulder to shoulder as the ages of men and progress march by.

HERE—so near the absolute center of our continent, it gives one a sense of realism and security, fantastic as it may seem, to know that a master conception of the "Father of Our Country" is standing upon the highest center of our mountain range, facing the east which he loved and governed so well, which he fought so valiantly for and which he gained so gloriously for our heritage today, in our liberty, independence and constitution.

There is none to question the art of Gutzon Borglum, the distinguished world-renowned artist of this colossal sculpture.

When the mountains of the world are discussed by geologists of our day, the Black Hills of South Dakota are pronounced the oldest of them all. The granite in them is found to be so hard and of such an indestructible quality that it is practically ageless and eternal. This is why this location was chosen for this masterpiece.



The Sculpture Work in Progress

It is easy to understand that this memorial will stand five hundred thousand years, perhaps a million years, through the sun and the rain, through the heat and the cold, through our life and death, these four will stand representing all that is great, all that is good, all that is noble in our history.

Millions of our progeny will come to this national shrine, looking into the kind, beneficent face of Washington, the scholarly, statesmanlike features of Jefferson, the anguished, patient, long-suffering face of Lincoln, and the daring, determined, fearless countenance of Theodore Roosevelt.

Whose life can fail to be influenced by these four great characters who have grown from the throes of a country's direct needs?

Stand at their feet with your heads uncovered, in the Black Hills forest of pines, review in memory your country's history of which you are a part, and your heart cannot help swelling and singing and overflowing with gratitude, with emotional partiotism, for your freedom and security in a country like ours. Yes, you will be a better citizen for this glimpse of greatness in the purity of open spaces.

Time brings in cycles, elements of greatness, not every century produces genius. In the year 1475 away across the waters of the Atlantic at Castel Capress, Italy, was born a child of such unusual genius that the rank of first sculptor of his time was bestowed upon him. Many of our guests to the Black Hills this summer will not have had the privilege of seeing Michael Angelo's masterpieces, but you can, with little effort, see this stupendous work in art, of which none of its kind is to be found elsewhere in the whole wide world. It is worth crossing continents to see.

Do not fail to make this epoch in sculpture the mecca of your summer's vacation.

Rainier National Park

(Continued from page 7)

There is entertainment aplenty at Paradise. Daily trips under guide direction are made onto the glaciers, into beautiful ice caves. Or, if you prefer, you may scale a mountain peak, pausing at a lake to fish, swim or go boating.

A sport unique for summer play is "nature coasting" on snow-clad hills. Just seat yourself on "tin breeches" and away you go—a thrill to talk about for many months to come. There is equipment supplied for every trip, too.

For those who love to horseback a new enjoyment will be found at Rainier Park. The "Skyline Trail" skirts above glaciers, up along the snow line and then into the beautiful lakes district at the foot of the Tatoosh range. Your guide will point out all things of interest. You will see Mt. Adams, Mt. Hood and Mt. St. Helens far in the distance like fantom peaks.

The Rainier National Park Company has prepared for a busy season. A new, spacious Paradise Lodge is to be opened with the start of the summer season.

Rainier National Park Coach on the Government Highway

This new structure incorporates the most modern conveniences in its appointments. There are rooms with and without bath, a large lobby with fountain room, grocery sales counter and souvenir sales room; there is a cafeteria with a seating capacity of 270 people, a beautiful room with two sides devoted to window space looking out upon The Mountain and Tatoosh range. On a lower floor there is a modern public bath and laundry room.

The 1931 summer season will also see the opening of the new Paradise housekeeping cabin unit. Two hundred and seventy-five wooden cabins have been constructed near the lodge. They are of one, two and three-room types. Each is equipped with a bed, electric light, running water, sink, National Park type range, table and chairs. Parking for automobiles is provided between cabins.

The lodge and cabin unit are located on one of the most scenic sites in Paradise Valley about a half mile from famous Paradise Inn. Improvements to the Inn have also been made, including redecoration and painting.

Perhaps the development causing the most public interest is construction of a nine-hole golf course at Paradise. It is located convenient to hotels and lodges and is declared by experts to be one of the most scenic and sporty courses in the world. It will be ready for play in August.

ACCIDENT PREVENTION

The Commander's Trophy Award

IN the July, 1930, issue of The Milwaukee Magazine appeared a picture of the Commander's Trophy, presented by The Milwaukee Road Post, American Legion, Milwaukee, Wisconsin, to the Safety Department of The Milwaukee Road with the understanding that it was to be awarded to the division or departmental officer who accomplished the best safety record in the year 1930.

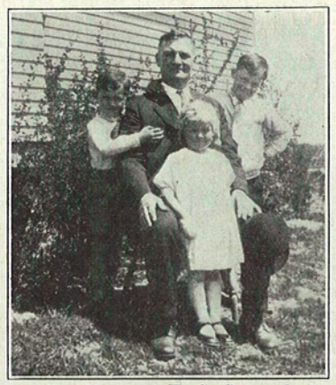
The commander of The Milwaukee Road Post in giving this cup to the railroad company, was carrying out the wishes of the membership in their desire to be of assistance in the work of preventing personal injuries to employes. Furthermore, they decided that the Commander's Trophy would signify their intention to go along with a resolution adopted at the American Legion Convention held at Houston, Texas, in 1928, which resolution solicited the co-operation of all American Legion members in an effort to conserve human lives and prevent serious personal injuries by co-operating with various organizations and agencies created for the purpose of preventing accidents. It was felt that such activity on their part would inspire Legion members to do everything in their power to prevent injuries among their membership, their friends and the general public. The Milwaukee Road Post, after carefully considering this resolution, conceived the idea of presenting the Commander's Trophy, feeling that it would create additional interest on the part of the employes of the railroad, many of whom are members of the American Legion, in preventing injuries to themselves and fellow workers. It was a splendid thought and undoubtedly was instrumental in making it possible to attain a 39 per cent reduction in the number of employes fatally injured and a 73 per cent reduction in other serious, or what are termed "reportable injuries," for the year 1930, compared with the year 1929, over the entire Milwaukee system.

At a regular meeting of The Milwaukee Road Post on March 23, 1931, the members present reviewed certain records furnished by the Safety Department which showed the accomplishments of several officers of the railroad in accident prevention, and after some deliberation, it was decided that the Commander's Trophy be awarded to Mr. F. D. Campbell, assistant superintendent, Car Department, Tacoma, Washington. The entire Car Department on Lines West, extending over the territory from Mobridge, South Dakota, to the Pacific Coast, all under the supervision of Mr. Campbell, had a record of one fatality, twelve reportable injuries and eight lost time injuries in the year 1929, while in the year 1930 the record was entirely clear, having accomplished a reduction of 100 per cent in reportable and lost time injuries. This outstanding achievement covers a period of 1,693,915 man hours worked without injury to an employe involving a disability of one day or more. Mr. M. J. Flanigan, manager, Safety Department, in sending the award to Mr. Campbell, commented in part as follows: "Such a record is indeed a commendable one and I certainly appreciate the amount of effort extended by yourself and all the employes under you in order to bring it about. I feel quite satisfied that your accomplishment was due in a large measure to the fine spirit of co-operation which existed between the Lines West Car Department and the Safety Department. In recognition of your splendid achievement, the Milwaukee Legion Post desires that you be presented with the Commander's Trophy as a permanent possession, in spite of the fact that it was originally intended that an officer would have to win the award two years in succession before he would be able to retain it permanently. It gives me a great deal of satisfaction to have the privilege of sending this award to you today, and I hope you will cherish it to the extent that you will never permit the fine record which it represents to be marred by a personal injury accident at any time in the future."

F. D. Campbell (right), receiving the Commander's Trophy from Mr. L. J. Carter, Commander of Edward B. Rhodes Post No. 2, Tacoma, Wash.

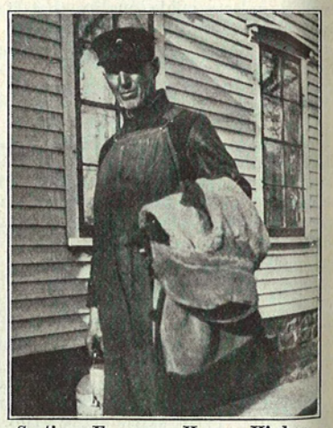
Mr. Flanigan wishes to take this means of expressing to the Milwaukee Road Post of the American Legion his appreciation of their interest displayed in accident prevention by presenting the Commander's Trophy, and feels that the record attained in the year 1930 was brought about to a certain degree by the interest which the trophy created and the co-operation received from the members of the American Legion.

Our hats are off to Mr. F. D. Campbell, one of our oldest and most respected officers, who devoted a considerable amount of time in an effort to preserve the lives and limbs of the employes under his jurisdiction. The Commander's Trophy, which he so well earned, will undoubtedly be one of his most valued possessions, and it rightfully should be. The example which he has set should serve as an inspiration to all other officers that they, too, may realize the satisfaction that comes in knowing that their department, district or division has completed an entire year without a disabling injury to an employe under their supervision.



Car Foreman E. G. Sawusch

THIS is a picture of Car Foreman E. G. Sawusch and his three grandchildren. Mr. Sawusch entered the service of The Milwaukee Road on February 13, 1896, and is now located at Rondout, Illinois. During his entire period of service he has never sustained an injury which made it necessary for him to lose time. This is a nice record and one of which he is very proud.



Section Foreman Henry Hinker

THIS is Foreman Henry Hinker, who has charge of Section No. 47, on the I. & D. Division, making his headquarters at Mitchell, South Dakota.

Mr. Hinker started to work on the old Southern Minnesota Division March 1, 1893, later being transferred to the I. & D. Division. During his entire period of service with The Milwaukee Road he has had only one reportable injury.

THE employes in the Galewood Shops, Chicago Terminals, numbering approximately 220, just recently completed a period of 365 consecutive days without a reportable lost-time injury. Every employe at this point is a strong safety advocate and they have a real energetic safety committee. Mr. E. L. Notely is the general foreman and Mr. C. L. Emerson the master mechanic. Both of these officers also deserve credit for the fine showing.

Superintendent Ingraham advises that Yard Foreman James Woonas of Mason City, working an average of 15 men, has not had an injury in his track gang during his eight years of service as foreman. This is a very good record considering the work that has been done by Mr. Woonas around Mason City Yards, laying rail, unloading switch material, etc., all by hand.

The Deer Lodge Shops, under Master Mechanic E. Sears, completed the first four months of this year without an injury of any kind. This record involves approximately 100,000 man hours and is truly a remarkable one.

The contest for the three-month period ended March 31, 1931, shows the following officers at the top of the list in the various groups:

Name	Title	Division
F. E. Devlin	Superintendent	Coast
C. L. Emerson	Master Mechanic	Chicago Terminals
F. D. Campbell	Asst. Superintendent, Car Dept. (Classed with D. M. C. B.)	Lines West
W. C. Givens	Trainmaster	Kansas City
H. R. Aberhart	Asst. Master Mechanic (Classed with Traveling Engineers)	Chicago Terminals
J. F. Pinson	Division Engineer	Coast
A. H. Hobert	Roadmaster	Dubuque & Illinois
C. A. Drawheim	General Foreman in Charge of Large Extra Gangs	Kansas City
T. E. McFadden	Chief Carpenter	Coast
W. G. Chipman	General Yardmaster	Dubuque & Illinois
C. R. Dummler	Agent, Large Freight House	Milwaukee
J. C. MacDonald	District Storekeeper	Southern District
J. F. McConahay	Signal Supervisor	Middle District
J. G. Wetherell	Asst. Engineer	Milwaukee Grade Separation
F. Fernstrom	Locomotive Shop Superintendent	Dubuque Shops
G. Reichart	Car Shop Superintendent	Milwaukee Terminals
J. J. Roe	Superintendent Rail Mill	Dubuque & Illinois

The personal injury figures for the month of March and the three-month period, 1931, are as follows:

	—March, 1931—			—March, 1930—			——Decrease——	
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Reportable	Lost Time
Lines East	..	14	8	3	37	14	23	6
Lines West	..	4	..	..	8	9	..	8	5
System	..	14	12	3	45	23	3	31	11

A decrease of 71 per cent in reportable cases.

	—Three Months, 1931—			—Three Months, 1930—			——Decrease——	
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Reportable	Lost Time
Line East	2	33	25	8	125	55	92	30
Lines West	..	1	6	3	20	16	3	19	10
System	2	34	31	11	145	71	9	111	40

A decrease of 77 per cent in reportable cases.

The divisions which went through the month of April, 1931, without a reportable injury were as follows: the S. C. & D., Wisconsin Valley, H. & D., Trans-Missouri, Idaho and Coast Divisions. Also completing the month without a lost-time injury: Dubuque and Illinois, Iowa, S. C. & D., Terre Haute, Wisconsin Valley, I. & S. M., H. & D., Trans-Missouri, Rocky Mountain, Idaho and Coast Divisions.

"What is so rare as a day in June? * * * Then Heaven tries Earth if it be in tune."

This being the June issue of the Milwaukee Magazine, it seems fitting that we should take the time to ponder over the accomplishments in the past months in Accident Prevention and resolve to go through the remaining months of the year with a better safety performance record. There have been many instances where certain employes failed to take the necessary precautions and as a result suffered painful personal injuries, but there is some satisfaction in knowing that the great majority of our employes have learned the value of doing their work according to the safety rules and instructions. The latter, as a result of their safety education, can enjoy full benefit of the inspiring June days, those rare days which Lowell referred to in the two lines quoted below. All employes, regardless of position, should realize that the effort being put forth to preserve lives and prevent injuries is not only for their benefit but for the benefit of those dependent upon them.

Accidents are generally the result of a faulty or unsafe practice or condition. A very strenuous effort has been put forth in the past two years to correct all conditions which appear to be unsafe or which might be the cause of an injury to an employe. Have you been doing your part by correcting unsafe practices? You know when you are doing your work improperly and when you are taking a chance or violating a safety rule. You know it is wrong to willfully endanger your life and you are not expected nor advised to do so; on the contrary, you are being continually cautioned to use only safe practices in carrying out your duties, so as to preclude the possibility of a personal injury being suffered. Protect your dependents as well as yourself by doing your work in a safe manner.

An Old-Timer's Views on Safety

MR. CZECK has seen many years of service on The Milwaukee Road, and when asked for his views on the subject of safety, he wrote the following:

"When I came to the railroad company many years ago, it did not take me long to realize that the working conditions here would be more hazardous than in other lines of industry, due to the large number of cars and locomotives being moved about the shops, and I immediately decided it would be necessary to use the utmost caution not to get hurt while moving about the premises. This principle was carried further and applied to my regular work also. I am proud to say, after forty years of service, that I have never had an injury to myself, and have always tried to correct conditions over which I had control which might have caused injury to others. Whenever I see anything which might cause an accident or injury, or notice an unsafe practice, I do what I can to correct it, or caution the person who is not working safely.

"With the large sums of money spent by the railroad company for 'Safety' devices, I often wonder if everything done to prevent accidents is fully appreciated by the employes and the public."

Mr. John J. Czeck, Stockman in the Store Department at Milwaukee Shops, and his Granddaughter

Albert Bulgren

Section Foreman 42 Years

ALBERT BULGREN, age 65, section foreman, Ft. Atkinson, Iowa, Iowa and Dakota Division, started to work for the C. M. St. P. & P. Railroad as laborer at Ft. Atkinson on March 27, 1885. He was promoted to foreman June 28, 1889, and has been a foreman at Ft. Atkinson from that time up to the present time.

During his entire service he has never had an injury to himself, and has had only one injury to a man under him since he has been foreman. Forty-two years with only one injury to a man and none to himself.

Some of the work done during his time included extending side tracks between Ossian and Floyd Crossing, taking up and replacing switches, working about 25 men, all foreigners, under Roadmaster J. H. Tayek; foreman on work train unloading steel and gravel and picking up rail and scrap and ditching with air ditcher in 1914, under Roadmaster Henry Gasper; and remodeling Calmar Yard, under Roadmaster Burke.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll, April, 1931

THE following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of April, 1931:

Name	Occupation	Division or Department
James A. Cane	Locomotive Engineer	Ia. & So. Minn. Division
Michael M. Conley	Passenger Brakeman	La Crosse & River Division
Edward W. Dropp	Agent	Superior Division
Harry N. Emerson	Machinist	Minneapolis Shops
Charles Enger	Carpenter	Twin City Terminals
William Graves	Telegraph Operator	Terre Haute Division
Thomas Grendheim	Section Foreman	Terre Haute Division
Charles A. Gustafson	Carpenter	Iowa & Dakota Division
Fred Hall	Carman	La Crosse & River Division
Sylvanus E. Hollingsworth	Brakeman	Iowa Division
Frank Karolewski	Carman Helper	Milwaukee Shops
Dennis Kinsella	Carman	Iowa & Dakota Division
Herman Kleist	Sand Drier	La Crosse & River Division
Lorenz Lang	Boilermaker	Milwaukee Shops
Thomas Leary	Fire Builder	Madison Division
Gilbert Lier	Carpenter Foreman	Superior Division
August Lindblad	Carman	Minneapolis Shops
Martin Mathison	Section Foreman	Ia. & So. Minn. Division
William N. McGuire	Laborer	Iowa Division
Axel L. Miller	Yard Cleaner	Iowa & Dakota Division
James T. Miller	Pumper	Kansas City Division
John W. Miller	Locomotive Engineer	Dubuque & Illinois Division
William Perske	Section Foreman	Ia. & So. Minn. Division
Sherman Ransom	Section Foreman	Terre Haute Division
Hans Rolf	Patternmaker	Milwaukee Shops
James B. Smith	Locomotive Engineer	Kansas City Division
Benjamin F. Wietrick	Carpenter	Kansas City Division
Henry Wiley	Brakeman	Milwaukee Division

C. W. MITCHELL, Secretary-Treasurer.

Retires After 56 Years of Service

ON April 16, George W. Webb, veteran agent of The Milwaukee Railroad at Watertown, Wisconsin, retired after 56 years of faithful and loyal service. He came to The Milwaukee Railroad in 1875, starting as a student operator in Watertown, after which he served as operator at various stations on the La Crosse Division; and later in the same capacity in Iowa. He returned to Watertown as chief clerk in the agent's office, succeeding to the position of agent in 1888, which position he has occupied ever since. No more comprehensive tribute could be paid to Mr. Webb and his long service with the railroad than that accorded him in the Watertown *Gazette*, which says in part: "Mr. Webb was popular with the traveling public and the citizens of Watertown who had dealings with him in both passenger and freight affairs held him in high esteem. He was obliging at all times and fair and courteous to patrons and employes alike through all his years of service as agent. From the beginning of his career as agent to his last day of service he was always 'on the job,' and The Milwaukee Road officials may well say: 'Well done, good and faithful servant, may peace, good health and happiness be yours in your declining years'."

Mr. Webb has always been a familiar figure at the Veterans meetings, where he was always surrounded by a group of his old friends and cronies who enjoy his never failing good humor and his fund of good stories. May he long be with us at the Veterans' gatherings.

O. H. Frick, General Manager, Union Station

O. H. FRICK, superintendent of the La Crosse-River Division, has received the appointment of general manager with the Union Station Company, Chicago, effective May 18, and immediately entered upon his new duties.

Mr. Frick is a graduate of the University of Wisconsin Civil Engineering Course and entered the service of The Milwaukee Road in 1905 as valuation and construction engineer.

O. H. Frick

In 1905 he was appointed superintendent of the La Crosse Division, with headquarters at Portage, Wisconsin. In the early part of this year, when the La Crosse and River Divisions were consolidated, Mr. Frick went to La Crosse, in charge of the consolidated divisions.

Union Station, Chicago, is the terminal station of the Pennsylvania, The Milwaukee, the Burlington and the Alton Roads and Mr. Frick's experience in construction, valuation work and railroad operation makes him particularly well qualified for his new position, as all these forms of activity enter into the work of management of the Union Station property.

WHAT THE RAILROADS CONTRIBUTE

THE railroads of the nation are directly or indirectly supporting 8,000,000 men, women and children.

They annually buy supplies and materials worth $1,500,000,000. * * *

They own their right of way and must travel on rails laid by themselves and pay for the upkeep and maintenance.

There is nothing sacred about the railroad or the obligation of the public or the state to keep it alive, but—

When a nation deliberately or by oversight permits injustices to destroy so great an asset as are the railroads there is time to take notice.

—Janesville, Wis., Gazette

A. L. Murawska, Among His Peonies

Twenty Thousand Peony Blossoms

THE River Drive Gardens of Engineer A. L. Murawska will be in full splendor about the middle of June, temperatures permitting, and Mr. Murawska extends a cordial invitation to all Milwaukee employes to visit the Gardens and see the wonderful sight. The Gardens are situated at River Grove, on the River Road, about four blocks south of Grand Avenue, an easy and pleasant drive from Chicago.

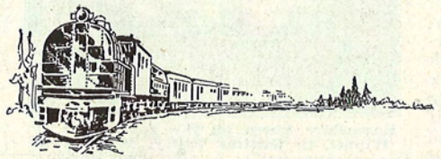
Mr. Murawska expects his gardens will be exceptionally attractive this season and he welcomes to his place all The Milwaukee Family who love beautiful flowers and the wonderful sight of several acres of super blossoms. He has many rare varieties, including all those most desired by flower growers—importations from France, England, Japan, Germany and other foreign lands. He expects about five thousand plants to be in flower at the height of the season, showing, he expects, twenty thousand blooms, and anyone who has ever seen a great peony garden in full splendor will understand what a colorful picture it is.

There will also be by way of variety a showing of rare iris and delphinium—so, altogether, the visit to River Drive Gardens, when the peonies are aflower, will be a treat to all garden lovers, and Mr. Murawska is very generous in his invitation to all to "come out and see." He has asked The Magazine to say that if anyone wishing to pay his gardens a visit should be in doubt as to how to get there his telephone number is River Grove 1615-J and he will gladly give specific instructions as to the route.

MR. THOMAS WOTHERSPOON, employed as a patternmaker at the Milwaukee Shops, passed away on April 25 at the age of eighty years. He was held in the highest esteem by his friends and fellow employes, who will deeply mourn his loss.

Having entered the company's service in the year 1882, Mr. Wotherspoon worked continuously until a few weeks before his death. He was a member of both the Veterans and Milwaukee Employes Pension Association. He was also a charter member and the oldest member of the McKinley Masonic Lodge, Milwaukee, Wis., who conducted the funeral services.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company



SERVICE

The transportation business is purely one of service, and while the solicitation of traffic at every opportunity is vital to the success of the railroad, the measure of prompt, efficient and courteous service is the standard by which we are judged by the traveling and shipping public.

The busy salesmen hurrying to meet their customers, business men going to their vacations, stock men returning to their homes from market and mothers with groups of children all are beneficiaries of loyal, efficient and unselfish service; likewise the prompt adjustment of real or imaginary grievances involving complaints of delayed shipments or other annoyances to shippers, all constitute a unity of service that can only be conducive to the welfare and best interests of the railroad.

We have a splendid railroad and serve a prosperous territory, with adequate facilities and terminals, an abundance of power and rolling stock, and an organization of loyal and willing workers. What we need is more people on our passenger trains and more freight on our freight trains and there is no better way to obtain it than by the performance of efficient and courteous service.

Competition in these days of depression is keen and accentuated by the unregulated transportation, thus emphasizing the importance of specialized service today more than at any other time in the history of the Milwaukee Railroad.

Contributed by E. A. Lalk, A. G. F. A., Milwaukee, Wis.

J. D. Gillick

Vice President.

Chicago, Ill., June 1, 1931.

The Agricultural and Colonization Department

Department Changes

Effective June 1st

MR. EVAN W. HALL is appointed general agricultural development agent, with headquarters at Miles City, Montana. He will assume the duties heretofore assigned to J. K. Ford, live stock development agent, resigned, and other duties required. This change in title and assignment of duty is made because of Mr. Hall's preference for field work and headquarters location in the West. His work has always been with farmers and stockmen, especially with live stock development work, so his training will be of real value to The Milwaukee Road over the entire system. The live stock program of the department in all states we serve will be under Mr. Hall's direction and he will serve in other work as the occasion demands.

The position of assistant commissioner is discontinued.

Leon H. Robbins is appointed agricultural development agent, with headquarters in Chicago. He will be in charge of agricultural and development work in localities served by The Milwaukee Road in Michigan, Wisconsin, Illinois and Indiana, and will perform other duties as required.

Mr. Robbins is a man of wide experience in agricultural work, having been a county agricultural agent in North Dakota, Wisconsin and Michigan, and for ten years, live stock editor of *The Wisconsin Agriculturist*. He is a graduate of the College of Agriculture, University of Minnesota, and has had practical agricultural training on a large stock farm where he was born and raised.

W. R. Hauser, agricultural development agent, will have charge of department activities in our Iowa, Missouri and Minnesota territory.

These changes will add much to the effectiveness of the department as each man is particularly well fitted for the work and territory assigned.

Gibson Dam on Sun River

Cover Page of Milwaukee Magazine for May Pictured New Irrigation Works in Montana

THE new Gibson dam in Montana supplies ample water for the Greenfields division of the Sun River Project, served by our station of Fairfield. Another division southeast of this town has petitioned for irrigation water. This area, the Ashuelot, contains 20,000 acres to be placed under the ditch. A. W. Walker, superintendent of the project, is very much pleased with the good results obtained by the land settlement program of this department. He states that three to five prospective settlers have visited the office each day, on an average, since the first of the year.

Sheep in Upper Michigan

Live Stock Men Confer on Predatory Animal Control as First Move in Sheep Program

THE Upper Peninsula Development Bureau co-operated with the Upper Peninsula Live Stock Breeders' Association in holding a conference at Iron River on March 24th to continue the program started a year ago for the increase of live stock in this area. During the past year the help of the Conservation Commission and the United States Biological Survey has been secured to control predatory animals. A government supervisor for the Biological Survey has been stationed in the peninsula and he has employed twenty-four trappers and hunters. Good results have been obtained. The bounty system still maintained by seven of the counties, is the greatest hinderance to predatory animal control and the live stock association went on record opposing the county bounty system.

The sheepmen present and the superintendent and live stock specialist of the experiment station at Chatham, gave experiences and figures showing that the farm flock in Upper Michigan is profitable if wolves, coyotes, dogs and bears can be controlled.

The grazing is excellent and plenty of hay is available to winter the breeding stock. Those men who are now raising sheep state that eighty-pound fat lambs can be marketed in the late summer direct from the ewes, as the milk supply will be plentiful and lambs will do well on the grass. If predatory animals and dogs can be controlled, the Upper Peninsula Development Bureau and the Michigan Agricultural College, through the county agricultural agents, will assist in securing foundation flocks for farmers who are properly situated to handle sheep.

Hampshire Sheep on the Farm of S. P. Wippel, in Kittitas Valley, Washington

Canal Supplying Water to the New Irrigation Project Tributary to Kittitas, Wash.

Kittitas Valley, Washington, Is a Good Dairy Country. These Good Holstein Cows Are Feeding on Irrigated Pasture in the Vicinity of Ellensburg

The Agricultural Department of the Milwaukee Road will serve these agencies in selecting western ewes or breeding stock from any territory or stock yards. Financing arrangements, where necessary, will be arranged for them through the Agricultural Credit Corporation of Minneapolis, by representatives of the department. However, local banks are in a position to finance live stock development work in the peninsula, if it is handled conservatively and farmers who want the stock are good feeders and caretakers. Evan W. Hall represented this department at the conference and assisted in working out plans for sheep development work. Mr. Hall will work with county agricultural agents in Milwaukee territory on any live stock work that meets the approval of the leading farmers, as part of a plan for bringing about a permanently profitable agriculture in the peninsula.

New Settlers Around Neppel

Moses Lake Country in Washington Attracting Fruit Growers

"WE expect to see more progress and development in the vicinity of Moses Lake during the coming year than ever before," said H. R. Smith, of Neppel, who with Edwin Leland and E. A. Rudloff, organized the Neppel Land Company controlling a large acreage in that locality.

"We want to see the county settled up," continued Mr. Smith, "and brought into production and so are offering lands at very low prices."

During the past six months the Milwaukee Road has advertised the Moses Lake country in many publications reaching immigration farmers in the west and northwest. Many inquiries have been received and already a number have visited the Neppel country and it is certain that many will decide to locate there.

The lands along the shores of Moses Lake in the vicinity of Neppel are generally of high productivity. They can be irrigated at low per acre cost either by water pumped from the lake or from wells. The average lift is forty feet and in some places but fifteen feet with a maximum of sixty feet.

Farther from the lake, lands are of the same quality underlaid with adequate water supplies which must be pumped from lower levels. Investigation is now being made to learn whether by using Diesel engines such lands can be irrigated at reasonable costs. If so, a large additional area will be available for settlement and new production.

In this locality lands are suitable for apples, apricots, peaches, pears, berries, alfalfa, potatoes and other vegetables. The climate is agreeable with long growing seasons and frost-free periods. Hence growers receive benefits of early markets. We believe that no locality in Milwaukee territory offers better opportunities for the man of moderate means to establish himself in the fruit and general farming business.

During the past year thirteen new buildings have been erected at Neppel. Many new acres have been cleared of sage brush and improved by buildings.

SPORTS

Closed Its Season

THE Milwaukee Bowling League of Tacoma closed its season on May 1st, on the night of the play-off of the Coach Yard No. 1 and Boilermakers, and the Boilermakers won the championship. As a closing remark we want to say the Bowling League had a very successful season, everybody had a good time, and everybody was on the job the entire season, and the almost 100 per cent attendance was evidenced by the fact that it was only necessary to play a dummy twice. And sportsmanship—there never was known a better sportsmanship amongst a bunch of fellows—there never was a squabble, they were all good losers as well as good winners, and we might add to this that a more appreciative bunch would be hard to find, for the last duty of President J. E. Brady was to present to Harry Anderson, secretary, as a token of appreciation from the members of the league, for the work he had done—and which he was supposed to do anyway, a pair of bowling shoes. This gesture of appreciation took said secretary by such a surprise, that he was unable to utter a word of thanks when called on for a speech, so he wishes to take this opportunity to thank each and every one, not only for the bowling shoes which were merely symbolic, but for the wonderful expression of the fact that they appreciated his feeble efforts to keep up bowling interest.

Indoor Baseball

April 25 was a sad day for an indoor baseball team made up of boys from the various offices located in the Fullerton Avenue Building. This team traveled to Elgin and played the H. T. S. S. team of that city and received a sweet walloping to the tune of 12 to 0. The batteries were Tabor and Gajewski for the Milwaukee Railroad and Guptail and Archer for the Elgin team. H. Block of the Auditor of Expenditure's Office, is a member of the latter team.

Sport News, Milwaukee

A BOWLING TOURNAMENT was indulged in by the following: R. D. Miller, F. C. Stubbe, J. J. Crowley, C. A. Bush and R. J. Foley, known as THE ALL STAR MILWAUKEE ROAD BOOSTERS.

The high average was won by R. J. Foley. However, it was the general opinion that he obtained this average by taking an unfair advantage of the balance of the men by using what he termed a "push-over spreader ball," and a particular good stand-in with the pin boy. However, this did not prevent him walking away with the first prize.

Out of respect for the low member of the team who had the idea that he was the best bowler of the five, the low member's name is not printed.

One of the provisions was that the winner would have to buy a dinner for the other members, and Foley is wondering how much he will have left after this meal is furnished. It is his claim that he was to furnish the coffee, and each member to bring his own sandwich. The balance of the men having understood that it was to be a nine-course chicken dinner.

To S. M. C., at Kansas City Terminals:

Both Mr. W. J. Cary and myself thank all the boys at Kansas City for their kind and generous remarks in regard to our recent bowling tournament in March at Milwaukee. Also want to thank all the other big bowlers from all over the Milwaukee Road for their good support and, as the boys at Kansas City say—"On to Green Bay or Bust, Next Year."

E. A. BROCK, *President*,
Tenth Annual Milwaukee Road
Bowling Tournament

Industrial Bowling League

THE Industrial Bowling League of Green Bay, in which the Milwaukee Road had a team, came to a close May 1st with the Milwaukee Road team holding fourth place.

The Industrial Baseball League of Green Bay started the season on May 9th, and the Milwaukee Road has entered with most of its former players. The league consists of the various large industries of Green Bay and also the other railroads—C. & N. W. R. R. and K. G. B. & W. R. R. Last year the Milwaukee Road team was tied for first place but lost the championship in the play-off game. We hope for better luck this year.

We now have two teams in the Industrial Horse Shoe Pitching League: the girls' team, consisting of Florence Gotto and Frances Zoll, and the men's team, consisting of Martin Cayemberg and Martin Jansen.

We hope next month to be able to have a complete line-up of the baseball team and what they are doing, but it is now a little early in the season to tell much about it and also about the horse shoe pitching teams.

The Rondout Old Timers Defeat Lake Bluff

THE Rondout Old Timers and the Lake Bluff baseball teams played on May 12th. Score not known, but we are sure if the Old Timers were in their usual form it must have been a shut-out for Lake Bluff.

Captain "Spook" Rohde was thinking very seriously of benching first baseman Ed Marsh if there wasn't a decided improvement in his batting.

University of Illinois Honor Student

AMONG the Chicago students at Illinois University to receive scholastic honors this year was Orrin P. Catlin, son of O. P. Catlin, chief clerk to assistant freight traffic manager. The young man is completing his first year at the University this month, and among others of the student body was given recognition for superior scholarship at the seventh annual honors day program on May 15.

Orrin P. Catlin, Jr.

Following is a copy of the notice of the award and invitation to the convocation:

UNIVERSITY OF ILLINOIS

By virtue of excellence in scholarship during the past year

Orrin Preston Catlin

has achieved the distinction of membership in the group of student to whom recognition will be given at the Seventh Annual Honors Day Convocation to be held in the University Auditorium, Friday, May 15, 1931, at ten o'clock. The families and friends of the honor students are invited to attend the Convocation. The addresses will be broadcast by the University Station, WILL, wave length 337 meters or 890 kilocycles.

Cordially yours,
H. J. BARTON,
Secretary of the Senate.

Telegraph Department Crew, Lines West

IN this picture we have, from left to right, Frank Mead, inspector; F. H. West, lineman; C. J. Morrow, lineman, and O. W. Olson, lineman, all of the Telegraph Department.

Mr. Mead has 24 years' service without a personal injury; Mr. West, who is located at Missoula, 9 years without an injury; Mr. Morrow, located at Seattle, 11 years without an injury, and Mr. Olson, located at Othello, 21 years without an injury. These men have very good personal safety records. Their duties subject them to all sorts of hazards not ordinarily encountered by other employes, such as making repairs to telegraph lines located in close proximity to high voltage power and trolley lines, operating motor cars over mountain grades and curves, etc., and for that reason they deserve special commendation for their good records.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Fullerton Avenue Chapter

Marie Nixon, Historian

THE regular May meeting was held on the afternoon of the 9th, luncheon being served at 1 o'clock.

After the coin march, a pair of hand-made pillow cases was raffled, Miss Ruth Barrington, of the Union Station Chapter, was the lucky winner. We were delighted to have so many of our Union Station friends present, and also had the extreme pleasure of having with us Mrs. O. W. Dynes, chairman of the Relief Committee for the Chicago District, who spoke and outlined the activities of the Relief Committee. After her talk both Mrs. Dynes and her able co-worker, Mrs. Dietrich, were presented with a boquet of American beauties. The rest of the afternoon was spent playing cards and bunco, prizes being awarded.

Mrs. Dietrich reported that the lunch room, which the club is operating in the building, has so far been very profitable, considering the short time it has been in existence.

Mrs. Grant Williams has cordially invited the club to have its June meeting at her home in Edgebrook, Ill., and will be in the form of a picnic. If the weather permits, luncheon will be served and games played on the beautiful grounds surrounding her home.

Tomah Chapter

Mrs. George Bernett, Historian

TOMAH CHAPTER met May 6th, with the president, Mrs. B. Shaw, presiding. The various chairmen gave their reports.

Several relief calls were reported having been taken care of.

The Sunshine chairman has been busy scattering sunshine to our sick members.

A food sale was planned for May 23rd. The proceeds are to be added to the Relief Fund.

The meeting was then turned over to the entertainment committee.

The program was very good and enjoyed by all.

Des Moines Chapter

DES MOINES CHAPTER met at 6:00 P. M. Friday, May 1st, for a pot luck supper. A goodly number attended, and such a supper—all present declared it to be the best yet. Now we are all looking forward to the pot luck picnic proposed by the chairman of the Ways and Means committee, to be held at a Des Moines park. As yet we have no definite date set but the committee will make special effort to notify everyone.

Supper was followed by the business meeting and reports from all committees show the "Help You" spirit is still with us. Owing to the fact that a number of employes have had little or no work for some time past, it is going to be more difficult for the remainder to "carry on." Yet we hope those who can will continue to aid the less fortunate.

One of our contributing members, Raymond Dawson, has been confined to Broadlawns Tubercular Hospital for the past three months. He would enjoy seeing his friends from the division.

Mrs. C. E. Embick, chairman of the Ways and Means committee, is soliciting quilt pieces, fast color prints in any or every color. Get out your scrap bag and see if you haven't some five-inch pieces you can give her. If sent or delivered to the superintendent's office, we will see that she receives them.

We are indeed sorry to report the death of one of our charter members, Mrs. R. P. Edson, of Des Moines, and the club takes this opportunity to extend to her family, heartfelt sympathy.

We are pleased to announce that Mrs. C. A. Phares has moved back to Des Moines. Mrs. Phares has been very good to attend our club activities while she lived in Perry, and we hope to have her with us oftener now.

How many are remembering to save their pennies. Our fund hasn't been doing so well l tely. Come, now, don't fail us; you all want to see the club make that MILE, and too, we want to be the first chapter to accomplish it, so guard your pennies carefully and help pave the MILE.

At our last meeting our president, Mrs. C. E. Elliott, announced that there will be no more meetings until September. However, it is hoped that the members will not lose interest and that everyone will attend the pot luck picnic.

Tacoma Chapter

Mrs. Harry A. Lyons, Historian

BUSINESS girls, belonging to the Tacoma Chapter, entertained on April 18th, with a party at the club's sewing room. Five hundred and bridge were played, refreshments being served late in the evening. Honors were won by Mrs. W. G. Densmore and Mr. Archie Long, for bridge, and by one family, Mr. and Mrs. Brassey, for five hundred. Mr. Dolphin held the lucky number for the door prize. $15.51 was cleared at the party as announced by Mrs. George Pyette, head of the Ways and Means committee. Miss Rose Lindquist was chairman of the event with the Misses Ann Johnson, Millie Anderson, Jerry Armitage, Ruth Rundle, Betty Hagen, Rosemary Sullivan, Ruth Fullerton, Florence Hall, May Smith, Hazel Saike, and Helen Maxwell, assisting her.

After a delightful luncheon April 27th, at which 70 members were served, the regular meeting was presided over by our new president, Mrs. George Loomis.

Reports of interest were given by chairmen of standing committees. The amount of $48.03 was expended for benevolent work during the past month. This included payment of an insurance bill, a light bill, and groceries.

Plans were made for a rummage sale to be held May 9th, with Mrs. Harry Hatch in charge.

Tacoma Chapter is proud of the fact that it won second prize of $10.00 in the membership contest.

We had the pleasure of welcoming a new member, Mrs. Sowles, and four out-of-town guests.

Janesville Chapter

Mrs. E. W. Lueck, Historian

FIRST regular meeting for our 1931 officers was held at the club house May 5th, with all working hard to beat last year's record.

Our Welfare chairman, Mrs. George Ryan, reports seven families to which we are still sending milk for the children. The staff of life—bread and milk, and we can all help.

Our Sunshine committee, headed by Mrs. T. H. DeCoster, has been busy with personal and telephone calls, also welcoming a new baby—Mr. and Mrs. James Fox announce the birth of a son. Another booster for the Milwaukee! Cards of thanks were read from two of our members.

Mrs. Wm. H. Morrissey and Mrs. George Ryan were appointed hostesses for an afternoon bridge-tea, to be given May 14th.

Dubuque Chapter

Annette M. Wright, Historian

AT a special meeting held Thursday evening, April 23rd, in Temple Hall, the following officers for the ensuing year were installed by Mrs. F. E. Leonard and Miss Elizabeth Butterfield:

President, Mrs. W. F. Keefe
1st Vice-President, Mrs. F. Fernstrom
2nd Vice-President, Mrs. F. Graff
Recording Secretary, Miss Emma Sacks
Corresponding Secretary, Mrs. F. Ickes
Treasurer, Mrs. J. Morgan
Historian, Mrs. W. O. Wright.

Immediately after, Mrs. W. F. Keefe named the following committee chairmen:

Sunshine, Mrs. J. E. Grice
Membership, Mrs. A. E. Bock
Ways and Means, Mrs. O. Wellman
Program, Miss Lucille Millar
Social, Mrs. C. A. Reisch
House Furnishing, Mrs. W. J. Whalen
Auditing, Mrs. J. Chaloupka.

The Sunshine committee was unusually busy during the last few months caring for needy families and spreading a great deal of cheer among the sick. The report showed $265.87 spent for relief work during the months of January, February and March, in addition to many articles of wearing apparel given and jams and jellies. This committee spent $68.70 in April, and sent out 18 cards to sick and bereaved and made 62 personal calls.

Mrs. A. E. Bock, chairman of the membership committee, made an earnest appeal for the co-operation of all members. She reported to date, 32 voting members and 44 contributing, starting the new fiscal year, April 1st.

A card party held in Temple Hall, Thursday evening, April 30th was a grand success. A substantial amount was realized. Mrs. Wm. Hopp had charge of same.

Our annual boat excursion was held Thursday evening, May 14th, on the palatial steamer "J. S." Mrs. Wright is chairman of this committee.

At this time we welcome the return to our city and club, of Mr. and Mrs. Walter Keck, who left here for Chicago two and one-half years ago. Mrs. Keck was one of the charter members of Dubuque Chapter, and had always taken an active and interested part in the club work. We are very happy to have her back with us again.

The chapter met May 7th with a large attendance. After a brief business session, it was voted to have the next regular meeting the first Thursday in June, when plans will be formulated for our annual picnic, to be held during the summer, for the entire Milwaukee family. After the session cards were played and delicious refreshments concluded a very enjoyable evening.

Meetings will be discontinued during the summer months and the club will again convene the first Thursday in September.

Although the meetings will be discontinued, the Sunshine and Membership committees will be active and the board will meet as usual the first Monday evening of every month.

"Greetings to Green Bay Chapter." We notice our beloved ex-president, Mrs. E. A. Meyer, is doing her bit, same as usual.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THIRTY-EIGHT members attended the April meeting of the Wausau Chapter, at the club house on the afternoon of the 14th. It was decided to hold a food sale April 25th and to sponsor a card party. Favors at bridge were won by Mrs. Ed Gongaware and Mrs. Bert Nelson, and at nve hundred, by Mrs. E. B. Fowler and Mrs. Oscar Sutherland. Refreshments were served by Mmes. Phil Lennert, William McEwen, J. E. Dexter, Jule Manhart, and E. B. Fowler. Out-of-town members present were: Mmes. Andrew Paulson, Julius Krumrae, of Wisconsin Rapids; and C. H. Stiff, Oscar Sutherland and Frank Barton, of Tomahawk.

The display of cakes, cookies and bread offered for sale by the Wausau Chapter at Lund's store, Saturday, April 25th, rivaled a delicatessen store. The proceeds were upwards of $25.00, and the food left over was given to a needy family.

The May meeting of the Wausau Chapter was held at the club house, Tuesday afternoon, May 12th. The hostesses were Mrs. Emilie Randow, chairman, assisted by Mmes. Nue McGinley, Albert Mohr, Wm. McCarthy and A. I. Lathrop.

Out-of-town members present were: Mmes. W. Fandrich and Peter Hansen, Wisconsin Rapids; Owen Sutherland, Harry Nounberg, and John Flanigan, Tomahawk, and Charles Strassman, Irma.

It was voted to give a public card party May 26th, at which time a $5.00 gold piece will be given away. The members of the committee for this party are: Mmes. E. I. Reynolds, George Reynolds, W. McGinley, F. G. Lehrbus and A. I. Lathrop.

Madison Chapter

Mrs. P. H. Hayes, Historian

MADISON CHAPTER held its regular meeting May 6th. The greater part of the business meeting was taken up in discussing plans to increase the funds for relief work.

The Sunshine chairman reported sending cards and calling on sick members. At the close of the meeting a musical program and refreshments were enjoyed by all present. Mrs. Frank Demsey, social chairman was in charge.

On Wednesday, June 3rd, at 2:30 P. M. the next meeting will be held in the club rooms. All members are urged to be present and learn about the interesting work the club is planning to do.

Terre Haute Chapter

Mrs. Harold Patton, Historian

THE Terre Haute Chapter met in the club room on Thursday evening, April 16th, preceded by a pot luck supper, which was enjoyed by about 60 employes and families.

The business meeting which followed the supper was presided over by our new president, Mrs. Valentine, with all new officers in attendance. Mrs. McCurdy, chairman of Ways and Means, announced that plans were being made to give a Welfare May Dance, on Monday evening, May 4th. Especially needy cases were reported by Mrs. Barnes and Mrs. Blackwell, and every effort is to be made to render as much assistance as possible. A cake walk was held and netted quite a neat little sum, and a very tempting looking cake was won by Mr. Shoemaker.

Following the meeting, a delightful program was arranged by Mrs. Chas. Wilson and Miss Martha Swanson. The "Song Fest," arranged by Miss Swanson, really had to be seen and heard to be appreciated, and we discovered we had quite a few song birds in our midst. A few contests were given, and prizes were won by Mrs. McCurdy, Mr. F. L. (Buck) Hedrick, while Markie Blackwell carried off the children's prize.

The next regular meeting will be held on Thursday evening, May 21st, and will also be preceded by a pot luck supper, with Mrs. Burt acting as chairman, assisted by Mrs. A. W. Brown, Mrs. R. M. Burns and Mrs. W. G. Bowen.

The May Dance, which was held on Monday evening, May 4th, in K. of P. Hall, was very much of a success, socially as well as financially. About 75 couples enjoyed the dancing to very toe-tickling music, part of which was broadcast over Terre Haute Radio Station WBOW. For those not caring to trip the light fantastic, card tables were arranged in the balcony.

Miles City Chapter

Mrs. Millie Wise, Historian

MILES CITY CHAPTER met April 24th. All newly elected officers were present, and the fine attendance will be an inspiration to our president for the coming year.

The report on the annual dance given Easter Monday, shows a successful and much enjoyed evening, with a substantial surplus to our credit.

Mrs. C. A. Nummerdoe, president, and Mrs. Vera Tarbox, chairman of Ways and Means committee, were in charge. Mrs. Nummerdoe wishes to thank all who helped make the dance a success.

Mrs. Numbar, chairman of the Sunshine committee, reported 70 calls, 35 telephone calls made, and 16 cards sent, in March.

The total calls for 1930 were 1,484; telephone, 330; cards sent, 170. The sum spent for relief work for the year was $752.34.

The club voted to purchase a class day dress and pay rental on cap and gown for graduation in June for a daughter of a deceased employe.

The sending of girls to Sunshine Camp was also taken up.

Two fine instrumental numbers were rendered; duet by Phylis Benson and Alice Petterson; solo by June Spear, and Sylvia Smith gave one of her delightful readings.

Refreshments were served by Mmes. C. S. Brown, A. M. Brockway, J. V. Anderson, H. A. Pitner and W. H. Wise, after which bridge was played, Mrs. George Knowles winning the prize for high score.

Union Station Chapter

Miss Vera G. Snapp, Historian

THE April meeting of the Union Station Chapter was held on the 7th, and dinner was served to 72 persons. After the business meeting, Mrs. O. W. Dynes talked on "The Activities of a Chairman Handling Relief Funds." The women who served on the Relief committee for the Chicago Terminals were introduced, and the remarkable work done by the entire committee was pictured by Mrs. Dynes, with sympathetic understanding of the distressing need of families greatly varied in character, disposition and nationality. Humor and heartache intermingled to make this talk extremely interesting and to give us an accurate idea of the work done to relieve suffering among our unemployed.

The series of four bridge parties was terminated March 17, and the grand prize—a five dollar gold piece—was awarded to Miss Vera G. Snapp. The series netted $72.50 for our Welfare fund.

Forty-four persons were present at the dinner preceding the meeting on May 5. Officers and committee chairmen gave their reports for the year 1930 and the first three months of 1931. This chapter spent a total of $1,587.16 for mutual benefit in those fifteen months, which included bills for food, clothing, coal, rent, etc.

Plans are now well under way for the Fifth Annual Gallatin Gateway Ball, to be held May 22 at the Medinah Athletic Club, in conjunction with the Fullerton Avenue Chapter. The proceeds of this affair will be divided by the two chapters for use in Welfare work.

The May business meeting was followed by a card party, for which no charge was made, and several prizes were given.

Aberdeen Chapter

Mrs. Gus Reuland, Historian

THE month of April produced much activity and success. All committees operated immediately after appointment, showing ardent co-operation. The Membership committee formulated a constructive recruiting program and it is the expectation that Aberdeen Chapter will have over 600 members within the year, for which the entire membership pledged their fullest support.

In spite of the adverse weather conditions of April 21, over 100 ladies attended the general meeting that evening. The treasurer reported $75.45 net, from card parties. The Equity Union Creamery awarded the club $12.00, for the club membership inspection tour. The treasury shows balance on hand as $263.02. The Welfare committee chairman reminded the membership of their duty in welfare work, and the necessity of being as alert in prompt response as heretofore, even though this work has diminished, since many of the employes have been recalled to work. Upon motion, some new sliverware and dishes were purchased. The Sunshine committee reported 35 calls. At the conclusion of business, Bee Knudston's dancers, Miss Maurine Martin, violinist, accompanied by Miss Dorris Myranon, provided the members with a pleasing program. Singing of the club songs adjourned the meeting.

The club wishes to extend its sympathy and condolence to the family of Engineer Humphrey Davies, who passed away April 26th, and to the family of George Smith, passing away April 24th.

Mason City Chapter

Mrs. John A. Nelson, Historian

THE new officers have planned several activities to help on the club's great work—Mutual Benefit.

On April 18th the chapter held a bake sale, for which many delicious things were donated, netting the chapter $25.00.

The regular meeting was held April 28th, called to order by our new president, Mrs. S. V. German. Reports of the different committees were heard, and Mrs. Henry Smith, Mutual Benefit chairman, reported the need for clothing and a place to keep her supplies. Also reported the amount of help extended to those in need.

The meeting was then turned over to our new Program chairman, Miss Irma Wilhelm, who introduced the characters in a play, "The Trial by Jury," and the Kitchen Cabinet Orchestra, who played several numbers, each one of them being played for some one of the railroad men. A reading was also greatly enjoyed. The evening closed with refreshments.

On May 1st the members of the Board sponsored a May Day card party in the club rooms. During the evening the lights went out and Mrs. Ingraham's cheery voice was heard saying, "I've saved the silverware." The evening closed with lovely refreshments and the chapter was reimbursed $12.00 for welfare work.

Austin Chapter

Mrs. Fred L. Peck, Historian

THE following were elected to office for 1931, in Austin Chapter: President, Mrs. G. A. VanDyke; 1st vice-president, Mrs. Ed Blomily; 2nd vice-president, Mrs. Frank Ryan; treasurer, Mrs. George Haseltine; secretary, Mrs. Leon Comean.

A meeting was held April 14th, with Mrs. VanDyke, presiding. Routine business was transacted, after which a fine program was enjoyed.

A pot luck supper was served, after which cards filled the evening.

We had a large turnout for our card party, April 23rd, which never fails to add substantially to our treasury.

Reports of the Sick committee failed to disclose any serious illness. Our Welfare committee, under Mrs. F. M. Valentine's supervision, cares for all cases of that kind in a very able manner.

Plans are being made to carry on the work during the summer months, especially for making money.

Twin City Chapter

Mamie Rasmussen, Historian

MRS. EDWARD H. BANNON, retiring president of the Twin City Chapter, was guest of honor at a six o'clock dinner, given by members of the Board and their husbands, in the club room on Saturday, March 21st.

Messrs. Lamberg, Gruber, Donehower, Holbrook, Bagnell, Scoville, Stanley, Kurzejke, Morken, and McCullum complimented Mrs. Bannon highly upon her untiring efforts among the employes. They felt she had given them a better understanding of, and a greater interest in the Women's Club.

Mrs. E. B. Stanley, incoming president, in behalf of the Board presented Mrs. Bannon with a beautiful, fitted traveling case, a token of love and esteem.

The April meeting was held on the 13th, in the club rooms. Annual reports were read, after which newly elected officers took office.

Mrs. Haack, Welfare chairman, reported a total expenditure of $2,565.17, which includes hospital bills, also money spent for groceries and rent, 135 families taken care of, 200 personal calls, and 135 telephone calls.

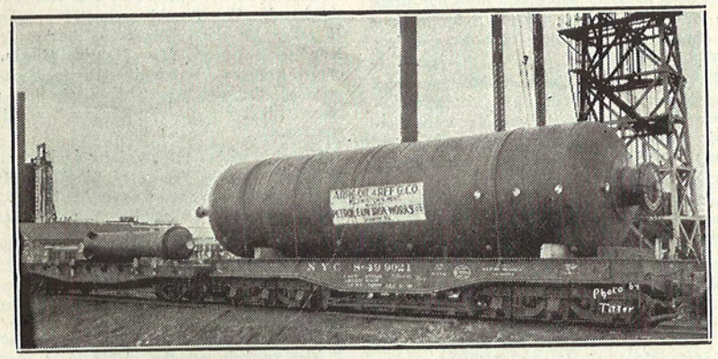
Our Sunshine chairman, Mrs. Smith, reported $59.35 spent during the year for cards and flowers, spreading sunshine and good cheer.

Mrs. Bannon, retiring president, expressed her gratitude to the members for the loyal support which they had given her during her administration, and asked that a continuance of same be given the new officers.

Mrs. Stanley named the following chairmen to serve during the year: Auditing, Mrs. Fred Arnold; Ways and Means, Mrs. Lyle W. Scoville; Welfare, Mrs. Tabor Anderson; Sunshine, Mrs. William Smith; Publicity, Mrs. E. H. Bannon; Membership, Mrs. Ben Benson; House, Mrs. A. A. Kurzejke; Purchasing, Mrs. E. J. Sainsbury; By-Laws, Mrs. R. C. Donehower; Program, Mrs. C. D. Gallivan; Social, Mrs. A. McCullum; Hostess, Mrs. Louis McMahon; Scholarship, Mrs. Fred Lamberg; Telephone, Mrs. Phil Bornkamp.

Plans were made for the annual Gallatin Gateway Dance.

Cards followed the meeting and refreshments were served by the social committee.



The big reaction chamber for Arro Oil and Refining Company of Lewistown, as it appeared upon arrival over the Chicago, Milwaukee, St. Paul and Pacific Railroad.

Arro Oil and Refining Company of Lewistown, Mont., Ships in Largest Single Piece of Machinery in State

AGAIN demonstrating its faith in Lewistown and Montana, the Arro Oil and Refining Company is installing new and most modern equipment at its plant in Lewistown for the manufacture of its Arro Gasoline. The above picture, just taken, shows the new reaction chamber to be used in its plant, together with the dephlegmator as they appeared on two big flat cars of the Chicago, Milwaukee, St. Paul and Pacific lines in Lewistown. The picture represents the largest single piece of machinery ever received in the state, the reaction chamber weighing approximately 150,000 pounds and the dephlegmator about 25,000 pounds. The use of the new chamber will allow an increase in pressure to around 200 pounds and will enable the Arro company to turn out a cracked gasoline equal to any in the country in addition to bringing out every available part of the crudes run through their plant, and will thus represent quite a saving in production costs. This machinery was manufactured to special order for the Arro company by the Petroleum Iron Works of Sharon, Pa., and is known as a 10x40x2 reaction chamber, while the dephlegmator is recognized by size thus, 3.6x21x1⅜.

Ottumwa Chapter

Mrs. Perry Grubbs

MARCH 13th, a one o'clock luncheon was held in the club room in honor of Mrs. Reynolds, our retiring president. She was presented with a gift in recognition of the many hours spent for the welfare of the club. The meeting was called to order by Mrs. Reynolds, who gave an account of the things done for worthy families. Mrs. Kemp, our Sunshine worker, gave an excellent report of the cheer spread among sick members. Mrs. Reynolds turned the gavel over to Mrs. Nee, our newly elected president.

We give benefit card parties about once a month, with an average attendance of sixty. We lost one of our charter members, Mrs. James Gordon.

On April 10th we had a one o'clock paid luncheon, which everyone enjoyed. A short meeting was called to order by Mrs. Nee, the new president. Many plans were made for the coming year. Reports were given by the various committees. After the meeting, the afternoon was spent in games and contests of all kinds.

Milwaukee Chapter

Mrs. James D. Thurber, Historian

THE meeting of April 20th was well attended in spite of the rain.

The main event on the program for the Milwaukee Chapter at present was its seventh annual dance and card party held in the Kilbourn and Juneau Halls of the Milwaukee Auditorium. There was a door prize of five dollars in gold.

The needy families were given financial aid this last month. After the business meeting the chapter was entertained by a tenor soloist, Mr. Herman Lepgold.

After the meeting refreshments were served.

Bensenville Chapter

Ethel Brakke, Historian

THE Social committee gave an informal party on April 29th, with Mrs. Marian Rands as past president, the guest of honor. She was presented with a corsage bouquet and an electric alarm clock in appreciation of her faithful leadership for the past year. About 35 were present.

Mr. and Mrs. C. Elliott represented the Bensenville Chapter in the Bensenville community stunt shows, an entertainment sponsored for community relief.

On May 5th several members spent a pleasant but busy day spring housecleaning at the club house.

Bensenville Chapter held its regular meeting on May 6th with 22 members present.

The Ways and Means chairman, Mrs. O'Keefe, turned in $10, made by the renting of the club house in the past month.

The librarian reported 881 books in the library, with 6 new ones purchased. 80 books were given out for the month.

Benefit chairman reported aiding two families and making 4 calls. Sunshine chairman made 7 calls, sent 4 cards and sent a plant to a very sick member.

The membership increased to about 50 at this meeting.

Two boys, Robert Fanning and Ben Smith, who won honors in the school oratorical contest, entertained with their selections.

All reported the meeting to be a successful beginning for the new year and the new president.

SAID TO BE HUMOROUS

Driver: "I wasn't going forty miles an hour, nor thirty, nor even twenty."

Judge: "Here, steady now, or you'll be backing into something."

Husband: "I've got to get rid of my chauffeur; he's nearly killed me four times."

Wife: "Oh, give him another chance."

Tamale: "Everything at the party was so quiet you could hear a pin drop."

Carne: "How do you get that way? I passed by the house and they were raising cain."

Tamale: "Oh, I mean a railroad coupling pin."

A lady motorist was driving along a country road when she spied a couple of repairmen climbing telegraph poles. "Fools!" she exclaimed to her companion. "They must think I have never driven a car before!"

What the automobile business really needs is a railway crossing that will eliminate the car without eliminating the customer.

Do as much walking as possible if you want to live long—but stay on the same side of the street.

Well, why isn't it all right to buy a car and merely rent a house? You spend more time in the car.—**Midwest Review.**

A commercial traveler staying at a small hotel wished to catch an early morning train, and asked the proprietress for the loan of an alarm clock.

She produced the clock and remarked: "We don't often use it, sir, and sometimes it sticks a bit, but if it doesn't go off, just touch the little hammer and it'll ring all right."

"Freddie," said teacher, "give me a sentence using the word 'diadem.'"

Freddie had overheard certain remarks at home, and out of his subconscious store of wordly wisdom he drew this reply:

"People who hurry across railroad corssings diadem sight quicker than people who stop, look and listen."—**Wall Street Journal.**

WOMAN HATERS' CLUB

We had a bachelors' club house,
Dick and Harry and Ed,
I furnished a cot and radio,
Harry a desk and a bed.
Eddie and Dick brought in blankets,
We were a choice quartet,
We swore to be faithful and single
And never to flirt or to pet.
But Dick and Edward got married,
Harry said I was the worst,
Simply because I found Mabel
And happened to be the first.

Switch Shanty Reminiscences

"I'LL thank you for a bit of tobacco; and that's what comes of havin' two pairs of overalls, I'm forever forgettin' to change my 'fine cut' with my clothes." The speaker, pipe in hand, was Brian O'Rourke, veteran switch tender in the lower yards and affectionately known to the boys as "King," because of his insistance that he could trace his lineage to the early kings of Ireland. His audience consisted of coach yard switch crew, "on the spot" in the yard clerk's shanty waiting for their "goat" to return from the water tower.

Pouches were produced quickly, for the twinkle in the King's eye told his fellow workers that a story was forthcoming.

"There's great consolation in a few pulls on the pipe," said the King. "This one and me's been great pals for years. 'Twas a gift from my old partner, Con Kelly. I used to 'brake' for him in the early days. As fine a man as ever walked in shoe leather. The Lord be good to Conductor Cornelius Kelly. He was quite a pipe smoker, too.

Mogul Mike Says:

Are the railroads passing out? Not a chance!

With my "4-6-4" I can do a bigger, better and cheaper job than any transportation agency that flies, crawls or swims.

I know doggone well the public can't afford to dispense with the only agency that can satisfactorily handle the whole job.

The trouble is a lot of folks are overlooking their own interests. They forget that most of the money paid the railroad comes back to them in taxes, payrolls and purchases.

It's up to you and me to remind 'em and to show 'em what good service really is.

Let the other fellows worry about flat tires, fogs and barnacles.

"I mind one day we were runnin' passenger together on the River Division. 'Twas 55 we were on, as I recall it. Anyway, we were out of La Crosse towards St. Paul when a big bold faced woman with an ugly poodle pup under her arm came into the car and took the seat behind where Con was writing up his report. Smokin' was Con, of course, for he always did when there was any writin' to do.

"Well, sir, this old girl wasn't there long till she leaned forward and says she to Con, 'You're no gentleman,' says she.

'And why not?" says Con.

'Because if you were you wouldn't be smokin' in the presence of a lady,' says she.

'But lady, madam,' says Con, 'this is a smokin' car,' says he.

'It makes no difference,' says she, 'You're an old brute, and that's what you are.'

'Well,' says Con, 'I'd rather be that than an old push poodle pup.'

'And why?' says she.

'Because,' says he, 'if I were I'd be in danger of being kissed.'

"And with that the old girl reaches over and grabs Con's beautiful French Briar pipe and flings it out the window. And quick as a wink, Con reaches back and throws the dog out after the pipe.

"Now all this happened fifty miles from St. Paul and from that place on that woman did nothing but chew gum and chew the rag.

"About the time we were pulling through Newport, she shakes her first in Con's face and says she, 'I'll have you arrested.'

'I'll be there,' says Con.

'Oh, wurra, I wish the Lord had made me a man!' says she.

'Maybe he has,' says Con, 'and you haven't found him yet.'

"With that we all get off at the Union Depot and up she rushes to Big Andy Coll, the policeman.

'Arrest this man,' says she.

'And what for?' says he.

'He threw my dog out the window,' says she.

'She threw my pipe first,' says Con.

'Well,' says Big Coll, 'I'll have to arrest you so I'll ring for help.'

'You'll need it!' says Con.

"And down came the patrol wagon a swoopin' a-top of us."

'Now, I'll arrest you,' says Coll. 'Seize him officers.'

"And with that they all make a rush for Con.

"But just then, as luck would have it, somebody opened the door of the depot and in trotted the pup with the pipe in his mouth."

Two short blasts of the whistle indicating the return of the switch engine, terminates the tale.

A MAN WHO PLAYED the radio after 11 p. m. was shot by an irate neighbor down in Taylorville, Ill. The man who played the radio is in a hospital. We point this out as a mournful warning to people who turn on the loud speaker at 11 p. m., but we must also point out that the man who shot the radio owner is in jail. This is equally a warning and equally mournful to people who shoot radio owners. Hospital or jail—well, suit yourself!—**R. H. L., Chicago Daily Tribune.**

NATURE POINTS THE WAY

"My husband is particularly liable to seasickness, captain," said the woman.

The skipper nodded. "I've heard of the complaint before, ma'am," he said.

"Could you tell him what to do in case of an attack?" asked the woman.

"'Tain't necessary, ma'am," replied the skipper. "He'll do it."

IT'S ALL ACCORD-ION

"This accordion is 150 years old."

"How can you tell?"

"By the wrinkles."

Milwaukee Road employes are invited to send in contributions for this page. We will be glad to receive jokes about transportation matters and suggestions for "Mogul Mike". Address, THE MILWAUKEE MAGAZINE, Union Station, Chicago.

OUR LITTLE FOLK

HELLO!

Last month when I told you little folk to write to me, telling me all about yourselves, I decided that I would print on this page this month, the first letter which came from one of you. And so here is my first little folk letter and a picture, too. It comes from Frances Forrester whose father works for the railroad at Spokane:

E27 Mission Ave.,
Spokane, Wash.

Dear Aunt Betty:

I was just reading The Milwaukee Magazine. I read the little piece you put in. I asked mother if I could write to you and she said I could.

Here is a picture of me and my dog. His name is Duke. He is sitting up in the picture.

I like to play many games. Best of all I like to play dodge ball. We have much fun playing at school. I am ten years old. I am in the four A. I go to Webster School.

I hope you will write to me and write soon.

I like to read stories about children and animals.

Your friend,
FRANCES FORRESTER.

Frances Forrester

Thank you, Frances, and the other little folk who answered my letter. A letter will be printed each month when there is space. Let's hear some more from you. AUNT BETTY.

Answer to Word Puzzle:
Robin Redbreast

Marjorie and the Brownie

MARJORIE'S birthday was in June, and her birthday was always a cause for festivity, because she was the only child. Each year her mother had a new and exciting idea for a party, and all the little children who were invited would live in a whirl of anticipation for a month before the party date. And Marjorie, too, would be exceptionally good—although she usually was a good child—and helped her mother every day, all she could.

The party this year was to be a treasure hunt, with a "pot of gold" hidden somewhere in the house, yard or orchard. Directions had to be written and placed around for the hunters to find and follow; the house had to be decorated, flowers had to be picked, oh, and a million other things. Marjorie's mother could hardly do it all herself. Marjorie helped her mother faithfully the morning of the day before the party, but shortly after lunch she heard her chum, Marie, calling to her. At first she hesitated, but her desire to be off and at play was too much. Her mother's suggestion that she tell the children that she was busy getting ready for her party made her fly into a tantrum, exclaiming, "I didn't want the party anyway. I hate parties"—and she ran out the door.

No more was heard from her that afternoon until shortly before dinner time when she stole in, cleaned herself up and waited quietly for dinner. Strangely enough she hadn't had such a very good time that afternoon. She had broken a finger off her favorite doll, torn a hole in her apron and had a fight with Marie, and now they "weren't speaking," and Marie wouldn't come to the party. Marjorie's mother said not a word about getting ready for the party and she was just as patient and loving as she always had been, but for the first time in her life Marjorie wished her mother would scold her—then she could say, "I'm sorry, mother," and feel much better. But with her mother this way she couldn't say a word.

And so when it came her bedtime, she went off as usual after kissing her mother goodnight. She undressed slowly and thoughtfully, arguing with herself: "I'll beg mother's pardon first thing—no, I won't, it was her fault" and her last thought before falling asleep was that she was not to blame. . . .

Marjorie opened one eye and then the other and then sat bolt upright in bed. "Who are you and what are you doing up there on my bed?" she asked in a frightened voice, of the little creature sitting calmly and cockily on the footboard of her bed. He hesitated a moment, gazing around the room and then looked into Marjorie's startled eyes and said: "I'm the brownie from Fairyland, and they call me Brownie-Bad-Fairy because I take care of all the bad cases."

"Why are you here then? We don't need any bad fairies!"

"Are you sure you don't? A little bird told me—"

"What did a little bird tell you and what little bird was it?" interrupted Marjorie.

"Oh-h-h," he answered slowly, "it is a little bird that can be seen only where Brownies live, but he is really everywhere where little boys and girls are. He comes to tell me all about the children all over the world. If the children are good and help their mothers, I send out my good-fairy Brownies and they bring gifts to the children. *But* if the little folks are naughty and talk back to their mothers or fathers, I come out to see about them myself."

"And what do you do? Why are you here? You won't take me away, will you?" questioned Marjorie.

"I bring only two things—tears and smiles. If the children are mean and ugly and won't say 'I'm sorry,' I give them tears, but if they promise to be good, and mean it, I give them smiles."

"What are you going to give me?"

"Aha, you are getting hasty. I haven't talked to you long enough."

"But I don't want tears—I'm going to have a party tomorrow."

"Oho, a party? And I suppose you have been helping your mother all day?"

"Well—er—I did this morning."

"And all the work was done by noon?"

"Hummh—no, not quite."

"So you finished it up this afternoon?"

With that Marjorie burst into tears and sobbed and sobbed until the Brownie had to pat her on the head and tell her he really thought she was a nice little girl, to quiet her. Then he said, "Did you tell mother you were sorry?" And then Marjorie sobbed out her story of how she had wanted to but couldn't, and then when she was going to bed how she talked it over with herself. Brownie-Bad-Fairy smiled a faint smile to himself. She was not really a bad girl, but one of the kind who doesn't mean to be naughty.

"All right, Marjorie, it is up to you. You may have smiles and sunshine for your party, or you may have tears and rain, whichever you choose."

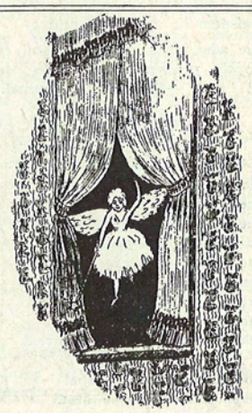
"Oh, I don't want tears, and rain will spoil the treasure hunt."

"Then you will get up early and do nothing before you kiss your mother and say you are sorry." With that he vanished.

Marjorie shut her eyes slowly and dropped off to sleep. The next morning she couldn't tell if it was a dream or not but she lost no time in jumping out of bed, running to her mother and saying, "I'm sorry, mother."

And such a party! The hunt was great fun, Marie forgot her grievance and came—and the sun shone.

The Fairies' Goodnight



EACH night her mother tucked her in,
And listened to her prayer,
And then she turned the light out,
And darkness entered there.

One by one the fairies,
Dressed in silvery white,
Danced in through the window
In a stream of light.

Each one rested lightly,
And smiled a winning smile,
And sang of life in Fairyland;
Then danced around a while.

Then when she rested quietly,
They kissed her, one by one,
And danced away through the window,
Back to Fairyland, their home.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SUMMER, 1931.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-12 Sterling Place, Brooklyn, N. Y.

7181. **Ladies' House Dress.** Designed in sizes 38, 40, 42, 44, 46, 48, 50 and 52 inches, bust measure. A 42-inch size, if made with long sleeves, requires 5⅓ yards of 35-inch material. With short sleeves 5½ yards. For contrasting material ⅝ yard will be required, 35 inches wide. Price 12c.

6907. **Child's Play Suit.** Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 3-year size requires 1⅜ yards of 35-inch material. For suspenders, belt and pockets of contrasting material, ⅝ yard is required, 35 inches wide. To finish with bias binding requires 4¾ yards 1½ inches wide. Price 12c.

7168. **Ladies' Dress.** Designed in sizes 34, 36, 38, 40, 42 and 44 inches, bust measure. A 38-inch size requires 3¾ yards of plain material, and 1¾ yards of striped material 35 inches wide. To line the jacket and for facing 1¾ yards, 35 inches wide is required. Price 12c.

7175. **Ladies' Dress.** Designed in sizes 34, 36, 38, 40, 42 and 44 inches, bust measure. A 38-inch size requires 6¼ yards of 36-inch material if made with the collar. Without the collar 5⅝ yards. Price 12c.

6899. **Girls' Dress.** Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size requires 2¾ yards of 35-inch material. The facing and belt of contrasting material requires ⅝ yard, 35 inches wide, cut crosswise. Price 12c.

7191. **Girls' Beach Ensemble.** Designed in sizes 6, 8, 10, 12 and 14 years. A 12-year size requires 3⅞ yards of 35-inch material. Price 12c.

6928. **Girls' Dress.** Cut in 5 sizes: 8, 10, 12, 14 and 16 years. A 14-year size requires 3¼ yards of 39-inch material. To finish with bias binding requires 5¼ yards 1½ inches wide. Price 12c.

6830. **Misses' Dress.** Cut in 3 sizes: 16, 18 and 20 years. A 16-year size requires 3¾ yards of material 35 inches wide. Price 12c.

7186. **Girls' Dress.** Designed in sizes 2, 4, 6 and 8 years. A 4-year size requires 2⅛ yards of 29-inch material, if made with long sleeves. If made with short sleeves 1⅞ yards. For contrasting material ⅜ yard, 29 inches wide is required. Price 12c.

Good Things to Eat

Sweetbread and Mushroom Patties. To one cup of cold chicken, diced, add six mushroom caps, peeled and cubed, and two tablespoons butter. Cook five minutes, stirring constantly. Then add two tablespoons of flour and when well blended, pour over one cup chicken stock. Simmer ten minutes. Season with salt, dash of cayenne, one-eighth teaspoon grated nutmeg, and one tablespoon lemon juice. Beat one egg slightly, dilute with one tablespoon of cream and add to the first mixture. Heat thoroughly and fill patty shells. Will serve six.

Potato Fritters. Two cups hot riced potatoes, two tablespoons of cream, two tablespoons lemon juice, one teaspoon salt, dash of nutmeg and cayenne, each; three eggs, one-half cup flour. Add seasonings, cream and lemon juice to potatoes. Then add the well beaten eggs, having bowl in pan of ice water. Beat until cold. Add flour. Drop by spoonfuls in deep fat and fry until delicately browned.

Potato and Spinach Croquettes. Two cups hot riced potatoes. Add two tablespoons butter, the yolks of two eggs, slightly beaten, and one-fourth cup cooked spinach, finely chopped. Season with salt and pepper. Shape and dip in crumbs, beaten egg and crumbs and fry in deep fat.

Rector Salad. Pare and cut cucumbers in box-shaped pieces, two inches long, one and one-half inches wide and one and one-fourth high. Then cut in thin slices, crosswise. Soak one-half teaspoon granulated gelatine in two teaspoons cold water and then set in pan of boiling water and stir until gelatine has dissolved. Strain, cool and add gradually to one cup of mayonnaise. Spread carefully over cucumber boxes and garnish with small rounds of red pepper and diamond-shaped pieces of truffle. Serve in nests of crisp lettuce.

Chicken Salad Dressing. One-half cup rich chicken stock, one-half cup vinegar, yolks of five eggs, two tablespoons mixed mustard, one teaspoon salt, one-fourth teaspoon pepper, dash of cayenne. Cook in double boiler, stirring constantly until thick. Strain, add one-half cup thick cream and one-third cup melted butter and cool.

The Six "Discoveries" of Yellowstone Park

(Continued from page 5)

Mr. Mills says "the National Park idea has gone 'round the world. All leading nations now have national parks and are planning more. Time is likely to stamp our original legislation as one of the most important acts of statesmanship."

The marvels of the Yellowstone region had to be "discovered" six times, by trappers, traders, prospectors, explorers and statesmen before the stories given to the world could be believed. One by one, as the different discoveries were brought out to the civilized world, they were scoffed at and set down as fevered imaginings or just plain lies.

Strangely there does not appear to be much Indian legend or history connected with the region, and it would seem that not many of the roving bands of redskins who hunted and fought over the plains and the lower mountain slopes had much if any idea of what existed in the upper fastnesses. There was one east-and-west trail across that section and also a tradition of "burning mountains," but in general the mountains surrounding Yellowstone Park were shunned as places of horror, and referred to as "the top of the world," and being difficult to surmount and entirely inaccessible for the greater part of the year, the tribesmen passed to and fro mostly by way of the lower passes and seldom visited the upper slopes. Even Lewis and Clarke, who passed and repassed within a few miles of that locality, evidently got no information regarding it; and as those valiant explorers missed exploring nothing of which they could get even an inkling from their Indian acquaintances, it seems to prove that the natives had little knowledge of the Park wonders. To one member of the Lewis and Clarke party, however, undoubtedly belongs the honor of giving to the world the earliest reports of the strange freaks of Nature he had seen shut up within the wall of high mountains, which he had been obliged to cross when choosing a route of escaping from hostile Indians. This man was John Colter, a fearless and devoted frontiersman, member of the Lewis and Clarke Expedition, who left the returning party near the mouth of the Yellowstone River, to go back to the wilderness and the lure of the trapper's life. He it was, who, in 1807, brought out the first information about the wild and gruesome regions he had seen. His stories were fantastic and so incredible, as indeed they might well have appeared, even had he told only the actual truth and presented the actual facts as to what existed there—that he was laughed at for a madman or a colossal liar. His Wonderland was dubbed "Colter's Hell" and forgotten about.

It is recorded that in August, 1806, Colter obtained his release from the Lewis and Clarke party and with two trapper companions turned his steps back to the upper waters of the Missouri. He spent the following winter in the vicinity of the Three Forks—the Jefferson, Madison and Gallatin Rivers—and in the spring of 1807 joined a large party under the command of the Spanish fur trader, Manuel Lisa, who was on his way to establish a trading post on the upper Missouri. He later left this party and started out alone on a long tour to the southwestward; and during this trek he has been credited with other important discoveries such as The Wind River Mountains, Jackson's Hole, Pierre's Hole, Teton Pass and the Grand Tetons. Near Pierre's Hole, while with a band of friendly Crow Indians, he aided in the repulse of an attack from the Blackfeet, hereditary enemies of the Crows. Colter was blamed by the hostiles for their defeat and on his return journey toward Fort Manuel, Lisa's post, he found it necessary to choose a route farthest removed from possibility of encountering his enemies. The direct route he took on this occasion led him through the Wonderland region, perhaps passing down the Yellowstone River, the lake and the falls. That he saw geysers, paint-pots and hot springs seems to be proven by the name given it of "Colter's Hell."

Two years later, Colter was the hero of perhaps the most remarkable story that has ever been told of wilderness days on the upper Missouri. The story was so incredible as not to receive much notice at first, but it was afterward accepted and is generally included in the chronicles of that locality; and while it does not concern the first "discovery" of Yellowstone Park, still it belongs to Colter and to the locality where now The Milwaukee Road gains access to the Park, and it may therefore be included by way of an added thrill of historic interest.

In 1809, Colter, with a companion, John Potts, was trapping beavers on a stream that empties into the Jefferson near Three Forks. They were rowing up stream and when about five miles from the larger river they were discovered and were ordered ashore by a band of about five hundred Blackfeet. Seeing that escape was impossible, they threw their traps overboard and when their canoe touched shore an Indian snatched Potts' rifle. Colter sprang at the redskin, wrenched the rifle out of his hand and handed it back to Potts, who immediately pushed off, leaving Colter alone with the implacable enemy. Potts did not long survive his treachery, for he soon dropped, his body riddled with arrows.

The Indians seized Colter, stripped him and then sat down to pow-wow about the most enticing means of torturing him to death. The band was for standing him up and using him for an arrow target, but the chief, with real sporting instinct, asked Colter if he could run. Now Colter was a runner of repute, but he cunningly assured the redskin he was a very poor sprinter, and so the old savage led him out on the plain and told him to run for his life. Naked, he sped across the plain, covered with prickly pear, followed close by a howling band of savages. After about two and a half miles, sensing that the crowd was falling behind, he ventured to look back but saw one fleeter than the rest, almost upon him, and he redoubled his speed. Blood burst from his nostrils and covered his face and chest, his feet were bleeding and sore, and with one mighty effort, when within about a mile of the Jefferson, he turned and threw out his arms in the face of the Indian, who, brought to a standstill, endeavored to throw his spear, but fell and broke his weapon. Colter sprang on him, seized the spear and pinned him to the ground, then ran on to the river. The screeching, howling band stopped at their fallen companion long enough to give Colter the lead he needed and he reached the river bank, just where a large raft stood partly on the bank and partly under water.

Colter dived and came up under it, where he managed to escape their search, and at nightfall he swam down river, gained the prairie and headed for Fort Manuel, nearly two hundred miles away, arriving there after eleven days of unbelievable torture and suffering. He was naked and had to make his way across the blistering prairie and through the snow in the mountains. Without a rifle to procure food, he had to subsist on roots and berries. Colter had two later encounters with the Blackfeet, from both of which he escaped, and he finally went back to civilization, where the story of his "discovery" of the Yellowstone region was reported to his old commander, William Clarke, and won him at least sufficient recognition that Clarke traced "Colter's Route of 1807" on the maps he was making of his explorations.

Colter's unparalleled adventure was enacted on the Three Forks Plain and the bloody trail of his race for life crosses The Milwaukee Railroad near what is now known as "Old Town," the first white settlement at Three Forks.

The second "discovery" of Yellowstone was made in 1830 by James Bridger, renowned in the annals of the Northwest, but his stories were likewise treated with derision and set down as "another of old Jim Bridger's yarns." Then in the next twelve or thirteen years stories of some other trappers visiting the region and reporting strange things were also greatly discredited and when came on the rush to the California gold fields, the Yellowstone country and its wonders dropped from sight.

Prospectors out for gold in Montana were responsible for the fourth "discovery," so that in 1865 enough curiosity had been stirred to impel a few Montana men to make some explorations for themselves.

In 1869, David Folsom, C. W. Cook and William Peterson finally penetrated to the geyser basins and their reports were convincing enough to bring about a partially official recognition. In 1870 the Washburn-Doane Expedition really inaugurated the first intelligent efforts to discover what the Wonderland held. The party was composed of Lieutenant G. C. Doane, U. S. A., with a detail from Fort Ellis as escort, for Indians were still troublesome; General Henry D. Washburn, Surveyor-General of the Territory of Montana; Nathaniel P. Langford, author of "Vigilante Days and Ways," and the first superintendent of the new Yellowstone National Park; Cornelius Hedges and Samuel T. Hauser of Helena, afterward Governor of Montana. This party, although frankly skeptical of what they had heard, persisted in their explorations, and it is said that when they first saw the steam from Old Faithful, they believed it to be a forest fire. Mr. Hedges said of this party: "I think a more confirmed set of skeptics never went out into the wilderness than those who composed our party, and never was a party more completely surprised and captivated by the wonders of Nature."

The reports of this party and the publicity gained from them finally induced action from the Federal Government and an official expedition was sent to the Park in 1871. In this party were members of the U. S. Army Engineering Corps and of the United States Geological Survey of the Territories, led by Professor Hayden; and on their return with confirmation of all that had been previously broadcast and reported, with plenty to add to it, the Yellowstone marvels were officially admitted to exist.

Thus, after six separate and distinct "discoveries" running through a period of sixty-five years the phenomena and stupendous scenic splendors of Yellowstone Park were the means of establishing as fact the grand concept of great national parks for all the nations. And Yellowstone, with its varied attractions and its myriad aspects, was surely the fitting leader, for it includes everything of colorful splendor, scenic grandeur, sylvan beauty, floral loveliness and wild nature that is found in the full gamut of all the parks.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
J. D. Green, Brakeman, Kansas City	Discovered broken arch bar (April 15)	P. H. Nee, Superintendent
Wm. Kern, Engineer, Superior	Discovered broken rail (May 5)	E. A. Meyer, Superintendent
George Buntin, Engineer, Superior	Discovered broken rail (May 4)	E. A. Meyer, Superintendent
M. Peterson, Brakeman, I. & D.	Discovered broken arch bar (April 26)	W. F. Ingraham
George Vogtli, Yard Brakeman, Chicago Terminals	Found plates piled on rail (April 26)	
H. C. Schneider, General Foreman, Chicago Terminals	Gave valuable aid in putting out fire (May 8)	C. L. Whiting, Superintendent
Chas. Thorncroft, Switchman, Chicago Terminals	Gave valuable aid in putting out fire (May 8)	C. L. Whiting, Superintendent
Edward Henning, Switchman, Chicago Terminals	Gave valuable aid in putting out fire (May 8)	C. L. Whiting, Superintendent
S. M. Yates, P. F. I., Chicago Terminals	Gave valuable aid in putting out fire (May 8)	C. L. Whiting, Superintendent
H. Miller, Section Foreman, Iowa	Discovered broken flange on passing train (May 14)	

Our Business Getters

H. R. ZARLING, James L. Morgan, Ferd Schultz and Elmer Keller, employes at North Avenue freight station, Milwaukee, influenced shipments via our railroad during April.

Conductor William Bernard, W. V. Division, secured information on a party contemplating a trip to Portland, resulting in our securing the business.

Ross Coravia, hostler, Beloit roundhouse, 2 tickets for New York, our line to Chicago.

Fred Franks, engineer, round trip to Milwaukee.

Mrs. Willard McIntyre, wife of conductor, tip on three passengers for Hawaii.

"Doc" West, engineer, ticket to Madrid, Iowa.

Mrs. Wm. Gilbert, tip on passenger for New York.

Mr. De Sarbo, Beloit roundhouse, passenger for New York, our line to Chicago.

Trainmaster John Connors, prospect for Seattle.

These tips from our employes do a great deal in building up the revenues for the company. Don't be afraid to put in a good word for your railroad when you hear of someone planning a trip. We have excellent service to all coast points. Turn your prospects in to the Beloit ticket office, and a proper record will be made of your good work.

Engineer Wm. Mulligan, who is at the present time bucking the extra board, has turned in several nice prospects for trips, Seattle-Milwaukee and Chicago.

Zane Jenkins, train baggageman, influenced three people to use our line for the following round trips, all sleeping car passengers:

Gaylord Hansen, Watertown to Chicago and return.

Miss Ruth Fox, Sioux Falls to Chicago and return, passenger had planned on using the a competing line.

Pat Rowan of the Tri-State Electric Company, Sioux Falls to Chicago and return.

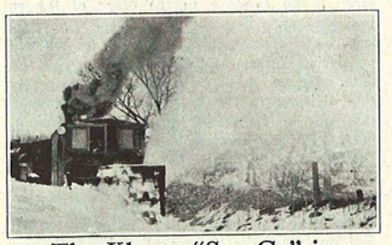
Through the efforts of Henry Stuben and Lloyd West, traveling freight and passenger agent, and Sioux Falls city passenger and ticket agent, we secured the movement of two special trains, Sioux Falls to Madison and return, and Sioux Falls to Vermilion and return, for the Washington High School Band, Glee Club and Chorus. Sioux Falls won first place in the District Music Contest at Madison, which made it necessary to run a train to Vermilion, where the state meet was conducted. The band again placed first in Class A competition. Three coaches were required for each special. There were 130 passengers for the trip to Madison and 152 to Vermilion.

Chief Clerk R. E. Tathwell, at Davenport, is credited with securing four passengers from Davenport to Chicago.

East H. & D. Division Engineer Frank T. Warner is again commended by the division officers for securing routing on car of linseed oil from a concern located on a competing line at Minneapolis to Chicago.

Clerk L. G. Atkinson, in dispatchers' office, Wausau, secured routing on shipment of 1,000 steel folding chairs, Chicago to Wisconsin Rapids.

Yard Clerk Emil Klabunde, at Milwaukee, influenced the long haul routing via the Terre Haute Division on a carload from Milwaukee.



The Klauer "Sno-Go" in Operation

THE above effective piece of machinery is shown in operation on the narrow gauge track between Bellevue and Cascade, Iowa. It is the Klauer "Sno-Go," and was built especially for the Narrow Gauge Line by the Klauer Manufacturing Company of Dubuque, Iowa.

This plow is operated by gasoline power, the augers shown on the photograph, cutting up and dragging the snow back and the fans throwing it a distance of one hundred feet from the right-of-way. The snow storm of March 28th was the heaviest per cubic foot ever recorded in the state of Iowa, and the cuts were drifted from six to eight feet deep, which gave the "Sno-Go" an opportunity for a good work-out. The result was successful and satisfactory. The Klauer Company manufacture gasoline propelled "Sno-Gos" for use on highways and in cities, but this is the only one in service on any railroad at this time.

Wm. Krause, chief clerk and Ed Steisel, cashier, North Milwaukee, Milwaukee, are instrumental nearly every day in securing business for our line that has been routed against us, and also in securing long haul business on which we were originally given the short haul.

Jack Williams, yard clerk, was able to secure two passengers to Port Huron, Mich., via our line to Chicago.

H. W. Brundage, balance sheet clerk, Ocean Dock, Seattle, secured information of movement of carload freight from Spokane to Seattle, and another movement from the east to Chicago, which resulted in shipments being routed our way.

Checker Allen Riddle and Bill Clerk H. K. Williams, Kansas City, have been doing some outstanding work in securing business for our company. Mr. Riddle has made friends among the teamsters which brings in a considerable business. Mr. Williams not long ago drove up to a filling station, where he entered into conversation with the attendant, and found out that their oil and grease was coming from the east, and as a result of his solicitation, some nice business has been secured.

Employes of the Union Station building have been invited to join with employes of the Chicago Terminals in forming a company in the National Guard, to be known as "F" Company of the 108th Combat Engineers. Captain Brokaw has charge of the movement. We understand that companies of this same regiment have been formed by the employes of the Illinois Central, Commonwealth Edison, Peoples Gas and Rapid Transit.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Night Yardmaster, Bensenville
Vila M. Graves.....Engineering Department, Chicago
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
M. J. Starke.....Care of Superintendent, Savanna, Ill.
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
Maude French.....Care of Superintendent, Des Moines, Iowa
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
M. G. Braheny.....Care of Superintendent, Mason City, Iowa
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City
Mrs. Ann Millard.....Muskego Yard Office, Milwaukee
C. M. Browning.....Care of Superintendent, Green Bay, Wis.
Eileen Story.....Care of Superintendent, La Crosse, Wis.
L. J. Lightfield.....Ticket Office, Beloit, Wis.
Harriette M. Badger.....Care of Car Department, Milwaukee Shops
Cora R. Ouimette.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care Trainmaster, Mitchell, S. D.
Margaret Maher.....Care of Roadmaster, Wabasha, Minn.
Leda Mars.....Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleson.....Care of Mechanical Dept., Minneapolis, Minn.
Marie Kukla.....Care of Car Department, Minneapolis, Minn.
V. J. Williams.....Care of Superintendent, Austin, Minn.
Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
B. M. Smith.....Care of Superintendent, Aberdeen, S. D.
M. F. Kasak.....Care of Superintendent, Sioux City, Iowa
Harriet Shultze....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Mobridge, S. D.
Helen Kirwan.....Care of Superintendent, Miles City, Montana
Nora B. Decco.....Telegrapher, Three Forks, Mont.
A. M. Maxeiner.....Agent, Lewistown, Mont.
L. W. Pratt.....Care of Superintendent, Butte, Mont.
R. C. Peterson.....Dispatcher, Spokane, Wash.
F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
R. R. Thiele.....Care of Local Agent, Tacoma, Wash.
H. W. Anderson.....Care of D. M. M., Tacoma, Wash.

Kansas City Division

C. M. G.

THE work of planting flower seeds in the space allotted on the grounds of the Milwaukee Women's Club was again supervised this year by Charlotte Davis and Ivar Carlson, who were responsible for the very attractive garden last year. Several noon hours were spent by numerous employes of the office of the superintendent in the making of the garden. Chief Timekeeper C. H. Baker donated another birdhouse, which was occupied by a homeless wren very soon after being put up.

On May 3rd occurred the death of Mrs. E. Packard, wife of Conductor E. Packard. Mrs. Packard had been an invalid for several years. The funeral services were held on May 6th, and the remains were taken to Chillicothe, Mo., on train No. 3, that date for burial. Interment in the cemetery at Chillicothe. She is survived by Mr. Packard, who has the sympathy of all in the loss of his wife.

W. E. Barnoske, Coon Rapids, was a visitor in the home of his brother, Roadmaster F. M. Barnoske, in the early part of May.

Josephine VanderMeulen, comptometer operator, visited with her sister in Louisville, Ky., during the last two weeks of April.

Grandfather of Dispatcher H. G. Barnard passed away on May 4 in his home in Lamar, Missouri. The body was taken to Lexington, Illinois, for burial.

Handled a special car of Illinois Light and Power Company representatives from Chicago on the Southwest Limited on April 27th, for Excelsior Springs, Mo.

Dan Haseltine, employed in the office of superintendent is away on his 1931 vacation, part of which he is spending in Detroit, Michigan, and the remainder in attending the Derby at Louisville, Ky. We wish him good luck in selecting the winners.

Mrs. H. F. Gibson, wife of superintendent, Milwaukee, was a guest in the home of Mrs. W. C. Givens for a week during the latter part of April.

George C. Sheridan, division storekeeper, was in Dubuque on May 9th to attend a meeting held by Mr. J. T. Kelly regarding the taking of annual inventory. From there went to Minneapolis to spend Mothers' Day with his mother and his wife, who has been visiting there for several weeks.

Account of an increase in passenger business it was neces ary to put on a first trick operator at Excelsior Springs.

Extra Dispatcher M. L. Fromm is working third trick in the absence of H. G. Barnard; Operator Lloyd Calloway is relieving Mr. Fromm and the second trick in the dispatchers' office is being held by Extra Operator Durward Wright.

Telegraph and block office at Stockdale was closed on May 1, which was opened on February 1, account service necessary in connection with the construction of the double track between Polo and Birmingham.

Assistant Timekeeper Ivar Carlson, accompanied by his wife and daughter Pat, spent the week-end of May 9 visiting in Gary, Indiana, in the home of the parents of Mrs. Carlson. This was the first train ride for little Pat, and also the first time her grandparents in Gary had the pleasure of seeing her.

Roberta Sidebottom, stenographer in dispatchers' office, attended the Derby in Louisville, Ky. She was relieved by Bernice Riley, formerly an employe in the office of the superintendent.

Z. Santee, 72 years of age, was stricken with paralysis on May 11 and passed away on that date. He had been employed as a pumper on this division for twenty years and previous to that was in the service as a locomotive engineer. Funeral services were held in Mystic, Iowa.

Ottumwa Freight House

Frank Hampshire, our efficient O. S. & D. clerk, is serving on the jury and now we will find out what the "whereas" and the "whereofs" mean.

The freight house force wish to extend congratulations to Mr. and Mrs. Lloyd Wilson and wish them happiness of all kinds.

Max Schorr, chief bill clerk, has been sowing all kinds of seed at his new home on West Second Street. Max says his lawn will be the envy of the neighborhood when summer comes. Well, here is hoping, Max.

We are wondering if we will obtain our annual vacation this year, if we do there will sure be some doubling up as our force is below the minimum now.

Wife of Jay Farrell, who has been in the hospital for the past few weeks, is slowly improving and we are all hoping to hear of her complete recovery very soon.

Ed Hammond, our worthy chief clerk, has not said a word this year about his cabbage patch, and we are wondering if he has sold out to the cabbage trust; or is he forming a combine of his own?

Ivar Carlson, our ex-chief bill clerk, who is now in the office of the superintendent, called on us the other day and he sure looks prosperous. Guess that Ottumwa Junction pie agrees with him. Ivar says that "Princess Pat" is doing fine and that the only fault he finds with her is that she will take the car out just when he needs it most. More power to you, Pat! Make dad walk so he can get rid of that surplus he is dragging around.

I. & S. M. Division

V. J. W.

WE are indeed sorry to hear of the death of Mrs. Higgins, wife of Train Baggageman James Higgins, which occurred May 10th. Funeral services were held at Minneapolis May 13th.

Conductor Henry Bushman attended the O. R. C. Convention held in Kansas City starting May 1st. Mrs. Bushman left May 12th to meet him in Kansas City and together they will spend several weeks visiting relatives in the southwest.

Baggageman J. D. Williams attended the Railway Clerks' Convention held in Denver, beginning May 11th. Mrs. Williams and son, Vance, left May 16th for Denver, and at the close of the convention they will all spend a few weeks with friends and relatives at Los Angeles and Seattle.

Teamtrack Inspector Verne Evenson has taken the position as clerk at Houston, effective May 11th, and news from the valley indicates that "Moco" is not only a real station man but has also made the town baseball team.

An announcement reaches us of the birth of a daughter, April 17th, at the home of Cashier and Mrs. A. G. Porter, Madison, S. D.

An act of chivalry on the part of "Tang" and "Alex" has been called to our attention for proper commendation. In checking our files we find that "Tang" has been cited before for doing a Sir Walter, and strange as it may seem the party whose life was endangered was a comptometer operator and the offending car was the same "Chevie."

We have found that it behooves us to check our ads in the future. We were of the opinion that Assistant Ticket Agent Scott's Chinchilla rabbits, which have received much space in this column, were real show stock, but at the dispersal we are informed that the batch checked two cotton-tails and a jack.

Due to lack of support from our new's getters this month we are forced to cut this short and in closing wish to announce that any one who purchased tickets for the proposed "Cricket" match may secure a refund, as one of the participants has been fouled and the match has been postponed indefinitely.

Austin Boy Scouts' Banquet

THE second annual banquet of the Milwaukee Boy Scout Troop No. 5 was held at the Women's Club rooms at Austin, Minnesota, April 17th. Sixty-five mothers, fathers, scouts, members of the committee, and officers of the local council were in attendance. A special guest of the evening, Mr. A. W. Smallen, special representative of the vice-president, gave a very interesting talk outlining the activity of the railroad in Boy Scout work. The "Waukee Pack" Cub Scouts, a new division of the troop for younger boys, presented a number of stunts during the program.

On April 29th, the Cubs, under the direction of Scoutmaster Igou, were guests of the Austin Kiwanis Club at a noon day luncheon, held at the Fox Hotel. The boys' repertoire of stunts given at the banquet were repeated and much favorable comment was heard on the program presented. Junior Scoutmaster Arlo Jordan was in charge of the program. The Cubs attending were: Robert Scott, Robert Bulger, Don Bulger, Robert Zook, Richard Zook, Don Nelson, Dean Williams, Wesley Igou and Harley Fingerson. Scouts Everet Durenthal and Dick Williams are the den masters of the Cub pack.

The Troop Committee is composed of Traveling Engineer Thomas McFarlane, General Foreman H. Keck, P. F. I. Vaughn, J. Williams and Clerk Frank Falkingham. Scoutmaster J. H. Igou is electrician in the local shops.

Squeaks from the Milwaukee Division, First District

H. E. W.

OUR best wishes for a speedy and complete recovery are extended to our genial chief caller, Ed Williams, of Muskego Yard, who was suddenly taken ill while at work on May 3rd, and removed to the hospital for an immediate operation.

Conductor Orrie Rollins, in addition to being one of Rondout's prosperous business men, has now been appointed one of Uncle Sam's postmasters. We are sure the mail at Rondout will now be handled with dispatch.

We are all pleased to see Assistant Superintendent R. D. Miller, of Milwaukee Terminals, back on the job after being on the sick list for a couple of weeks.

Conductor Henry Furman is back on the job after finishing his spring plowing and we expect Conductor Bill Martin back soon.

Henry says he has shares in his plow but has received no dividends up to date.

Conductor Walter Emery and wife have returned from a trip to southern Illinois, and report a pleasant time spent visiting friends and relatives.

Come on boys, let's have some fish stories so we can tell the rest of them how to land the big ones.

Vacation days are here again, so remember, boys and girls, to keep Safety First in mind at all times so you may enjoy your vacation as you have planned and not on a hospital cot.

Drafts from the Drafting Room

C. R. O.

ON the morning of April 16th, when Monty came to work, it was raining, so he used his perfectly good sheepskin coat to cover up the engine of his big Ford. After raising the hood and covering it carefully, Monty proceeded to work. A few minutes late Irv Weber came along and saw a cloud of smoke. Irv had heard of the slogan "Where there is smoke there is fire," so he began an investigation and found Monty's chariot in the midst of it. He raised the hood and found Monty's sheepskin almost in flames. He pulled it out quickly and saved the car, but the coat kept right on burning. Moral: Do not use your sheepskin coat to cover the engine of your car. Especially if it's a Ford.

Heard going out the door:

Roy: "Monty, are you going to run any more today?"

Monty: "Yes, for the street car."

On April 30th Ruth F. and Ruth E. and two other tennis sharks, played their first game of tennis this season, but it was so cold they had to stop before their time was up. They enjoyed it nevertheless, but hope the next time they play it won't be necessary to wear their winter wraps.

If you want to meet your railroad co-workers outside of office hours, go to the barber shop on 30th and Clybourn on the 15th and last of every month. The M. E. employes have a haircutting party there every pay day, and besides it's a good barber shop—they cut your hair while you wait.

H. G. Miller has left his residence in Chicago and moved to Milwaukee. H. G. M. says no one can like Milwaukee after you've lived in Chicago—but we shall see.

The Pattern Shop extend their sympathy to relatives and family of Tom Wotherspoon, who died April 25th.

Sylvan Lester has come into big money. He won $25.00 in the baseball pool and he can't make up his mind whether he should invest it in a home, buy a car, play the stock market or what have you. Anyone writing to Sylvan and offering the best suggestion will receive a season ticket for the miniature golf course.

Earl Austin, of Galewood, paid us a visit while here on business and everyone was glad to see him again. Earl was formerly a machinist apprentice in this office.

It was Gus K.'s turn to entertain and he believes in large entertainments, so on the Saturday of May 9th he invited the boys to his home. They played Mexican rummy and Old Maid, and at twelve o'clock Gus served pink tea, or was it black coffee. The boys had a delicious time and on the way home Sky, or maybe it was Vernon, got out of the car and directed traffic for a while on an untraveled corner until another policeman relieved him. Harold stuck his head out of the car and told some innocent bystander to beat it home, but he evidently didn't take his advice because after he had driven around the block a couple of more times his victim was still there. Roy was at the party, too.

The Mark of a Gentleman Is His Clothes

Come in. See our Suits. Try them on. Also let us show you our selected fine fabrics.

We have been making fine clothes since 1904.

Service Department Suits Pressed, 50c

JOSEPH KAHN

Union Station :-: Chicago

S. O. Berg is having considerable difficulty in winding up his naturalization papers. The court slipped up and forgot to notify him in time so now he must wait until June. Something ought to be done about that. Cheer up, Sig, you have almost two years until the next presidential election.

Twin City Terminals

Mechanical and Store Departments

N. A. H.

THE Associated Brotherhoods will hold their annual picnic at Montevideo, Sunday, June 14th, and all crafts will be represented. A special train is being provided for the benefit of employes and their families, one train leaving Minneapolis at 8:00 A. M. and arriving at Montevideo at 11:35 A. M. Another train will also run out of Aberdeen. All are cordially invited.

The Accounting Department in the district storekeeper's office, South Minneapolis, was transferred to the Accounting Department in the depot and in this move, both Miss Florence Alman and Mr. Arthur Holmgren are now located in the Accounting Department downtown, and hope it won't be long before they will be as much at home in their new location as they were at South Minneapolis.

Mr. E. F. Palmer, formerly of Minneapolis, and now located at Sioux City, was a caller at Minneapolis May 18th. Mr. Palmer is still enjoying the new steps.

Mr. Frank Hemsey surprised us by calling at the office and the surroundings after his long illness. He reports feeling good but we noticed he was somewhat fatigued after climbing the stairs.

Among our many visitors are Messrs. J. E. Bjorkholm, J. A. Anderson, M. J. Flanigan, and W. W. Schabarker.

A Safety First meeting was held at South Minneapolis Shops on April 15th, and had a good attendance as well as good suggestions brought out.

The passing out of Clinton Davis April 15th was a sad occasion and we wish to express to his family our sympathy.

La Crosse River Division Items

Eileen

WHEN the white light shines bright, go ahead in safety,
Green light, all right, caution you in time,
But when the red light shines bright; brings you up so hasty,
And when you see the RED light there's DANGER on the LINE.

Music by Scoop, words by Tom Bloomfield, to be sung when next the faithful meet.

Stanley Taylor, Car Department clerk, La Crosse, has been spending some time looking at the pretty smocks in the windows. Who is she, Stan?

MILWAUKEE RAILROAD EMPLOYEES

Consider the advantages of living in a community on the railroad.

DEERFIELD, ILLINOIS

on the Milwaukee Division, twenty-four miles north of the Union Station, Chicago, is an ideal community of homes. Get away from the noise and grime of the city. Make an investment in comfort and environment for your children by establishing your home in

DEERFIELD

Enjoy the Pleasures of Suburban Residence

THINK IT OVER, AND LET YOUR NEXT MOVE BE TO

DEERFIELD

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T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

Tim Welch, dispatcher at B. K. office, has been very ill in St. Francis Hospital, where he underwent an operation. His many friends are wishing him a speedy recovery. Operator Van Wie has been working in his place.

Barney Larson, towerman at Grand Crossing, with his Chrysler have been following a regular route to Spring Valley. Lately, however, the Chrysler has been heading toward Winona. Wonder who it is now.

Herman Leipelt, call boy at La Crosse Yard, has gone to Seattle for his vacation.

Ticket Clerk Wm. Wais spent a day or two in Milwaukee bowling. He can hit the pins in fine shape.

Jimmie Pendleton, yard switchman, has gone to Indiana where we understand he is looking for an oil vein on his property.

Passenger Conductor E. J. Brown is on a vacation and is putting in the time getting his summer home on Tomahawk Lake in shape for the summer.

The many friends of Conductor L. D. Daniels will be pleased to hear that he is improving nicely from the effects of a stroke which befell him some time ago.

Yard Clerk Paul Mahoney, Switchman Fred McCoy and Fireman James McCoy went trout fishing at Tomah May 1st. Before leaving they took many orders for trout, but hear they have not yet been filled.

Dame Rumor has it that Carl Schroeder went to find himself a bride, but Carl says that his few days off were spent in trout fishing.

Conductor Harry Hatch has resumed work after a long vacation.

Engineer George Bates and wife have returned to their home in Sparta after spending the winter in Florida.

Station Agent C. L. Parsons, of Mauston, has been transferred to Watertown station, vice Agent Webb, retired. Operator M. J. Galvin is in charge of Mauston station having acquired it on bulletin. Genial and good natured Wickey Luek is appointed operator at Mauston in Mr. Galvin's place.

On your auto pleasure seeking trip, if you chance to cross the Mississippi River bridge at La Crosse, you will see, south of the bridge, close to the river bank, an enormous flour mill. This mill claims the distinction of being the largest flour mill of its kind in the world. That's saying something. Nevertheless, it's a fact. The Listman Mill, as it is called, is the largest steam flour mill in existence. You will also see on crossing the bridge a sign reading, "The Longest Swing Span in the United States."

On looking down stream, you get views of a vast expanse of this grand river for a distance of two miles, dotted with small islands and wing dams densely covered with foliage. On the west bank and south of the bridge you will see the La Crosse Bathing Beach, created at an expense of twenty thousand dollars to the city, and kept up and maintained by them. Looking north from the bridge you will see at a distance of two miles the Milwaukee Road railroad bridge with its ten big spans. On the east side of the river, north of the bridge, you will see Riverside Park, a most beautiful spot and one of the finest parks on the whole river. And at the upper end of this park a peculiar condition exists. Here is where the Black and La Crosse Rivers form junction before joining Old Man River on his steady flow to the Gulf. You will also see on the upper end of this park a large U. S. Fisheries building where fish are hatched and young ones rescued from land-locked bayous and returned to open waters when the stage of water ebbs low.

On the west short of the river, north of the bridge, you will see the famous Pettibone Park, noted for its excellent driveway and lagoons and enormous trees. Looking to the east and west in the far distance you get a good view of the majestic bluffs that line the Mississippi from St. Paul to Rock Island.

The citizens of La Crosse are proud of their city and its attractive surroundings, so much so that they have christened it "La Crosse the Beautiful."

Des Moines Division Items

Frenchy

AGENT C. H. NANCE has been on the sick list and is being relieved by Paul Calhoun.

Agent C. J. Zehr, of Boone, who has been enjoying a leave of absence in California, returned to work May 14th. C. H. Calhoun has been relieving Mr. Zehr for the past few weeks.

Conductor H. E. Ziebell was called to Oshkosh, Wis., during the early part of May by the death of a sister. We wish to extend our sympathy to Mr. Ziebell in his loss.

Engineer Phares and Mrs. Phares have recently moved to Des Moines from Perry, Mr. Phares having been transferred from Perry-Rockwell City run to Des Moines-Rockwell City-Perry run.

Lavinia station was closed on April 30th, and Mr. V. E. Riedemiller was appointed custodian. T. D. Hakes, former agent at that station has been trasferred to Waukee and Agent A. C. Jacobs, of Waukee, has taken the position of operator at Jefferson.

We regret to announce the death on April 17th of Mrs. R. P. Edson. Mrs. Edson had been ill for some time. Funeral services were held at Dunn's in Des Moines, on April 20th with interment at Des Moines. Mr. Edson and daughter have the heartfelt sympathy of their many friends on the railroad in their hour of bereavement.

The Milwaukee Road inaugurated the store door pick-up and delivery service at a few selected points on the Des Moines Division June 1st. It is hoped that the service proves successful.

We now have daily sleeping car service between Des Moines and Aberdeen making direct connection at Aberdeen with both the eastbound and westbound Olympians. Passengers from this territory for the north Pacific Coast may now travel the shorter route through Sioux City instead of via the Twin Cities.

Ray Dawson's condition at the Broadlawns' Tubercular Hospital at Des Moines continues about the same. His condition is rather grave. He will appreciate an occassional postal card or letter.

Our friend "Conk," operator at Madrid, we understand has taken a radio operator's examination (short wave, we believe). It is hoped he lands a good position with Uncle Sam or R. C. A., or some other desirable organization.

The physical examination car "Metz," which is making a tour of the system examining trainmen and enginemen over 40 years of age, stopped on the Des Moines Division several days during the first part of May. The car is equipped for complete and thorough examinations.

From the Cross Roads of the World

Roberta Baer

ONE of the new self-propelling pile drivers, in charge of General Foreman Edward W. Meyer, arrived on this division and started work on the season's pile driving schedule. Work was completed April 27th and pile driving outfit moved to the Illinois Division.

Our chief carpenter, V. E. Engman, and assistant division engineer, A. L. Burt, are making the annual bridge inspection at this time.

Mr. and Mrs. Clarence E. Schwartz announce the birth of a daughter, Helen Louise, on March 19th. Congratulations.

On May 14th, Mr. C. R. Patton, car foreman at Hulman Street, was pleasantly surprised by the supervisory and clerical forces at his home, in honor of his birthday. At six o'clock a delicious dinner was served, after which cards were enjoyed. Everyone had a good time, and we are hoping that someone else will have a birthday real soon, so we can again have another delicious dinner such as Mrs. Patton puts out.

Miss Catherine Pfeiffer, payroll maker at Hulman Street, entertained on May 7th, with five tables of bridge, at which time she announced the engagement and approaching marriage of her sister, Edna, to Mr. Paul Meadows, of Terre Haute. Edna is stenographer in the division engineer's office, and Paul is field engineer for the city. The wedding will take place June 24th. We all wish them the best of luck and happiness.

We have rumors of another wedding which is scheduled to take place in the near future. Miss Catherine Pfeiffer, payroll maker at Hulman Street, has been wearing a beautiful diamond since Christmas. The lucky man is Carl Vendal, one of our young business men. Carl is in the grocery business with his brothers. Although Catherine has been quite busy lately helping her sister with the final details of her wedding. We understand her own hope chest is almost ready and we are expecting to hear the details of her own wedding soon. We wish this young couple much luck and happiness.

Store Department Chargeouts

Since no one missed our items in the last two Magazines but Cornfed up in Tomah, Wisconsin, we tenderly dedicate the following gems to you, Miss Velma Schedler. (applause).

Harold Patton has brought the musical world to its knees. His latest Victor release is the lilting "Refrain" from Spitting. It's all you expectorate — and more! This famous person is before the mike now and will speak a few words to his many admirers.

Mr. Patton: "Good evening, all my friends. (cough, cough). I am overcome with emotion! Just this bit of message will give you the secret of my success—'I do not drink, I do not chew—but deahly love the boids and flowerlets!'"

Thank you, Mr. Patton.

Why are your socks turned inside out this morning, Mr. Pearce?

Oh, my feet got hot and I turned the hose on them.

Tell me, why are Santa Claus and Joe McMahon alike?

That's easy. They both have whiskers, except Joey.

A pretty thing, coming up the steps of the Central Christian Church, murmurs to the head usher:

"Aren't those chimes melodiously beautiful! Such harmony. So inspiring"

A. E. W.: "You'll have to talk louder. Them darned bells are making such a racket, I can't hear a word you're saying."

Since Martha has taken up dramatics—all we can get out of her is "Ucal! Is it thou? The old friend of my old husband Paphus!"

An extra gang started on Terre Haute Division on April 16th. We have employed some 45 men in this gang which were from the unemployed on our railroad during the winter. We have ballasted some 14 miles of track and the work is moving along nicely under the supervision of Nick Mally, as general foreman, and Everitt Keith and N. Savory, as foremen.

Coast Division

"Kirk"

YOU all know Frank J. Welch, but what most of you don't know about him is that his artistic sense needs but a little encouragement to blossom forth into a literary career; for example, I quote:

1930

"Gone with the good resolutions
That you so carefully nursed,
But leaving a record unequaled
In the annals of SAFETY FIRST.
For not since the birth of the movement
Has any year shown the degree
Of common sense "Safety" improvement
Of 1930—But we
Should not take too much for granted,
Nor think the battle well won,
For the enemy still looms in the offing,
And the struggle has barely begun.

Our ratio, while good, was delinquent;
Landing us about in fourth place.
So you see our work must be doubled
If we even remain in the race.
It's now up to each supervisor
To line up his forces anew;
A fact you cannot deny, sir,
That for leadership, they look to you.
But not through some one department
Will we reach our Thirty-One goal,
But through the everlasting TEAMWORK
Of every blooming soul."

Charles Tusler, of the Engineering Department, had a little trip during April, attending the A. F. E. completion report conference, called by Mr. Lodge, which was held in Butte, April 21st. Charlie caught a cold, not being used to such severe weather, but otherwise had a good trip.

Miss Florence Mattson was in the office recently, and while here tendered her resignation, having decided to stick to the office of Internal Revenue Collector. Florence is a

Coffee's joys . . . without losing sleep

WHEN the run is over do you have to forego coffee because it keeps you awake?

It's useless to give up coffee. Drink the new IMPROVED Kellogg's Kaffee Hag Coffee.

Here's a coffee to delight you. The new blend perfected by Kellogg in Battle Creek makes it a drink for the most critical coffee lover. The choicest coffee beans grown are used with the harmful drug caffeine removed. It is *real* coffee — not a substitute.

Try this wonderful coffee. The coupon will bring you a generous sample. Or your grocer will supply you with a vacuum-sealed tin.

Kellogg's
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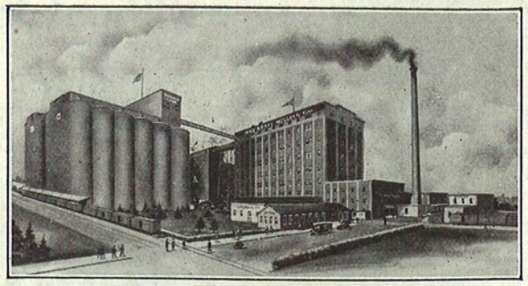

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dandy girl and the best of stenos, and we sure hate to lose her but wish her much luck in the new work.

Section Foreman Harry Wilson, Park Jct., who has been on sick leave for some time, has now returned to his section and is much improved in health.

Section Foreman Ben Hiddleston has been permanently assigned to the McKenna section, section Foreman Roy Milender, who was at McKenna, transferring to Garcia.

Section Foreman John Balmer is now acting as relief foreman at Doris.

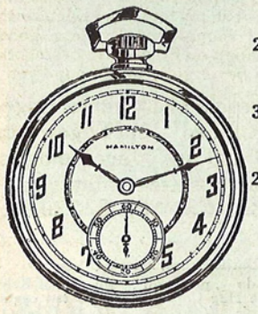
Congratulations are being extended Melvin Wilson, son of Section Foreman Harry Wilson, on account of his good fortune in securing a helpmate. The young lady in the case, Miss Velta Wheeler, is the daughter of Agent O. L. Wheeler. After a short honeymoon the young couple will make their home at Park Junction.

Section Foreman Albert Revord is assigned temporarily to the Chehalis section, account John Houghton taking a trip to California.

The Coast Division seems to have had more than its share of death recently:

May 7th, Walter A. Webb, brother of Miss Daisy Webb, passed away in Seattle, from pneumonia. A number of the Tacoma friends attended the funeral in Seattle.

Your Local Watch Inspector Deserves Your Patronage!

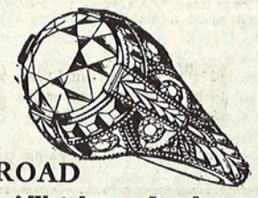


F. H. BARTHOLEMEW
2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH
332 W. Wisconsin Avenue, MILWAUKEE, WIS.

MILTON PENCE
23 E. Madison Street :-: CHICAGO, ILLINOIS

The above are Official Watch Inspectors for



The MILWAUKEE ROAD
Consult them when considering the purchase of Watches or Jewelry

March 19th, Mrs. J. A. Gordan, wife of Joe Gordan, of the Tacoma freight house, passed away, and burial was in Oakwood Cemetery.

April 21st, at Everett, occurred the death of R. R. Reid, for many years connected with the Everett city office. Mr. Reid had been in ill health for some time.

April 29th, in Seattle, occurred the death of Fred Cosper, chief engineer of tug "Milwaukee." Mr. Cosper was 72 years of age and had been chief engineer of the "Milwaukee" since that boat was put in service in 1913.

May 8th, Dock Foreman J. C. Hennessey passed away in Seattle following an operation for cancer. Mr. Hennessey was 62 years of age, coming to Tacoma from Kansas City, where he was warehouse foreman, later going to Seattle, when the O. S. K. boats started leaving their cargo at that point.

Robert Hicks, twenty-year-old son of Western Traffic Manager F. N. Hicks, died in Seattle, from a ruptured appendix, May 8th. Funeral services were held May 12th, many of the Tacoma friends attending.

To the families of these, our friends and co-workers, we offer our heartfelt sympathy.

Milwaukee Terminals

Ann

WELCOME to the Milwaukee Terminals, Mr. C. E. Elliott We extend our heartiest co-operation.

April 16th was Mrs. Mary Claybaugh's 90th birthday and the day was observed by a visit from all of her children. They spent the afternoon with her at the home of her daughter, Mrs. Jennie Greene. After a period of visiting, light refreshments of ice cream and cake were served. Those present included Mrs. Mary Claybaugh, Mrs. Jennie Greene, Mr. and Mrs. E. E. Dow, Mr. and Mrs. Robert Claybaugh, of Neoga; Mr. and Mrs. Harry Claybaugh, of Milwaukee, and Mr. and Mrs. Richard Claybaugh, of Omaha.

Rose Ritzinger, of Chestnut Street station, is to be married some time in May, just when we were unable to develop. Best of wishes.

Roadmaster Larson has a gang working in the air line yard, repairing tracks 7 and 8 in the "A" yard and tracks 1 to 19, inclusive, in the hump yard.

Congratulations to Mr. and Mrs. George Roesseger on a birth of a son May 5th.

Mrs. E. R. Hopkins, whose husband works in the machine shop at Deer Lodge, Montana, has been in Milwaukee and Chicago visiting her relatives among whom are the three Stubbe brothers—Walter, Frank and Herbert.

Our deepest sympathy goes to Gust Neuman whose new home and furnishings were completely destroyed by fire the latter part of April.

After spending the winter in Europe, Engine Dispatcher John Johnson is back on the job.

Engineer Louis Bilty is slowly recovering from a two months' illness and is able to walk again.

Muskego Yard office had a dainty little visitor May Day—Margie Cary, who came down to see where her father, Bill, and Uncle Ray worked.

Congratulations to Mr. and Mrs. Frank Shannon on the birth of a girl May 5, 1931.

Engine Dispatcher Alfred Shanke has returned to work after some time in the hospital for an operation.

In the passing of Engineer Clarence E. Hobbs, the Milwaukee loses one of its oldest employes. He was an employe of the Milwaukee & Mississippi Railway in 1857. He raised Company D, 24th Wisconsin Volunteer Infantry in the old M. & M. Ry. shops, and was a corporal in this company through the Civil War. He died May 5th and was buried at Janesville, Wisconsin, May 7th.

Mr. Clark is wearing his spring coat—a sure sign of summer.

We would like to have you meet "Maude Grauley," our night steno at Muskego Yard.

Mason Fox is collectnig tobacco packages. Please send them to him at the air line yard.

If you are looking for a newly painted Ford truck, see Anton Geiger at the hump.

NOTE: Engineer R. Mitchell is a specialist in toasted sandwiches. He toasts them on Earl Rogers' red head. The one you gave us was very good. Thank you!

Engineer Arthur Wilson has bought a new home at North 27th and West Concordia.

Engine Dispatcher Edward Pugh is sad. Some member of his family gave his golf trousers to the Good Will Society and Edward cannot play golf until the new ones arrive.

Machinist Foreman Wm. Haddock has some new hair dye which he can recommend to turn red hair black.

Some of the boys at the Chateau at the coal shed slipped one over on Machinist Inspector Edward (Micky) Burns. When he arrived at the golf course he found that some one had substituted the inspector's hammer in his golf bag for his golf clubs.

Dell Harrison, a veteran switchman, is confined to his home by illness.

T. W. Roach, alias "Sea Gull," discovered that a mistake had been made in putting up his lunch the other day. It was not discovered until he had taken the first bite.

Operator Paul Alberts and wife are planning a trip to New York and expect to visit Canada before they return as he is anxious to know if several reports heard regarding Canada are true.

Sunday, April 19th, Yardmen Fred ("Doc") Jaeckel, Lloyd Montgomery and John Schilke were fishing at Winneconne, Wisconsin. Up to this time ordinary bait had been used without success, so Doc put on a new combination of his own, consisting of fish and herbs. Very soon he got a nice strike and in pulling the fish in, which was a good sized perch, a hungry ten-pound pickerel swallowed perch, hook and sinker. After a hard battle in which all three men worked strenuously, the fish was landed. The three men say they will make a sworn affidavit that the above is true and suggest that those interested in fishing get in touch with Doc Jaeckel, at Wauwatosa, Wisconsin, General Delivery, for information as to his new and apparently very successful bait.

We are sorry to see you leave us so soon, Mr. H. F. Gibson, but we wish you all success in your new adventure.

June—the loveliest month of the year. Observe the Safety Rules and you will live to see many more such months.

Iowa (East) Division and Calmar Line

John T. Raymond

WILLIAM J. GORDON, 55 years of age, of Marion, died at Iowa City, May 5th. He came to Marion from Nebraska ten years ago, and was employed as a machinist at Atkins until reduction of forces last February.

Mr. Gordon was a very likeable man and had many friends who deeply regret his death. The funeral services were held at Marion, May 9th, with Trojan Lodge No. 548, A. F. & A. M., in charge at the grave. The pallbearers were fellow workers from the Atkins Shops: Harry Smith, Kenneth Hillerage, Lyndon Hall, Harold Mullaly, Ray Newkirk, and Harry Layer.

Mr. Gordon was a member of the Elks, Masons, Shrine, and I. O. O. F. lodges.

To the surviving relatives deepest sympathy is extended in their bereavement by the Milwaukee Employes' Magazine.

Dispatcher James Kenan, of Aberdeen, accompanied by his son, Donald, visited Marion friends April 20th.

Mr. and Mrs. Verto Reichert and children arrived in Marion the latter part of April, where they will reside. Mr. Reichert has resumed work in the superintendent's office after an absence of several years. They received a warm welcome from Marion friends.

Mr. and Mrs. W. R. Barber, of Marion, spent the day of April 24th in Chicago. Mr. Barber attended a meeting of the board of trustees of the Milwaukee Pension Association.

The medical car "Metz," with Dr. J. E. Lund, surgeon, in charge, was located in Marion the week of May 3-10, thence to Cedar Rapids for several days. This car is admirably equipped for its purpose. About twenty-three men are given the examination daily.

George Robinson is the chef on the car "Metz." George owns a residence property and formerly lived in Marion. He enjoyed the week's stay in Marion renewing old acquaintances.

Charley Youtzy, of the superintendent's office force, was away on a leave of absence in May.

Miss Ida Harry, of Marion, was away on a two weeks' vacation the fore part of May, visiting in Farley and Savanna.

WORLD WIDE PACKET
This stamp, set of TRIANGLES, stamps of every continent, big set Canada. All for 10c to applicants for Blue Ribbon Approval sheets. C. M. WEAVER
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Specialties
Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables
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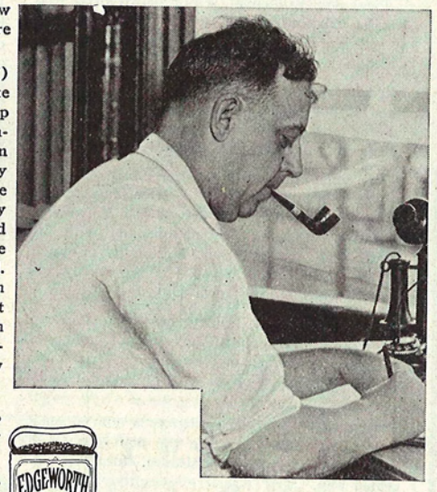

Telephoner says pipe makes work easy

After a hard day's work in the switch tower outside the La Salle St. Station in Chicago, Telephoner Ewald leans back and lights his pipe.

"Things have happened pretty fast today," he says, "but what of it? With the old pipe between my teeth and Edgeworth burning away in it, I should worry. For a good many years I've depended on Edgeworth to smooth out rough edges—it's never gone back on me yet."

Edgeworth is for sale everywhere. Edgeworth "Ready-Rubbed" or Edgeworth "Plug Slice," 15¢ and up . . . according to size. Or, for generous free sample, address: Larus & Bro. Co., 108 S. 22d St., Richmond, Va.

Edgeworth is a blend of fine old burleys, with its natural savor insured by Edgeworth's distinctive eleventh process. Buy Edgeworth anywhere in two forms—"Ready-Rubbed" and "Plug Slice." All sizes, 15¢ pocket package to pound humidor tin.

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Agency Proposition to Furloughed Men

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17 17

The reduction in the number of passenger trains on the new time table taking effect May 3rd, created some serious problems for a number of old time trainmen.

The Western Union construction forces are rebuilding all telegraph lines between Hale and Cedar Rapids. Last year the portion between Savanna and Hale was rebuilt. Conductor Wm. Reep is acting as pilot for the motor car.

We have several expert bowlers among the Milwaukee Road forces at Marion and we had hoped to record some interesting scores for the sports page this month, but failed, owing to the modesty of these gentlemen.

John Grote, of Marion Freight Department, was absent a week or ten days visiting his daughter and family at Chattanooga, Tenn. Harry Van Fossen worked as relief during Mr. Grote's absence.

Hans Smith, 75 years of age, died suddenly of heart disease at his home at Sprague ville, May 13th. Mr. Smith entered the service of the Milwaukee Road May, 1901, as a trackman, and served faithfully until last fall when he applied for a leave of absence, on account of the illness of his wife. Surviving him besides the widow are two sons and four daughters.

The Employes' Magazine extends sincerest sympathy to the bereaved family in their great loss.

Passenger Brakeman R. C. Seager is attending the B. of R. T. convention in Houston, Texas, and expects to be gone three or four weeks. Mrs. Seager accompanied him.

Passenger Conductor Frank B. Cornelius is attending the O. R. C. convention in Kansas City. Conductor Thomas Nevins relieved on Nos. 7 and 8 between Marion and Omaha.

Passenger Brakeman Walter E. Willett, who has been laying off for several weeks, has resumed work taking Nos. 7 and 8 with the Chicago lay-over.

Train Baggageman Charlie Wescott is confined to his home on account of illness, indications now being that it will be some time before he will be able to resume work.

Passenger Brakeman Charlie N. Brown, one of the old-timers in train service, has retired on pension under the rules of the Milwaukee Employees Pension Association, and with his family has moved from Marion to Council Bluffs, Iowa. Charlie will be missed by his many friends on the Iowa Division.

Conductor Ben Bulkley has been laid up since May 1st with a bad spell of lumbago.

Passenger Brakeman Newell Hayes has taken an indefinite leave of absence on account of ill health.

Conductor Charlie Carrington is now in business for himself, operating the pop corn stand near the city park at Marion, formerly operated by Mr. Kassler, recently deceased. Charlie's many friends on the railroad wish him success in his new venture.

The many friends of Charles W. Rollins, who has been confined to St. Luke's Hospital in Cedar Rapids since the first of April, with blood poison in his right arm, caused by a slight cut on the back of his hand, will be glad to know that he is slowly improving, although it will be many weeks before he will be able to be out.

Just as these items are being mailed to the editor, word is received that Mrs. Walter I. Roche, of Savanna, passed away at her home May 13th. The funeral services were held at Savanna, Saturday, May 16th. Conductor Roche and family have the sympathy of their many friends on the division in their bereavement.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

I HAVE the following note from Mr. Bert Wickler, of Davis Junction, Ill.:

"Since you have made me the lead-off man, guess it is up to me to try and get to first. But don't think we are lonesome around Davis Junction, as you seem to have forgotten Speed Coakley and 'Fix-Us-Up' Bob Arries, who are braking for Packard on The Merry Go Around. Also many important decisions on the Book of Rules and qualifications of all Big League players are settled by our board, composed of Director Weaver, Conductor Packard and Company Officer Keating. If we only had Conductor Matson on the committee it would be complete. Conductor Sowers is back to normal again, having mastered the art of holding a cigar in his mouth without teeth. Director Weaver can do a very good imitation of the ball of fire hitting the ceiling, but can't go quite as high. We still have our jack-pots around the Yard, but they finally work out all right. Our passenger business is quiet, account of the pulling off of passenger trains, and in spite of the fact that we have a nice, new, shiny bus and a very congenial driver in Eddie Knott. We sure miss Conductor Matson and Thompson making their flying turns and hurrying around with their coat tails out straight. But for speed, Conductor Wobig had them all beat. On one trip in here he had two boomer brakemen. They were looking over the train, when they scared up a rabbit. One boomer yelled to the other, "Catch it," and he replied, "Catch it yourself, you have been braking for him longer than I have." Well, it is time for coffee so better ring off.

BERT.

A very nice letter, Bert, and we hope you will make monthly contributions to the Second Division notes.

Just received a tip from a very reliable source that Conductor Cavey was the possessor of a nice $65 overcoat for a day only. Seems he attended a Safety First meeting at Milwaukee, and in some way left with First District Conductor C. Flanigan's overcoat. After some very clever investigating on the part of Police Officer Winters, it was located. Understand Cavey has the twin overcoat, so he can be forgiven for this error. Just to show you how things happen, I want to cite a case that happened within my knowledge: I sold a round trip to Madison on a convention rate, and the lady returned to Beloit on the North Western Railroad, using the Milwaukee ticket.

Ask Al Koester the meaning of the word "technician." Understand he became acquainted with this phrase at Freeport.

Senator Matson states that the old order of railroading is all changed. Years ago, when a man started railroading he commenced at the bottom and worked up. Now with the depression in business the old heads at the top are starting to work down, and work where they did when they were beginners. Frank says after you get down far enough they will throw dirt in your face.

Joe Oberta, the star operator at Davis, Ill., is taking a little vacation from his strenuous duties at that place. Joe is not only a handy man at the key, but with the pen as well. Ask him if he remembers the night he registered at one of Beloit's hotels, and after signing up for a room, dotted his name by sticking the pen through the register.

John Marsh, who has been holding down a trick at Freeport, has taken the agency at Darien, Wis. We are glad to have Mr. Marsh and family so close to the thriving city of Beloit.

Roadmaster A. Barbee is the possessor of a brand new Oldsmobile sedan. Andy says do your shopping now and stimulate the wheels of industry.

A little verse just ran through my mind, viz.,
Little drops of water were only
For chasers, we used to think.
Things have changed, so now,
They make the whole darned drink.

Agent R. M. Telfer and wife celebrated their sixtieth wedding anniversary on December 12, at Sarasota, Florida. Mr. Telfer is back at his desk at the Beloit freight office every day, and is as active as he was forty years ago. He is in his eighty-fifth year and can at this time play ball, swim, run and box. Telfer claims one of the main rules for long life is to tend to your business, work hard and get plenty of sleep.

Gum Shoe Meyers, of Savanna, is a frequent visitor at Beloit. Don't think it would take much coaxing to get him to make his home here. Come on up, Bill, we will be glad to assist you in any way possible.

The story is told that a Scotchman received an invitation to a dinner, and on the bottom of the invitation it said: "This will be served gratuitous." Not understanding the meaning of the word he did not go. Some days later he was found dead in the public library with his head on Webster's dictionary.

Ticket Clerk Armock states that eggs took quite a drop one night recently. He will be glad to furnish further information on request.

Conductor J. T. Regan has taken over his duties as captain of the West End Way freight. John says this is the job he had 40 years ago, which goes to show that Matson is right in his statement that the boys are working down.

Frank McCarty, the boy around the Beloit passenger depot who supplies the patrons with their morning papers, and carries their grips or what have you, says he is going to write the president to take the news boy off the Southwest Limited, as it interferes with his business. It just goes to show you that no matter what you do you are bound to have competition. Everybody knows Frank, and he says he has 40 years rights around the railroad, divided between Milton Junction and Beloit.

Just had a little chat with Leonard Carter, of Elkhorn. He stated they were all dead around that town except Ferguson, but you never could find him when you wanted him. Would like to have facts on the latest arrival at your house, Fergy.

Our genial dispatcher, George Lane, has gone to Madison to take up duties as chief dispatcher at that point. We are glad to see you get the promotion, George, but are sorry to have you leave us. Good luck is our wish.

Edward T. Hammer, founder and owner of the Hammer Hotel at Davis Junction, Illinois, and former railroad man on the old South Western Division, passed away at his home at Davis Junction, May 10th, after several months' illness. Ten years ago Mr. Hammer built his hotel at Davis Junction, which at that time was a very busy place. Hundreds of railroad men were acquainted with him, and stopped at his hotel. Mr. Hammer was very prominent in lodge activities in the city of Rockford, and had a very large acquaintance. Some years ago he was selected as a candidate for the legislature from the Tenth District, and received in his home county a tremendous vote. Mr. Hammer was born September 23, 1867, in Pennsylvania, but lived the greater part of his life in the Davis Junction territory. He is survived by his widow and three sons. The sincere sympathy of the employes of this division is extended to the sorrowing ones.

J. L. Bauer, safety supervisor, conducted a Safety First meeting at Beloit, Monday May 11

Has that chain of yours finished its trick?

MANY a watch-chain that ought to have been retired months ago is still struggling along on a railroad man's fine watch. Maybe that's true of the chain you're wearing!

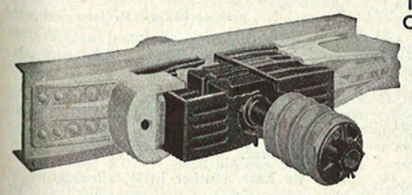
Shown waiting for the highball, Engineman Fred W. Paul, who pulls the Broadway Limited, crack New York-Chicago Flyer on the Pennsylvania System, knows his Simmons Chain does justice to his fine watch! . . . Prices up to $15, including chains specially designed for certain railroad watches, and with your emblem attached. Ask your watch inspector to show them to you. Simmons Friendship Bracelets, Wrist-watch Bracelets, or Necklaces and Eardrops make ideal gifts for wives or sweethearts. R. F. Simmons Co., Attleboro, Mass.

Simmons Chains

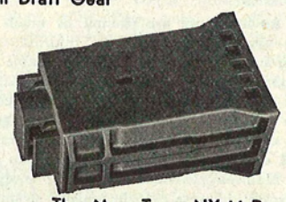
The swivel says it's a Simmons

GREATER PROTECTION FOR CAR AND CARGO

The New Type L-25 Cardwell Draft Gear



Cardwell and Westinghouse Draft Gears defeat impact. They lengthen the span of the car's life.



The New Type NY-11-D Westinghouse Draft Gear

CARDWELL WESTINGHOUSE CO., 332 S. Michigan Ave., Chicago, Ill.

PITTSBURGH, PA. MONTREAL, QUE., CAN.

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

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Quite a delegation was on hand to get the reports and pointers on the progress of safety. The Second District has been very fortunate in its work so far, and has had no serious mishaps. Assistant Superintendent N. P. Thurber has given this his close attention, and is responsible for this good record, through close co-operation with the Safety Department.

Porter Gustav Zick recently had his photo taken by an expert cameraman. Understand his admirers are all requesting him for copies.

The Southwest Limited sleepers are now all operated by the Pullman Company. They took over the operation of the Kansas City car May 10th. We are all very proud of our train, and many nice comments are received about it.

Don't forget, we still have the "OLYMPIAN," the finest train between Chicago and Seattle. Nice connections from Beloit with this train at Milwaukee. The "Pioneer Limited," the de luxe train between Chicago and St. Paul; the "Sioux," through train to the Black Hills, and nice connections at Janesville with it from Beloit. And don't forget, through sleepers on the Southwest Limited from Beloit to Kansas City and Omaha.

Your annual and trip passes are good on the Pioneer Limited to St. Paul. The anuals are good St. Paul to Chicago, but the trip passes are not. Passes are also good on the Olympian between Chicago and Minneapolis.

I. & D. Items

M. G. B.

MR. C. R. DOUGHERTY, of Mr. Ennis' Department, gave a very interesting and helpful talk at the claim prevention meeting held at Mason City on April 13th. A large attendance heard Mr. Dougherty's speech, and the men were glad to have the opportunity of hearing him.

Mason City hasn't seen so much of H. J. McLaughlin in the last few months, but understand he was at Mason City about the middle of April, as also was E. W. Webb, of Des Moines.

Mrs. R. L. Goltz, wife of chief clerk in D. F. & P. A.'s office, returned to her home at Mason City April 16th, after an extended visit to California.

A very lively and interesting Safety First meeting was held at Mason City April 20th. A great many were in attendance. It was, in fact, one of our largest meetings, and we are sure we all got a lot out of it.

Mrs. C. E. Mutschler, wife of chief clerk in the superintendent's office, has been in Dubuque visiting her mother who is recovering from a serious illness.

Mrs. G. J. Igou, of Mason City, made a visit to Rapid City, S. D., April 25th for a few days.

The tie unloading gang were at Mason City April 30th. We aren't used to seeing so many men around these offices, but a good time was had by all.

On April 30th a shower was given by the local office girls for Mrs. Clarence Patterson, who was formerly Miss Nellie Carney, of the master mechanic's office. The party was held at Mrs. Ben Hendrickson's. The guest of honor was presented with a set of sherbet glasses.

On the event of having a new floor in their office, the superintendent's office force arranged a shindig. For the full particulars ask Julius Wiele.

Mr. L. R. Meuwissen, chief dispatcher at Mason City, decided to visit his old stamping ground and left for a visit to Mitchell, May 11th.

Swish!—What's that? Poor fish, that was only a bug going out from a fly rod.

Section Foreman A. L. Bertleson and Little Grandchildren

In other words, I suppose the fishing season is about to commence.

LOCAL MAN STARTS LUNCH ROOM —George Webb, Mason City man decides he is going to use the office space now occupied by G. R. Hannaford and H. R. Howard, and start a lunch room there. We understand he has interviewed C. E. Mutschler for necessary authority, and is ready to start. We hear the lunches are to be free.

Another reportable accident—Milton S. Olson hurt the second finger of his right hand while playing ball. This ball business is getting to be more dangerous than railroading. Let's see where it hurts, Milton!

Mr. E. J. Rummel, of the U. R. T. Co., was a visitor in the local offices during the first week in May.

Statia Harding, of the master mechanic's office, was off duty on account of sickness the first week in May.

Madison Division

ANOTHER change! Mr. J. H. Hennessy, chief dispatcher, has been promoted to trainmaster on the La Crosse Division. We miss him but wish him all kinds of success in his new field of work. Mr. G. H. Lane is our new chief dispatcher.

Bill Kline has returned to service. He is now roundhouse clerk at Madison.

The special trains for Washington, D. C., and other points of interest in the east, which left Madison, April 7th, carried 918 passengers. More than 600 letters of appreciation were received from those who made the trip.

The Haresfoot Dramatic Club, of the U. of W., left Madison on April 6th for a two-week tour of Wisconsin, Illinois and Indiana. The group consists of 85 boys and a full stage crew is carried in addition to five make-up ladies. About half of this group impersonates girls, consisting of a dancing chorus and opera singing.

As usual we are placing as much emphasis as ever on prevention of injuries. Although we had one lost time and reportable injury in April, our record showed the least number of accidents since the campaign commenced in January, 1929. Our record so far in May is clear, and with the proper co-operation from all employes, we hope it will remain that way.

Madison roundhouse is being equipped with electric blowers which replace steam blowers.

Tony Fiori, boilerwasher, has beeen on the sick list the past two weeks suffering with rheumatism.

Harold Churchill, of Janesville, has taken the position of night caller at Madison.

Fifty-five years ago, May 10th, H. M. Vedder commenced braking on old P. D. C. Division at Eagle, Wis., and has been in continuous service ever since. His first braking was done for George Prescott and he continued until March, 1881, when he was promoted to freight conductor and was promoted to express passenger service in 1893. He is now the oldest active conductor on Madison Division.

Florence Callahan leaves Monday on a trip to points of interest in the East.

Tom Taylor is having water and ice trouble and Lieut. Schultz is fixing it.

Herman Carroll—what-a-man! The Engineering Department assigned his section to Barrett, Erdman claimed him, got him, Barrett neutral. Now all's well.

Vitamines are essential, and watching calories is important, especially to enginemen who are subject to increasing weight. Some enginemen on No. 131 are religiously checking their weight at Edgerton. Stop thief!

The passenger station at Madison is being redecorated inside. It'll look pretty dressed up when the job is completed.

A certain girl inquires about the electricians who have been working at Madison the past couple weeks. Wonder what her object is?

Some interesting excursions have been scheduled on the Milwaukee R. R. for the summer. Inquire about them at the ticket office. Tell your friends about them!

Janesville Items

AMONG our fishermen, Erv Krenke, Jack Kelleher and Jonn Hummel, only John Hummel has reported a catch. I think the fish at Koshkonong like his bait. Come clean, John, we would like to know the secret.

Engineer Wm. Dee is leaving our midst, and, indeed, retiring on his laurels. Mr. Dee ran an engine 50 years, March 1st, and was, 53 years all told, with the Milwaukee. He has worked on every division east of the Missouri and two west. Though we will not see Mr. Dee as often as we used to round the road, his pension having been granted, effective May 1st, we wish him health, wealth and happiness for many years to come.

And oh, how our gardeners are going to it these days—Fireman Dallman, Engineers Hummel and Allen, Switchmen John Murphy and Jack McCarthy. Methinks, sometimes, potatoes, radishes, dahlias, etc., will be growing on our locomtives, if the chatter takes action.

We were sorry to hear of the passing of Engineer C. E. Hobbs, at a hospital in Milwaukee. Mr. Hobbs, previous to his illness, made his home with Engineer Ed Smith. Though Mr. Hobbs has not been active in the past ten years or so, still he was with all the boys in their memories of days gone by. The body was brought to Janesville and buried in the family lot. We extend our deepest sympathy to the remaining relatives.

Spring is here — Main Boilermaker Bob Young has the Buick all tuned up; Foreman Ryan's car shines like a nigger's heel; Machinist Schlater's garden is in the making; it is just about time for Machinist Kressel to spring his straw hat, and last of all, Machinist Helper Art Brown has developed a serious case of spring fever.

And we have another little railroader in our midst—congratulations to Fireman Jas. Fox and wife who welcomed a little son to their home recently.

Hurray—the C. & M. Way Freight is again doing duty every other day between Janesville and Rondout—the same dutiful 5564 is on the job.

Iowa (Middle and West) Division

Ruby Eckman

MRS. LYDIA BOLENDER, aged mother of Conductor Fred Bolender, died at the home of a daughter in Minneapolis, the fore part of May. The remains were brought to Perry for funeral services and interment.

Engineer W. D. Rait, who is on the day switch engine in Perry Yard, took his semi-annual lay-off and with Mrs. Rait went to Pittsburgh, Pa., to visit at the home of their son. There is a little grandson in Pittsburgh and Engineer Rait and his wife think him the best ever.

Mrs. Will Orman, of Dawson, a sister of Section Foreman Albert Wilcox, while starting a fire with kerosene, received burns which caused her death a few days later. Mrs. Orman left a family of small children.

On April 21st occurred the marriage of Conductor W. S. Delaney and Mrs. Ora Doud. They were attended by Mr. and Mrs. Jesse Snipe. Both young people have a host of friends who extend their congratulations.

F. E. Bently, agent at Rhodes, has been on sick leave for a few weeks, part of which time he was a patient at a hospital in Nevada. G. E. Fenders worked at Rhodes as relief agent.

Miss Helen Warner, daughter of Engineer Charles Warner, was one of a large number of high school students entering a contest sponsored by the American Institute of Business in Des Moines, and was successful in being named for second place. The prize was a six months' free tuition, valued at $150. Students from all over the state participated.

Conductor Clyde Utterback's wife was in a Des Moines hospital in May, for quite a serious operation. She recovered nicely from it.

Conductor L. A. Hurlburt has recently been granted his second patent. It covers a small article used for hulling sweet corn. He recently was granted a patent on a reading easel.

Charles Lutze, who recently retired from active work in the Perry Car Department, left with his wife in May, for a several weeks' visit with their daughter in Portland, Oregon. It is the first real vacation the folks have ever taken and they looked forward with a great deal of interest to the trip.

The reduction in passenger service on the Iowa Division in May resulted in three of the passenger conductors, J. F. Briggle, Lee Tolbert and A. J. Fuller, returning to Perry to resumé work in freight service. All have been living in Council Bluffs for a number of years.

Engineer B. H. Giles was off duty the fore part of May on account of the death of his grandson, John Giles, the elder son of Mr. and Mrs. Frank Giles. The lad was 14 years of age and had been sick for many months with spinal meningitis, most of the time being confined to a hospital. The boy's younger brother, Ben, is still in a hospital recovering from an operation performed when his appendix burst.

Car Foreman Charles Trask took his vacation in May, and with Mrs. Trask, went to Missouri to visit relatives. George Slater was in charge of the work during his absence.

F. M. Blakslee, agent at Defiance, took his annual vacation starting in May. G. E. Madsen did the relief work.

Lt. Charles Murphy, U. S. N., and his family, visited in Perry in May, with his parents, Engineer and Mrs. W. T. Murphy. Charles returned in April from a foreign cruise and after six weeks' furlough will go to Washington, D. C., where he will be stationed for three years.

Harvey Rissler, a son of Conductor H. H. Rissler, died at the family home in Perry on May 12th, following an illness which had extended over a period of three weeks. Harvey commenced work for the Milwaukee when a boy of seventeen, and was promoted to conductor. The loss of a foot, while doing some switching, prevented further work for the railroad and he engaged in business for himself, conducting a billiard and pool room for a number of years. Harvey's death occurred just ten years after the death of his only brother, Ralph, who was a railroad man and was killed in the west.

Conductor A. B. Cate was able to return to work the fore part of May, after having been off duty for several months on account of sickness. Mr. Cate's wife was also seriously ill but is now showing a steady improvement.

Thomas Welch, who will be remembered by many of the older employes as having worked as a conductor on the Iowa Division when the line was first built, was badly injured May 11. Mr. Welch, who retired from railroad work a number of years ago, was crossing the street in front of his home in Perry when he was struck by an auto. Both legs were broken below the knee. Mr. Welch's son-in-law, E. J. Murphy, is employed as an engineer on the Iowa Divison, and another son-in-law, George Rait, an engineer, was killed on the lines west a number of years ago.

The five-day week at the Perry shops is working out nicely this year, for a couple of the shop men, Machinist Ferguson and Machinist Stover, have both rented acreages near the roundhouse which they are farming in connection with their work. Merwin Newport and Sylvan Powell, two other shop men, have gone into the chicken business as a side line and Newport had the pleasure of showing the fellows who didn't take his chicken business seriously, his express receipts for several coops of early friers sent to the Chicago market the fore part of May.

Roadmaster J. A. Cherwinker has three new foremen on his division this summer, as W. E. Barnocke, from Coon Rapids, went to the Twin Cities to handle an extra gang. J. Macke, a laborer, was placed in charge of one of the Coon Rapids section crews. August Wild from the Herndon section, went to Sturtevant, giving Charles Theluan an advancement to foreman during the summer. George Youchum, of the Persia section, was made foreman, while E. M. Bayliss had charge of the extra gang on the Iowa Division.

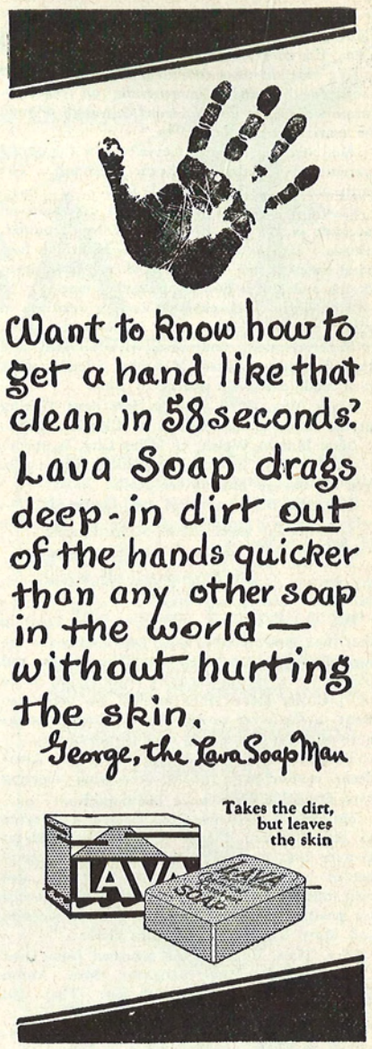
John Rolleston, whose father was for many years an engineer on the Iowa Division, has been a student at Iowa City University during the present school year. He was one of 18 freshmen to be awarded a numeral for his outstanding work as an athelete.

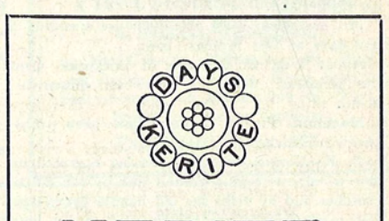
Conductor and Mrs. I. E. Conner have two sons who have made a start with the F. W. Woolworth chain stores, having worked in the Perry store while they were attending high school. Elmer received a promotion last year, which took him to Minneapolis, and in April of this year was advanced again to first assistant manager of the Mason City, Iowa, store.

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

D. H. A.

MR. AND MRS. RAY PAUL left for Omaha, where Mr. Paul will undergo another serious operation.





Mrs. Roy Van Dyne spent a few days at Miles City, a guest at the home of Mr. and Mrs. Clarence Nummedore.

We sure do miss our good old "Columbian" Numbers 17 and 18, especially on Sundays, when we do not get our Sunday papers or mail as usual.

Mr. and Mrs. Clyde Caldwell are the proud parents of a baby girl born, May 6th. The little miss has been named Jane.

Larry Hourigan was called to Lemmon on account of the serious illness of his daughter, Delsia. He brought her to the Mobridge hospital, where she was operated on for appendicitis and she is now convalescing nicely.

Mrs. Frank Schneider is visiting relatives at Rock Island, Chicago and Menominee, Mich.

Superintendent and Mrs. G. H. Hill and two daughters visited Mobridge friends; they also made a trip on the Faith Line.

Mary Van Dyne spent a few days visiting at the home of her parents at Glyndon, Minn.

Mrs. Martin Walsh, of Miles City, is spending a few days in our city visiting old friends. We are always glad to see Katie.

Mrs. R. S. Lowis left for Fargo, N. D., where she will spend some time at the home of her daughter.

Mrs. Gail May and son, Robert, of Chicago, are visiting at the home of Mrs. May's parents, Mr. and Mrs. Wm. Perry.

We would like to suggest to Mr. Eastling that he take up the study of botany so he can distinguish between woodbine vines and poison ivy. He decided to beautify his place by planting some vines around his porch, so went to the river to get the woodbine, and as a result now has a nne case of poison ivy.

Traveling Inspector A. M. Phelps, of Aberdeen, conducted a claim prevention meeting here on April 24th.

Mr. Frank Williams was elected a delegate to the National Clerks' Convention, held at Denver beginning May 11th. He was accompanied by Mrs. Williams and they will also visit relatives at Denver. During his absence his position is being filled by Dora Anderson, and Mary Van Dyne is freight clerk.

Mrs. Thos. Swanton has returned from Deer Lodge, bringing her daughter, Mrs. Anton Schmitt, and young son with her. They will spend some time in the parental home here.

Mr. E. E. Miller is a patient at the Mobridge Hospital suffering from an infection in his right hand.

Mr. and Mrs. Thos. Milligan are spending a few days at Des Moines, Iowa.

Agent Wm. P. O'Hern, of Wakpala, spent the week-end with his sister at Graceville, Minn.

Machinist Frank Ginthner has been transferred to Harlowton, Mont.

P. K. Nerger, who had his leg operated on last winter, now gets around fine by the aid of crutches and he visits his old haunts every day. His many friends are always glad to see him.

Some mighty strong attraction for Harold Fuller, at Miles City, and he is spending a few days there now. Ernie Rinderneck is working for him during his absence.

River-LaCrosse Division News

M. M.

SUPERINTENDENT O. H. FRICK and Mr. John Dietz visited various stations on the division in the interest of flour cars. Mr. Dietz is famous for his excellent work in securing and turning out cars in first-class shape.

Mr. W. C. Marshall, of Milwaukee, visited Wabasha, inspecting new electrical machinery recently installed at Wabasha roundhouse.

Messrs. Fred Koch and Wm. Eggenberger, both engineers at Eau Claire, spent May 1st fishing. To date neither of these gentlemen have reported their findings, but suppose Mr. Koch secured his quota.

W. W. Dinnels has been spending all his spare time on the golf grounds and will be ready to compete with anyone after this practice.

Mr. H. M. Peterson, yardmaster at Wabasha, is driving a new Pontiac car, which he recently purchased.

Mr. A. W. Novak, general boiler inspector, of Milwaukee, called at Wabasha and Minneapolis during the past month. Lack of time prevented Mr. Novak from trying his luck fishing.

A profitable freight claim prevention meeting was held at La Crosse, April 25th, and all agents on the division were in attendance.

Mr. John Fleming received a box of fruit from Florida from his daughter, Mrs. H. G. Cant, who had been visiting there. Bernice's descriptions of Florida were so interesting and inducive that Mr. Fleming declares that when he starts touring the country that is the place he is going to visit.

"Dick," Little Son of Timekeeper Irvin Thiesfeldt

Splinters from the Wooden Shoe

Browning

EITHER everyone on the Superior Division has the spring fever or else they are out fishing, or something is wrong somewhere, as the arrival of news was blank.

Trainmaster Hervin has been a very busy man of late riding the new fast freight between Green Bay and Milwaukee, which now leaves Green Bay at 6:15 P. M. and arrives Milwaukee 11:00 P. M., cutting off two hours, 45 minutes on the old schedule.

Traveling Account Whitney was in the office for one day.

Mrs. H. C. Ellis, wife of pile driver foreman, is enjoying a month's vacation in Florida, visiting at St. Petersburg and Tampa on the west coast and Miami, Port Orange and Jacksonville on the east coast.

Clem, George, John and Harold, from the superintendent's office, were to Sturgeon Bay fishing one day and after getting up at 4:00 A. M. to make the trip and fishing all day, the catch was about 22.

Scheduled repair work at Green Bay car shops has been discontinued and carmen laid off.

Mr. P. M. Maierle thought he was seriously ill several weeks ago.

It is a sad story but John Sullivan's first class bull dog died. We sure thought John knew more than that about dogs, but guess we were wrong.

Eric Gerhke—Magazines—Little Eva. For further details ask Fred or John.

We handled a special train of the Milwaukee High School bands from Milwaukee to Menasha on May 14th and to return to Milwaukee on Sunday, May 17th. These bands are entering the annual High School Band Tournament being held at Menasha, Wis.

S. C. & D. Notes

M. F. Kasak

ON April 30th our railroad inaugurated a new fast time freight service between Sioux Falls and Chicago. The train is known as "S. F. S. X," Sioux Falls Stock Extra. The schedule is based on a 4:30 P. M. departure and operates over the I. & D. Division to Marquette and the Dubuque and Illinois Division to Chicago for arrival at 11:00 A. M. the first morning at Bensonville. The train makes but one stop between Sioux Falls and Mason City, namely, Spencer, for water. An F-5 engine is used with an extra tender for water supply. The tonnage for this train from the start has been all that can be desired. General Agent Griffiths rode the train to Calmar on the night of May 2nd and says, "The schedule is certainly a fast one."

In the fore part of May we received an order at Sioux City from the Terminal Grain Corporation for 35 box cars for a consignment of grain to Davenport. However, with the maximum loading in mind and through the efforts of the superintendent at the elevator, Messrs. Philpot and Snow, the consignment was loaded in 28 cars. The empty cars were furnished one day and moved out the following day under one load. This was an unusual movement at this time from one shipper to one consignee.

We noticed G. Y. M. Eckert with his new free wheeling Studebaker parked at the stage door of the World Theatre. "The Passionate Babies" were billed there the first week in May and that may be what was attracting Ed. or he was probably calling on the stage manager, possibly an old friend.

Roy Larson, agent at Kansas City, was in Sioux City during May on business and a visit, and while here purchased a new automobile. The Lord knows he needed a new one as his old one was worn out before he left Sioux City. We think that he must be bootlegging.

Mr. and Mrs. S. F. Philpot and Mrs. Philpot's sister, Grace Barrett, of Mr. Buechler's office, were visited in May by Mrs. Barrett and Bunk Bunker, of Edgerton, Wisconsin, mother and brother-in-law of Mrs. Philpot.

Edith Johnson, comptometer operator at the freight house, Sioux City, put on another of her famous chicken pie dinners on the second floor of the E. & W. Building. Edith says that the next one is going to be free to the entire freight office.

If anyone is in need of the services of a pony catcher, call on Colonel Kemp, crossing flagman at Sioux Falls. The other morning colonel spied a pony "going places" and walked up to the young fellow, looked him square in the eye and said, "When I hold up my stop sign, that means stop, even for you! I guess that you had better come along with me." The pony could not resist him and was taken into custody but sneaked out on colonel while he was eating lunch. Colonel was wearing a bow tie that day or he could have tied him up safely with a four-in-hand.

Paul Kempter, scale inspector, was in Sioux Falls during the middle of April inspecting the scales at Sioux Falls and Dell Rapids.

Engineer W. W. Bowers moved to Platte the first part of April where he will make his home. Bill is going to drive the iron horse for the Platte Line passenger. Mrs. Bowers spent a few days visiting friends and relatives in Sioux Falls and Ruthven, Iowa, before going to her new home.

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employes.

You will find willing and able counsel among their officers. Take your problems to them and let them help you.

SAVE SAVE

You Can Safely Put Your Trust in the
Spokane and Eastern Trust Company
Founded 1890
Affiliated with Northwest Bancorporation
SPOKANE, WASHINGTON

First National Bank
IN MILES CITY
MILES CITY, MONTANA
Capital, Surplus and Undivided Profits - - - - - $300,000.00
G. M. Miles, Chairman
H. H. Bright.....President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier
Arthur C. Schrumpf.....Ass't Cashier

MORE than 77 years of helpful service...
THE FIRST NATIONAL BANK
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S-T-R-E-T-C-H *your income*

● Make your dollars go further by planning your expenditures in advance on a business basis. Our "Stretching the Dollar" Budget Book will help you. It will make it easier to save systematically, too. Call or write for a copy today. No charge or obligation.

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135

One hundred thirty-five banks, trust companies and security companies located throughout the middle west and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road . . Look for the emblem of the covered wagon.

Northwest Bancorporation
MINNEAPOLIS
Resources Over $495,000,000

A GREAT BANKING INSTITUTION

First National Bank of Everett, Washington
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of $12,000,000.00. Pays liberal interest on deposits.
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MILWAUKEE EMPLOYEES

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MERCANTILE TRUST & SAVINGS BANK
Opposite the Union Station of Chicago *Jackson Boulevard and Clinton St.*
MEMBERS OF CHICAGO CLEARING HOUSE ASSOCIATION AND FEDERAL RESERVE SYSTEM

Switchman Mike Noonan returned from California in April and reports a good time. Mike got sand blisters walking around on the beaches.

Ole Anderson, switchman at Sioux Falls, is the proud owner of a set of ritzy windshields since going through the medical car. They told Ole he needed something to make little things seem big.

Lars Linsley is in the Lutheran Hospital and we hope that by the time that this appears in print that he is well and happy again. Lars is a foreman in the B. & B. Department.

W. D. Griffiths, general agent at Sioux Falls, was in Chicago on business during the latter part of April.

Mrs. Geo. Christ was a surgical patient at the Sioux Valley Hospital during April and is reported to be satisfactorily on the mend.

Jim Green was laid up with the flu the first ten days of May and says that the first day out on the job his shovel weighed about 50 pounds more than it should have.

We take this opportunity of welcoming our new master mechanic, Mr. John Turney, to our division and hope that he will like us as well as he did the people of the Minneapolis force. Won't that be somethin'.

We had a special sleeper out of Sioux City during the first part of May, with 15 stockmen, from the Sioux City Stock Yards, en route to the Montana Stockmen's Convention. They were accompanied by Traveling Freight and Passenger Agent Henry Stuben.

Ticket Clerk Frank Griller, at Sioux Falls, traded off his gray Ford on a new one to match a new brown suit that he wears when "going places." Frank is a stickler for having things harmonious-like.

Les Sweeny and Fred Brown take their lunch in a pretty foxy lunch room. It is the new Oakland eight that Les has been buzzing around in during his spare time off the job.

Colonel Kemp laid off Sunday, May 10th, to lead the goat around for the V. of F. W. initiation at Watertown, S. D. When colonel is not leading the goat around he is flagging crossings on Sixth Street at Sioux Falls.

Chicago Terminals

Guy E. Sampson

TIME—4:30 p. m., May 15th, 1931.
PLACE—Office of Chicago Terminals' correspondent.

As the scene opens we are seated at our typewriter after a hard day's work and wondering what to say for our Terminal for this month; and we have got to think fast for this is the last day and as the motto of our great railroad is, "All Trains on Time," we sure have got to live up to our motto. So here goes. Spring weather is nere at last (to stay we hope), the oil burners have been turned off, the furnace fires permitted to go out and the coal stoves moved out for this season. Business seems to be a little on the up and up and everybody who has anything to do with the moving of our freight or passenger business is right on the job to keep it all going. And yet every last one of our employes finds a few minutes every shift worked, to say a few words about that great saver of lives—"Safety First." And it is sure showing results as our accident reports show. In the reports that are being put out from the superintendent's office each month, it is nothing exceptional now to see a great many columns showing 0, where in these reports a few years ago, almost every column would carry a figure of some denomination higher than naught. So much for the good work our employes are doing by both teaching and living safety.

Mr. J. H. Valentine, who used to be with us in the Terminal as assistant superintendent, but is now superintendent of the Terre Haute Line, called in town the second week in May and many of the boys had the opportunity of shaking hands with this well remembered gentleman, and all were glad to see him looking so hale and hearty.

Walter Jackson, the Chicago Terminals engineer, who was so fond of the "Molly" engines when they were operating in the Terminal, has taken a day transfer job so as to get home earlier to attend to his beautiful flower gardens. And how Walter loves flowers.

And our old friend, Pat Carey, we are told, has just finished sowing the fifth pound of onion seed. Well, Pat ought to be able to have them all crying with so many tear bombs as five pounds of onion seed would raise.

When the Irish said, "Here he comes and there he goes," he must have been talking of railroad officials, for no sooner do you get acquainted with one than he is gone to other fields. And this time in the Chicago Terminals it is our assistant superintendent who is to leave us, Mr. C. E. Elliott, who has been promoted to superintendent of the Milwaukee Terminals, with headquarters at Milwaukee. Mr. Elliott began a number of years ago with an important job in the general offices and has since served as trainmaster in Chicago Terminals, trainmaster of the Lax Division and assistant superintendent of Chicago Terminals, and now has received a well earned promotion. Bensenville's weekly paper had the following to say regarding the move: "During their stay in our town the family have made many warm friends, who all regret seeing them go and yet all are glad to see Mr. Elliott receive a well earned promotion. It is only by strict attention to business and co-operation with the public and the employes of the railroad company that these promotions are earned." And this helps to prove that the citizens as well as the employes on the railroad are going to miss this family. In Mr. Elliott's place comes Mr. W. C. Givens, who for some time has been trainmaster on our old stamping ground, the Lax Division. The many nice things the K. C. Division correspondent had to say about Mr. Givens when he was moved from that division makes us sure that we are all going to like this boy just as tne K. C. employes did, and we know he will like our terminal, too, for co-operation is our watchword and that important factor was never known to be one sided. So, good bye, Mr. Elliott, and welcome, Mr. Givens.

Well, the annual vacations are all the talk around the office stove, which has been polished up and has a box of beautiful flowers placed on its top to brighten up the place for the summer. And, speaking of that box of flowers, we understand some of the boys wanted to plant some morning glory seeds in the box and let the vines climb up the stove pipe. Not such a bad idea after all. Train Director Frank Reed is taking the last half of May as his vacation and Night General Yardmaster Jas. O'Keefe is taking the same time. Mr. and Mrs. Reed, we understand, will take a trip south and east, while Mr. O'Keefe and family will take a few side trips to Madison, Richland Center and Wauzeka, all Wisconsin cities, where they had formerly lived. G. E. Sampson will relieve Reed, while Johnnie Baker will be the big night boss in O'Keefe's place. Next month, we can, no doubt, name several others on vacation and in fact there are no doubt many of the office forces going on vacation this month, but as we have always been very successful in NOT getting any dope from any of the offices, we can't report on them.

Milwaukee Railroad Employees in Chicago District!

THE KENMILL APARTMENTS
3701—13 No. Kenneth Ave.
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(Opposite Grayland Station on Milwaukee Div.)

3½ and 4 Rooms—Unfurnished Apts. $50 and $55; Furnished, $70
Modern in Every Respect. Free Gas, Electric Refrigeration

TRANSPORTATION—Twenty minutes to Union Station by Train, also Milwaukee Ave. surface line and frequent Addison St. bus service.

For appointment, phone Whalen LaF. 4431 during day, or Pensacola 5297 in evening. Janitor on premises at all times.

See These Apartments Before You Sign a New Lease

Switchman Eugene Lewin invested his bonus money in a little farm down in Indi and his family are there and enjoying the life while Eugene is switching box cars with us other boys. He manages to run d home for a week-end occasionally and Lewin and children visited friends in Ben ville and Bartlett the fore part of this mo

Joe Bodenburger, who is well known all the old line of the Milwaukee has been up at his home in Bensenville the last mo but we are advised that he is greatly impr and again able to be out and around. R matism, that old foe of many a railroad caused Joe to remain in for awhile.

The sympathy of all employes is exte to Switchtender Wm. Cunneen and wife, were called to Billings, Mont., the first of to attend the funeral of Mr. Cunneen's fa Mr. Cunneen, Sr., spent several months a few years ago with his son and daughte law and became acquainted with quite a employes in the terminals.

Two callers, Earl White and George Fi of the Bensenville forces, have already en their vacations. Earl stayed around home did a little recuperating from his recent of scarlet fever. George and his wife s his vacation and a little of their savings South Dakota. George, you see was mar only a few months ago, and this was his opportunity to meet his wife's people George says while he is sure he has the little wife on earth, he knows now, why her parents are such nice people she couldn't be anything else. Good for George, we agree with you that all those gags about mothers-in-law are a lot of b and if we appreciate the fact that they raised an excellent wife for us they in will always be a real mother to us.

Jack Carson, who rode the humps in spring of 1920, but flew back to Ohio the humps closed down that fall, was in senville, May 15th, shaking hands with a of the boys he chummed with at that Jack was accompanied by his wife, whic something he has acquired since he left terminals. He was looking fine and drivi big touring car. He spent a busy day s all the boys.

DEEP SEA MYSTERY

"You might just as well take back this age marked C. O. D.," said the lady to delivery man, "it was salmon I ordered."

Dubuque-Illinois Division—First District

V. F. D.

ONGRATULATIONS are extended to Engineer and Mrs. Wm. McMahon on the th of a daughter at Chicago, April 17th.

The University of Wisconsin Harefoot Club s operated over the D. & I. District, from icago to Davis Jct., April 17th, en route Rockford.

We all regretted to hear of the sudden death former pump repair man, Howard Groharing, ich occurred at Savanna, April 15th, and r deepest sympathy is extended to his wife d family.

Miss Dolores Mayton resigned her position comptometer operator in the superintendent's ce, May 1st, and returned to Chicago. The ancy has been filled by Miss Lillian Crow- who has been on leave of absence.

About 75 couples attended the dance given the Milwaukee Women's Club in Odd Fel- 's Hall at Savanna, Monday, May 4th. The l was handsomely decorated for the occasion, much credit is due Otto Enz, machinist, anna roundhouse, who had full charge of decorations.

Miss Nan Gallagher, stenographer in Di- ion Engineer Johnson's office, is confined to home with small-pox and is under quar- ine.

About 275 employes and their families at- ded the Safety First open meeting which s held at Savanna, April 8th. At the close the meeting refreshments were served by the waukee Women's Club.

rainmaster W. J. Hotchkiss has been con- d to his home the past two weeks with the mps.

ympathy is extended to Wm. Hubbell, in- ctor, Savanna roundhouse, in the death of sister, Mrs. Hester Morehead, at Savanna, il 25th. The funeral was held at Savanna, il 27th, with burial at that point.

red Bilhorn is attending the National Con- tion of Order of Railway Conductors at nsas City, he being a delegate of Loyal ison Lodge No. 78.

ongratulations are extended to Jas. Roe, erintendent, rail mill, Savanna, and Mrs. on the birth of a son at a hospital in Mil- kee, May 6th.

rs. Anna Montgomery, sister of Jas. Pul- , engineer hostler, Savanna roundhouse, ed away at the home of her brother in anna, May 4th. Our sympathy is extended Mr. Pulford in his bereavement. The fun- was held at Savanna, May 6th, with burial that place.

rs. John Bertoncella, wife of Conductor Bertoncella, entered the hospital at Water- Iowa, May 4th, for an operation. We wish her a speedy recovery.

r. R. E. Thoren, wife of assistant division untant, underwent an operation at St. An- y's Hospital, Rockford, May 8th, and is ing along nicely. We all hope she will be able to return home feeling in the best ealth.

eorge Smith, pump repairman, underwent peration in a Chicago hospital on April 22, has recovered sufficiently to return to his e in Savanna. We hope to see him back the job soon.

rain Dispatcher Helton moved his family Milwaukee to Savanna, May 7th.

ympathy is extended to Iowa Division Con- or W. I. Roche in the death of his wife, passed away at Savanna, May 13th.

Frank Frick, assistant maintenance clerk, was called to Dubuque by the serious illness of his father, who passed away at that place May 12th. The funeral was held at Dubuque, May 16th. Our heartfelt sympathy is extended to Mr. Frick in the loss of his father.

Brakeman George M. Olin, son of Conductor George D. Olin, passed away at Arcola, May 13th, after an illness of several weeks. The funeral was held at Chicago with interment in Arlington Cemetery, May 15th. The sympathy of the Division is extended to the surviving relatives in their bereavement.

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

Nora B. Decco

SEEMS like farmers have a poor run of luck most of the time, and I am speaking from experience, too, had some nice tulips, and I have examined them every few hours off and on since the middle of February, when they came up out of the ground, until day before yesterday (the editor wants dates, though, so this was on May 15th, the sad accident occurred), and some poor starved wandering horse ate them up . . .well there are a few left, but they don't seem to have the heart to do much since the rest of the family were taken away so suddenly . . . I have not yet discovered the owner of said horse . . . I was sure I knew, it was such a beautiful looking horse and answered to the name of "Bessie," but no one will claim her now that she ate my tulips . . . they better not either . . . well, I suppose they make real good horse feed, better than just plain hay.

Conductor Kirwan has taken the Gallatin Valley local, bumping Conductor Bates, who has been there for some time . . . his wife and family will move over to Bozeman soon, we understand, where the children will attend Montana State College.

Mrs. Robinson, wife of Engineer Robinson, has been called to Shubuta, Miss., on account of the serious illness of her mother in that place.

Someone told us the other evening they had to grab the latest time table and look at it right quick because they thought there was some mistake, when they met a big white electric headlight, in Harlowton yard, and thought it was No. Seventeen put back on again . . . no, it was only the night yard master with his brand new electric lantern, which he won for ten cents or something of the sort . . . can you beat the luck of some people, always getting everything they want in this life.

Engineer Flynn and family have returned from a nice visit with their son, Billy, who is at Notre Dame . . . and shortly after they returned here he appeared with his name signed to a fine special article on Mothers' Day, in the Butte Standard . . . with his picture attached . . . Engineer Flynn should be real proud of his son and from what little any of us know around here about such things, if he keeps on at the rate he is going, in time he will be right on the front page all the time.

Mrs. Lieb has returned from a visit in Seattle with her son, Charles. She no sooner gets home and takes a look to see if Herman is O. K., than she starts right back again. But she won't stay, she will be wondering how the rest of the family is getting along as soon as she gets there, and back she will start again, this way.

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Egyptian Tie & Timber Company

Operator Ralph Kemberling and wife have returned from a short trip to Seattle and other Washington towns. Operator Smith relieved Operator Kemberliing while he took the lay-off.

F. L. Peters and Mrs. Mary E. West were married in Butte, Montana, Monday, May 4th. Mr. Peters is a brakeman on this division, where he has worked for a number of years, and Mrs. Peters comes here from Los Angeles. We offer this couple our very best wishes for a happy life.

On May 4th a new time table went into effect on this division and trains 17 and 18 were taken off between Harlowton and Butte. No. 7 and 8 will now run from Butte west, but the Olympian will do local work between Butte and Harlowton. The train dispatchers are good guessers nowadays, what with no open telegraph offices that they can find anywhere, and the limited stopping at all the places they never stopped before, but they are getting so good at it they almost never miss a guess, and they come right in on their call . . . almost.

General Car Foreman Axel Strand, who has been in Deer Lodge for a number of years, has been promoted, we hear, and gone to Tacoma to live . . . he was given a nice reception by his friends and fellow workers before he left Deer Lodge and all wished him success in his new position. We offer our best wishes to Mr. Strand and his wife and like all the others, the best of luck in the new home.

The Stock Growers' Convention, held in Bozeman early this month, brought a number of our west coast officials this way, and in the party with Mr. H. B. Earling, C. H. Buford, R. J. Middleton, R. Bueweeks, O. P. Kellog and H. P. Rowe, were local men, including M. G. Murray, from the Butte traffic office; L. K. Sorenson, superintendent, and Mr. Geo. Hill, superintendent of the Mussellshell, with headquarters at Miles City. A special car of stock men from around the vicinity of Sioux City, came in sleeper Wakpala (Mr. Hills says I don't know how to spell that, but I found out since he was here), and they were taken up that Gallatin Valley Line on a special train, and back several days later for connection with our No. Sixteen. If they will come back a month from now we will show them the Gallatin Valley as it is supposed to be seen.

Another special train west out of Butte was the Shrine special from Algeria and Bagdad Temples to Spokane, the fifteenth. A number of our local train and enginemen accompanied the special, just to see how the rest of the brothers got along . . .

We regret to write of the illness and death of Raymond Lile, small son of Mr. and Mrs. E. T. Lile, of Eustis, at a Bozeman hospital during the last week of April. The little boy had been ill only a short time and death was caused by spotted fever, the first of its nature in this part of the state. Mr. Lile is substation operator at Eustis, and the family have spent part of the winter in Three Forks, where two older children were attending school. We offer this family our very deepest sympathy in the loss of this little child.

Mrs. Owen Gosness and her mother have returned from Wisconsin, where they have been on a short visit.

Mr. and Mrs. Pete Pogreba and Mr. Kilpatrick are away to conventions for the brotherhoods, Mr. Pogreba as delegate for the conductors at Kansas City and Mr. Kilpatrick to Housten for the trainmen.

Brakeman Ralph Davis and family have moved to Missoula for the summer, due to slack business. Mr. Davis is unable to work here on this division, where he has been for a number of years.

It's been quite a while since we had to use the big hook, but on the way over to Bozeman last week, May 8th, the Gallatin Valley local was late getting started from home, and later getting back there and the nice shiney, dependable, old engine, which has always done every single thing anyone ever wanted it to do before, just got tired of trying to please that crew and turned right over on its side and laid down in the mud, and Engineer Crane and Fireman Riser climbed right out the same window while the engine was turning, or at least they supposed it was a window—they did not stop to see or think it over at all. The wrecker came from Deer Lodge and put several cars back on the track and took the engine into Deer Lodge Shops, where it will be made all new and shiney and handsome for the summer tourists to gaze at again this summer.

Wisconsin Valley Division Notes

Lillian

MR. AND MRS. ELGIN FOWLER and children visited at the home of C. J. Crotteau at Wisconsin Rapids recently.

Work was commenced on April 15th to take up the Hixon Line logging road, which has been on the Milwaukee Road for nearly 40 years, the logs having all been taken out in and around that section of the country.

Miss Helen Bock, of New York, has arrived in Minocqua to make arrangements for the opening for the season of Camp Agawam.

The Wildcat Lake road, north of Boulder Junction, is being improved and work is progressing nicely on it. This improvement will benefit Dairymen's Country Club, Camp McKinley, Wildcat Inn and others.

Luther M. Walter, of Chicago, visiting at Tomahawk, reported seeing a herd of 30 deer grazing on the Woodzicka clover field in the Tomahawk Lake country. He said they were as tame as a herd of cattle and that he and Mrs. Walter sat in their car and watched and counted the deer. There were only two fawns in the herd. Mr. Walter expects to get pictures of the herd while they are at their summer home on Lake Minocqua, putting in garden and making preparations for the season.

Bill Newcomb was present at the outdoor show in Chicago, May 4th to 9th, in his old booth, representing the Boulder Junction and Trout Lake Country with an outdoor exhibit of native furs. Bill's booth has been very attractive in the past and has been responsible for many people coming to that part of the country.

Mrs. Pat Brown had the misfortune of falling during the last snow storm while sweeping snow and ice from her porch, breaking her arm. We learn that she is recovering slowly, and hopes to be able to use her arm before very long.

Sixteen carloads of contractors' outfits were hauled into Irma to start operation on the construction of the concrete highway between Merrill and seven miles east of Tomahawk, and we are expecting sixteen more cars of machinery and contractors' outfits to move into Gilbert within a few days to start the highway construction between Tomahawk and seven miles east, to connect with the outfit from Irma.

Mr. and Mrs. L. G. Fredericks, of Rothschild, spent a week at the Mayo clinic at Rochester, for the benefit of Mrs. Fredericks' health.

Donald, seven-year-old son of Mr. and Mrs. Ed Hahn, was accidentally killed when he was struck by an automobile on April 22nd. The accident occurred near the home of his parents while on his way to the store on an errand. Funeral took place on Saturday afternoon. The division employes extend sympathy to Mr. and Mrs. Hahn.

The station at Star Lake, which was closed temporarily, was opened May 1st, Mr. R. D. Schultz resuming work. During the time the station was closed. Mr. and Mrs. Schultz visited at Seattle, Portland and other western cities, and report a very interesting trip.

The summer agent-telegrapher positions were opened; Mr. F. J. Love assigned to Woodruff station on April 15th; Mr. A. W. Kuhn to Hazelhurst, and Mr. J. A. Steele to Sayner, on May 1st. Mr. L. E. Kroll has taken first trick at Wisconsin Rapids; Mr. D. A. Tague, agency at Pittsville; Mr. F. Gilson, agency at Knowlton, and Mr. R. A. Davis, agency at Lindsey.

We have among our railroad family two senior high school members who deserve special mention: Miss Norma Atkinson and Mr. David Milne, having been elected charter members in the Wausau Chapter of the National Honor Society, in recognition of their outstanding qualifications in "character, scholarship, leadership, and social service." A special assembly was held at the Senior High School auditorium, at which time installation took place, fifteen per cent of the 1931 graduating class being eligible. Confidential letters were sent out to the parents of the young people and many of the mothers and fathers were present at the ceremony, appearing as a surprise to their girls and boys, who were uninformed of the honors to be bestowed.

Sayner will have a flying school in connection with the Plum Lake Airport. N. K. Warner, transport pilot, will bring a "Swallow Trainer" to Plum Lake Airport and will carry passengers and give instructions.

Mr. Theodore Gardner, flagman at Seventh and McIndoe Streets for a number of years, died at his home Sunday morning, May 10th, after an illness of seven months. Funeral services were held, and the body removed to Wisconsin Rapids for interment. Mr. Gardner received many comments for courtesies shown during his services at the crossing. The division employes extend sympathy to Mrs. Gardner and sons, Claude and Gerald.

Mrs. Harry Kahn arrived from Chicago and is making arrangements for the season at Camp Pinemere, of which she is director.

TROUT FISHERS? M. C. Harris says, nothing to it; always gets his quota and sometimes Mrs. Harris is equally as lucky. A remark heard at the office recently: Joe Beauperlant is one of the best fishermen in the country; Edward Gongaware, too, knows how to catch 'em and had a string of nice trout on display.

Richard Krajewski and Walter Zahn, of Rothschild, had a nice catch out of the trout stream near Merrill.

Mr. and Mrs. John Biringer, who spent the winter in Oakland, California, have returned to Minocqua, and will open their summer home near the Gordon Hotel. Mr. Biringer is working as passenger conductor between Minocqua and New Lisbon.

The perch catches in and around Minocqua have been very good and Little Arbor Vitae Lake is visited by many people each Sunday. A fishing party of four boys brought in a string of some fifty nice sized fish, and in the afternoon went back and caught more.

Safety First, fuel, and loss and damage meetings were all well attended. They were held at the club house and the usual speakers were in attendance.

Mat LaSage, of the Mechanical Department, has been off duty on account of illness for about a month. We hope to see him improved sufficiently to be able to return to his regular duties soon.

Mrs. F. L. Hudson has been seriously ill at her home on Scott Street. A report received recently indicated an improvement and we hope she will continue to improve daily.

Aubrey G. Sundett, son of Station Agent A. O. Sundett, of Wisconsin Rapids, was elected by the high school class to act as mayor of the city, and officiated in that capacity on Saturday, May 9th. The work was reported to have been carried out in a first-class manner and he is deserving of much credit.

The first golf event of the season was held at Merrill on Saturday and Sunday, May 9 and 10, and was open to all club members. The course is in excellent shape and the members have been taking advantage of the ideal weather to enjoy the game. The golf events' committee is now making arrangements for a home and home match with Antigo, Rhinelander, Wisconsin Rapids, Wausau and Minocqua.

Fullerton Avenue Building

A. M. D.

FRANK ZORN, of the auditor of station accounts, at the time this is written, is very ill. Frank has been struggling all winter against asthmatic trouble and his courageous fight to stay on the job has finally resulted in a complete breakdown. Frank, we are all pulling for you, and hope for an early recovery.

The traveling and special accountants who had occasion to work on joint examinations with Mr. T. A. Noland, of the Wabash Ry. Co., will be pleased to learn he was recently appointed assistant general auditor of that company, with headquarters at St. Louis.

Thirteen of the boys from the freight auditor's office have rented a cottage at Fox Lake for the summer.

Agnes Saiko of the auditor of expenditure's office, has been away from her desk for some time owing to an appendicitis operation.

W. R. Schutt, of the freight claims office, has been seriously ill and confined to a hospital for the past six weeks. We sincerely hope for his recovery and early return.

Mary Maney, our general nurse, also spent her vacation in California. Graham MacNamee has nothing on Mary when it comes to raving about the scenic beauties of that renowned state.

At the time this item appears in print, Mr. A. C. Saida, superintendent of building, will be returning from a wonderful trip along the west coast. We understand that his itinerary included Seattle, Portland, San Francisco, Los Angeles and the many points of interest around the Southern California metropolis.

Mrs. Evelyn Malarski, statistical bureau, just returned from her vacation down east. The principal cities she visited were Pittsburgh, Germantown, New York and Philadelphia. Evelyn had an enjoyable trip but she claims there's no place like Chicago.

Does anyone wonder why Eddie Belshaw, of the ticket auditor's office, has had such a woebegone expression lately? Those drops of moisture we see him surreptitiously wiping from his eyes must be real tears.

Well, this is his sad story. The little wife has been way down in Texas vacationing and Eddie has been inconsolable. However, he is all smiles now as she will soon be returning.

Mr. and Mrs. Ted Clay (Sophia Jacek), both formerly employed by the Milwaukee, are the proud parents of a baby girl. She will be named Joan Marilyn.

Two worthy employes of the car accountant's office are pointing with pride and admiration too, and are receiving the congratulations of their friends on the acquisition of high-spirited new cars. Mr. C. H. Gasmann has a Pontiac, and Mr. C. Richardson a sporty Chevrolet.

These gentlemen are so confident of the performance of their new cars, they are planning to enter them in the 1932 Olympic games, and hope to break some world's records for six cylinder cars.

We understand their pick-up is fine but hope this will not include some of the junk usually found on the highways. We are glad, however, to help the boys make this triumphant tour right into the columns of The Magazine.

Joe Buland, of the Overcharge Claim Department, recently left the ranks of the cliff dwellers and purchased his own home—not to mention a little grief. Joe moved into his new abode and, being a nature lover at heart, he sensed the need of a garden hose on the premises and immediately bought one. Upon reaching home with his prize, he encountered great difficulty in attaching it to the faucet in the laundry and stringing it through the basement window to an advantageous position. Later, Joe discovered that the little gadget, which was built right into the side of his home, was placed there for the specific purpose of fitting to the business end of a hose, while in a special little nook behind a door was hanging—fifty feet of excellent, brand new garden hose! Anyone who needs garden equipment—see Joe Buland.

The wedding of Harry M. Baldsccini, of the switching bureau, freight auditor's office, will be held Wednesday, June 3, at St. Hyacinth's Church. The happy couple will spend their honeymoon in Mount Rainier National Park and Tacoma, Wash.

P. Kelly, of the ticket auditor's office, is taking golf lessons from a well-known professional on one of our northwest side golf courses. No doubt Kelly will be popping away at old man par before the summer is over.

Mr. and Mrs. Bernard Reinert are leaving the latter part of May for an extensive tour through California. Ben has planned a wonderful and enjoyable trip. Hollywood is one of their stopovers, and I hope Ben doesn't get a notion to enter the talkies. The latest report from Hollywood is that great big he-men are scarce, so we never know what might happen. Mr. and Mrs. Reinert are visiting his sister in San Francisco.

Lew and Abe, overcharge claims, recently attended the international golden gloves bouts at Soldiers Field. They say that they were very fortunate in selecting such ringside seats, just a little bit this side of the corner of Lake Street and Wabash Ave.

Hazel Larson, of the manifest section in the car accountant's office, was the recipient on May 14th of a fine electric clock, given her as a wedding gift by the employes of the tracing bureau. This gift should help Hazel to "mark time" in order that the customary ending of their romance be fulfilled and she live "happy ever after." Our good wishes are herewith added.

Flo Hurless, of ticket auditor's office, entertained the monthly bridge club at her home, May 2. The guests were: Mrs. Marie Klebba, Mrs. H. E. Martin, Miss Evelyn Martin, Mrs. Catherine McCants, Mrs. E. L. Hurless, Mrs. Marion Hoffman and Mrs. Floyd Delashmint.

Just to prove that what goes up must come down—but not always on an even keel. In a highjumping contest at the gym, Johnnie White suffered a badly wrenched ankle and was forced to stay home for two days. He's still limping, but that Harp won't stay down.

Louise Leinss had a get-together party at her home on May 16th. A number of her friends from the office were invited. A good time was had by all.

Pete Meyer recently acted as chauffeur escort to a party of five girls from the ticket auditor's office, who went calling on Joanna Kuhmen, who resigned because of ill health. The girls were Lora Dudle, Dorthy La Verne, Evelyn Lehman, Josephine La Zare and Irene Colombatto. Joanna is reported as improving and has gained seven pounds since she has become "my lady of leisure." Let the good work continue, Joanna.

West I. & D. Division

Edna Bintliff

MR. C. R. WINTERS was an Aberdeen visitor Sunday, May 3rd, at which time he assisted in the organization of a Pension Association club at that city. Thirty-nine members enrolled at this first meeting.

Mr. Oscar Aronson, of the B. & B. Department, had the misfortune to have his foot badly crushed while working in the cinder pit at Mitchell yard. We are happy to report that Mr. Aronson is making a splendid recovery and is now out of the hospital.

Paul Hasslinger has taken over the position of treasurer of the Pension Association Club at Mitchell. We are sure that Paul will be most efficient in this position, and will never loose a "scent."

Mr. J. W. Shelby, agent at Mitchell, wife and daughter, Mary Lou, are starting for California May 11th, to attend the wedding of Mr. Shelby's son, Dr. D. C. Shelby, which will occur early in June.

We understand that Chas. Woodman, our engineer of the switch engine, posed for the picture on the Saturday Evening Post of May 2nd. Mr. Woodman has just been on a trout fishing expedition in the Black Hills.

Thursday, May 7th, claim prevention and coal conservation meetings were held at Mitchell. While the meetings were fairly sucessful, yet we understand that a general feeling of dissatisfaction persisted, due to the fact that Mitchell boasts of no such thing as a bowling alley. We are taking this matter under advisement, however, and have reached the conclusion that with very little expense we could arrange a nice croquet ground out in front of the dispatcher's office, where with the bright light, etc., we could indulge in evening croquet. It might be necessary to shift one of the tracks a bit, but after all, what would that amount to in comparison to happy, satisfied employes?

Several of the West I. & D. force are attending the Trainmen's Convention at Houston, Texas, among them are: M. C. Winters, J. S. Spurr, G. Radloff, and Grover Towner.

The office cat, at the dispatcher's office, Mitchell, has no doubt reached the conclusion that life is not such a bad thing after all. After months of bare existence, eked out by underfed mice and thin soup, she has now become the center of attention and is living upon such luxuries as top milk, choice cuts of meat, etc. Mother and family are doing well, with the exception that the kittens were one day behind schedule in opening their eyes. But we are sure that had they been on the H. & D., S. C. & D., or even perhaps on the East I. & D., they would have been from two days to one week behind schedule.

Several coast tickets have been sold at Mitchell for the coming summer, and the ticket agents at that point have quite a few prospectives in view.

The 19th District meeting of the Rotary International will be held in Rapid City in May, at which time an attendance of from 800 to 1,000 is expected.

Traveling Car Agent V. G. Spies, from Mr. Brown's office, paid Rapid City an official call this month, and was so delighted with the surroundings that he hopes to be able to bring his family to the Black Hills this summer to view the scenery.

Mr. G. B. Lawrence, chief carpenter of Mason City, was a Mitchell visitor this week. We understand that "Doc" was here to help pick out his daughter's graduation "formal." We can well imagine "Doc" in a ladies' furnishing store giving instructions to the clerk as to just what this dress should be. No doubt the instructions would run along this line: "A number, with sufficient ballast, pile driving well placed, spacing accurate, painted either green with red trim, or yellow with black trim, secuerely bolted and rivieted." Probably Doc's idea of a valedictorian address would be "Horatio at the Bridge." We confess that at times we have seen his brow both "Sad and Low" as he gazed "Sadly at the Bridge and Darkly at the Foe." Anyhow, be that as it may, everyone at Mitchell is glad to see Doc walk in, though we know he will term this as some of the well known fruit entitled "applesauce."

If there is anything we admire it is a person who has the courage of his convictions. Our own superintendent, Mr. W. F. Ingraham has such courage. He is still wearing the derby.

Among those who attended the coal conservation and claim prevention meeting recently held at Mitchell, were: Mr. D. Magnuson, chief fuel supervisor; Mr. H. R. Howard, fuel supervisor; Mr. E. J. Sullivan, traveling inspector, and Mr. W. F. Ingraham, superintendent of the I. & D. Division.

We, the members of the C. M. St. P. & P. family of Mitchell, regret very much to learn that our friend, Mr. T. Murphy, will soon return to his section at Fulton, Iowa, where he has put in so many years as foreman.

At least Mr. Murphy is going back to where the "Tall Corn Grows," but he is also leaving the place "Where the West Begins." But we suppose that there is no place like home.

Hot Shots from the West T. M. Division

Helen Kirwan

THE shots are not so hot this month, but the weather is—plenty. Even Ann A. has been buying ice—me, too!

Mr. and Mrs. Martin Walsh visited at the H. M. Gillick home in Aberdeen the first of the month.

Jerry Clifford, with the Bird-Archer Co., formerly an engineer on this division, spent a few weeks here.

Miss Olga Grothe has left us, taking position of roundhouse clerk at Harlowton. Sorry to lose you, Olga.

McKinley Gilmore's little daughter, Phyllis, cut her chin when she fell on the porch of their home, and while it was not serious, several stitches were taken in the cut.

George Gilmer, son of Earl Gilmer, ticket clerk, was seriously injured when he fell from a trapeze over a plunge, which had been drained of water. He was found unconscious and taken to the hospital where it was found that his skull was fractured. At this writing he is getting along nicely.

Jack Price, division accountant, and Shorty Bethke, A. F. E. clerk, spent a few days in Butte, attending a meeting of the Accounting Department heads on Lines West.

Miss LaVerne Knowles, daughter of Chief Clerk George W. Knowles, was awarded highest honors in Latin I, in the state scholarship contest, held at Bozeman, recently.

Mr. A. L. Lester, reported in the hospital awaiting an operation, is recovering steadily.

Mrs. G. H. Hill and daughters have joined Superintendent Hill at Miles City, and expect to make their home here.

Mr. A. J. Frawley has returned from Milwaukee, where he has been visiting his mother and other relatives. Mrs. Frawley returned home with him.

Chas Rood, after sojourning in California for a week or so, visiting Tia Juana and other points of interest, returned to Miles City for several days and then went on to his home in Wisconsin, where he expects to remain for some time.

Agricultural Agent Ford has purchased a ranch near Lavina and has resigned his position; he will be relieved by Mr. Hall, who was formerly here in that capacity.

Mrs. Phil Leahy, of Mobridge, visited her parents, Mr. and Mrs. Henry Bluhm, of this city.

Mrs. Harry Wood, of Marmarth, spent a few days here recently.

L. S. Cunningham, safety inspector, paid us a visit in the interest of Safety First this month.

Mrs. Tom Grogan is visiting her daughters in Eugene, Oregon.

Mr. and Mrs. S. A. Mayo celebrated their 36th wedding anniversary on April 30. They were married in Madison, S. D., in 1895. They have resided in Miles City since 1908.

John Shields, son of B. P. Shields, passed the Red Cross tests for junior life savers, last month, and is now listed as a member of the Life Saving Corps at the local Y. M. C. A.

Mrs. A. Lincoln is spending the summer months in Wisconsin on their farm.

P. J. Burns has been on the sick list, but at this writing has returned to work much improved in health.

West H. & D. Division

B. M. S.

MESSRS. KANE, KAUPPIE, SEILER AND JOHAN have been spending the spring evenings chasing the little white pellet around Hyde Park golf course, but Bob Humphrey seems more in favor of taking his exercise early in the mornings for which we are told there is a reason.

Mr. E. H. Soike pleasantly surprised officers of the Women's Club when he turned in $39.00 for charitable purposes, which he had solicited from yardmen as membership in that worthy organization. The heads of other departments, including Trainmaster Sizer and Roadmasters Anderson and Bolan, turned in comparative amounts, representing an equal percentage of memberships in their departments.

On Sunday, April 26th, the Milwaukee family were saddened by the death of Humphry Davis, veteran engineer of the West H. & D. Division. Mr. Davis was a pioneer not only of the Milwaukee Road but of South Dakota as well, having moved to Aberdeen in 1882, during which year he began his service with the Milwaukee, and had been in continuous service up until about five years ago when failing health compelled him to give up active work. Mr. Davis was born in Carnarvon, Wales, in 1859, and came to the United States at the age of 16, settling first at Utica, N. Y., and later at Madison, Wis., where he resided until coming to Aberdeen. Mr. Davis is survived by his wife, three sons and three daughters, of Aberdeen, and two sisters in Wales. Our sincere sympathy is extended to the bereaved family.

Section Foreman Sam Suko, Wife and Child

Our local Milwaukee Diamond ball team is rounding into shape under the able direction of Ray Larson, and will play the opening game of an attractive schedule with the five teams of the Commercial League on Friday evening, April 1st. The team is composed of the following men, with Ray Larson as manager: C. N. Williams, M. Silvernail, W. B. Geer, L. Homelstead, F. Carlin, John O'Brien, Al Kraft, George Krompton, Archie Bolan, H. H. Luck, L. Mashek, H. DeYapp, and L. P. Palmquist. On Sunday, June 14th, our team will play the Milwaukee team of Montevideo at the annual Milwaukee picnic, which we are sure everyone knows will be held at Montevideo on that date. We earnestly urge every Milwaukee employee to attend the games and back up the team.

Many of our employes are co-operating with the American Legion and are growing moustaches, beards, goatees, and what-not, and the big, wide-brimmed, ten-gallon hats are becoming quite the vogue in preparation for the Golden Jubilee and Days of '81 Celebration, to be held at Aberdeen in June. We don't dare say just how any of these facial adornments look, but you all know what Sherman said. Anyway, we believe the celebration will be a success.

Twin City Terminals

Leda Mars

THE girls of the local freight office entertained at dinner May 7th at the Sea Food Grill in honor of Miss Hylda Swanson, whose marriage to Mr. J. J. Rezab, traveling claim inspector, of Chicago, took place recently. The girls presented her with a lovely Toastmaster.

Mr. and Mrs. Rezab left the last of May on a honeymoon to the West Coast and after the trip will be at home in Minneapolis. All their friends wish them luck and happiness.

Mr. Harry Nee, of the local freight, has been on the sick list for three weeks. He was threatened with pneumonia, but is very much improved and expect to see him back to work soon.

Marty Marrin is busting the "buttons" off his vest with pride account of a baby girl arriving at his home on April 20th.

Auditors Hultman, Langon, Gray, Fraser and Busch were checking at the local freight office the week of April 20th.

The Engineering Department are sporting a new Chevrolet sedan, and we understand all the drivers have to wear white collars. The old Ford ran more than 120,000 miles, but, like the One Horse Shay, fell apart.

The conversation of the day at the local freight office among our girls is "GOLF." We are looking forward to a close contest for the championship between Elizabeth Hessburg, Catherine Nicholson, Grace Quinn and Genevieve Mullaney.

The kittenball team played their first game of the season with the Bruce Publishing Co., May 10th. Although defeated they showed promise, as they were still fighting at the last out. The score was eight to five, our team making all their scores in the sixth inning, due to a great rally.

The team was handicapped by the shortage of man power account consolidations. Although some think this benefited them as Bob Noot and Art "Foshay" Gerber are in La Crosse. The boys deserve success as they are good losers.

Kansas City Terminals

S. M. C.

THE little spot of ground between the offices at Coburg is again green, and we are hoping for a grassy "fornt yard" from now on. We extend our thanks to Mr. Tubaugh and Mr. Pumphrey.

We would like to add that Mr. Tubaugh really believes in attractive lawns and will give all the co-operation necessary, but it's useless to mention such things at bitter-sweet, etc.

Mr. Delmar Taylor, an employe of the ticket office here, died in April of pneumonia, following a short illness. Mr. Taylor leaves a widow and baby daughter. Mrs. Taylor, before her marriage was Miss Dorthy Jackson, daughter of Conductor Wm. Jackson. The sympathies of the Milwaukee family are extended to the family in their bereavement.

Mr. Gene Reed, of the Car Department, is again on duty after having been away on account of sickness. Glad to see you back, Gene.

Hal Reed, brother of Gene, who has a baby daughter several months old, says there is nothing like raising a family. "Things are just different when you know there is somebody who will soon be calling you papa." Then Hal swells up like a pouter pigeon.

While we are on the Reed family we want to thank Mr. Frank Reed, father of the above boys, for the flowers he contributed to our community garden.

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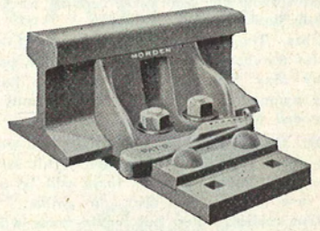

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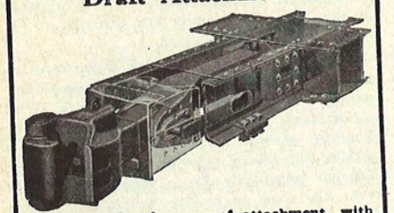

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Mr. J. T. Gillick and party were in Kansas City May 11th, leaving the morning of the 12th on a special with officers of the Rock Island to inspect the new track.

How about the Milwaukee baseball team. Do we, or do we not?

Chas. Thomas, an employe of the Liberty Street warehouse for the past nine years, passed away May 11th, leaving a wife and family. The sympathies of the Milwaukee family are extended Mrs. Thomas and family.

Mr. Owens and Mr. Johnson are still worrying about the Vets' Convention. Bill says if they don't meet this year there will be a lot of new faces when they do gather. Mr. Owens replied, "Yes, but maybe some will be missing."

We haven't heard any more of Mr. Larson breaking Mr. Adsit's golf clubs—maybe he broke 'em all.

Speaking of golf, Messrs. Schutte and Baker of the local office bought some new golf clubs this spring and they report some improvement. Look out, Bobby Jones.

Conductor Williams, Jim Talbott, Harry Vail and Clyde Carpenter are waiting impatiently for June 1st, to go after crappies and any other fish that may be hungry at the time.

Miss Clifford says she absolutely refuses to pick up any more "cans" of bait, unless they guarantee to use something less than a wash tub for a bait can.

Vacation time is about here. Bus Beem doesn't know where to go for a little trip. It was suggested that he leave his spats, derby and moustache at home and go South. But how would they know it was Bus?

First car of "perishable" by express moved out of here on train 26 May 6th—cucumbers for Milwaukee. We are hoping for a big crop of Missouri berries this year, which will mean lots of carload express shipments.

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Tacoma Shop Notes

"Andy"

INDICATIONS are that our handsome electrical inspector, Bill Coors, is going to develop rabbits as a side line, and put them on a higher voltage rating. He intends to swamp the tanneries with hides, and all the well-dressed ladies of the upper crust will be wearing white fur. Of course, Bill does not believe in jumping at things, so he is starting in a small way, at the bottom of the ladder, so to speak, for the other day when he was up at Cedar Falls he brought back with him two nice white rabbits, and he has already asked for bids on the construction of some elaborate hutches, and when that is done, the hare raising business will be in full swing.

Louis Seaman got his wires crossed again. On April 1st somebody got into his lunch bucket and gave the old pot of Java a shot of salt, and of course at lunch time Louie smelt a rat, or maybe we should have said he was smelling salts, well, anyway, it rather aggravated his disposition, and right away he blames friend wife for the job; so that night he retaliates by flavoring his wife's tea with the same stuff, and now I ask you, is that any way to treat a wife?—or in the words of the poet, never strike a woman with your hand, use a club.

April 1st fooled a few of the birds around these diggings—wonder how many called up Mad. 2093.

We were surprised recently by a visit of a young lady, who, at the time she was working in the Store Department, was known as Vernie Munter, but that was eight years ago and her name has been changed since that time.

Chester Van Loon, blacksmith, passed away on March 6th, and Earl Rappe, pipefitter, passed away on March 15th. Our sincere sympathies are extended to those left to mourn their loss.

Gus Hagen has been in the hospital again for another operation, and is on his way to recovery. Gus has been operated on so many times that if he is cut very much more they will make hamburger out of him. It would probably be a good idea to put hooks and eyes on him, to make access easier.

We understand that Chas. Dahl has joined that class where a nice juicy steak has no temptation—but soup—that's different. Soup is Charlie's favorite melody and it's not so tough on the gums.

It has always been the consensus that Al Simonds had a weakness for chicken, and there must be something to it, because he is now going into the poultry business in a big way, and his specialty is going to be Black Giants.

There seems to be a lot of under cover stuff going on around here about a dog, and the dog seems to belong to a fellow named Len Hogan, and we understand he is the champion of everything that is or was—we mean the dog, of course. All the critics pronounce the dog A-1, XXXX, *A*, and so on, in fact the dog is more important than Len himself. Well, anyway, Len has some dog. We have received, from what appeared to be very good authority, information to the effect that one evening over station KMO, came the voices of John Cress, Melvin Guy and George Cessford, yodeling under the name of the "Harmony Trio," and below is the song they were singing, an Irish tune:

Old brother Hogan had a bird pup,
He was the breed of Ryan's stock.
He fought 17 hours without giving up;
He did be my soul by the clock.
His tail was a long, slim bit of a club,
He was bowlegged, had two crooked eyes;
He was murderous, devil he was to be sure;
He was the devil himself in disguise.

Chorus:
Oh, wa-what a pup, sure, for fighting he never gave up.
There never was known such a wonderful dog as old brother Hogan's bird pup.
He was a murderous devil, he was, to be sure, his equal there never was found.
He grabbed Riley's pig by the tail and dragged him all over the ground.
He picked up the little shoemaker's dog, and shook him around like a rat.
He bit the tail off McGinnis' goat, and the leg off McDougal's cat.

An Italian came along with an organ one day with a monkey tied fast to a string,
And when the dog saw them he made a most wonderful spring;
He upset the monkey, grinder and all, and busted the organ inside.
Be gorra, he tried to swallow the monk, but he stuck in his throat and died.

Fishing season opens on the 15th, and Harvey Snyder is getting his million dollar equipment all polished up, so the fish better look out, because Harvey throws a wicked hook. For a starter he will empty Mineral Lake, and everybody is holding their meat orders in abeyance.

Ed Collins, machinist at Tacoma Shops, seems to be a great lover of animals. At his home he now has a grand array of love birds, bantam chickens, gold fish, etc., and now he has taken in another in the shape of a hound dog that he picked up around the shops that didn't have a home, but he has found a good one now. Ed has bought the purp a fancy harness 'n' everything, and on Sundays, Ed can be seen parading the mutt through Wright's park.

As a collector of tin foil for the unfortunate kiddies, we have to hand it to Jay Alinger, foreman of the trouble shooter crew. Every time he hits town he packs into Al Pentecost's office, the collecting depot, for his jerk, a wad big enough to anchor a ship. Good work, Jay.

We had our old friend, Bill Brautigam, with us for about a month, and we enjoyed his visit very much, but guess the trip as a whole was not so hot for Bill, because he came out here to undergo an operation, and I guess they had to cut him apart a couple of times before they got him together the way he should be. Probably had him hooked up in reverse the first time, or maybe he thought they could make a new model out of him, but of course that is out of the question—you can't put a new model on an old chassis, and the rumor that he had his face lifted is all haywire, the crooks now days are more particular.

J. A. Wright and Al Pentecost attended the master mechanics' staff meeting in Milwaukee, on May 11th and 12th. F. Buchanan handled the ship for Mr. Wright, while G. E. Cessford doubled for Al.

Bill Coors has returned from his vacation, which was spent at various points of interest on the Puget Sound, and among other things handled during his vacation, was the purchase of a beautiful home.

Rocky Mountain, East

Northern Montana

Max

THE entire board of the State Railroad Commission sat at the hearing held at Lewistown, in connection with the request of the Milwaukee Road and the Great Northern to take off certain passenger trains account of lack of patronage, also to pass on petitions of various bus lines for permits to operate in the territory adjacent to Lewistown. The commission granted the requests of the railroad companies and took the matter of the Stengal Transportation Company request under advisement. Two other truck petitions were withdrawn. Among the Milwaukee men present were Division Freight and Passenger Agent Randall, of Great Falls; Chief Dispatcher Cornwell, of Harlowton; Agent Plumb, of Hilger; Agent Dywer, of Moore, and Assistant Superintendent Fuller, of Lewistown.

Conductor F. A. Curtis left for Houston, Texas, where he will be a delegate at the triannual convention of Order of Brotherhood of Railway Trainmen.

Conductor George Baumgartner is in attendance of the meeting of the Order of Railroad Conductors at Kansas City, Mo. He will be joined by his wife at the close of the convention and visit other points in the south-east.

Mr. and Mrs. William Twohy returned to Lewistown after spending six weeks at Detroit, Mich., with relatives.

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For Sale—$35.00 buys my No. 2 Adams motor car. It is newly painted and in perfect running order. A real bargain at double the price. Address F. B. Losey, Pingree Grove, Ilinois.

For Sale—Ladies' beautiful powder bowls turned out of genuine Montana Cedar and Juniper wood. Light, medium and dark colors. $1.50. These are real art bowls. Send all orders to J. L. Boyer, 402 S. 2nd St., Missoula, Montana.

For Sale or Exchange—154 acres unimproved cut-over land; about 12 acres have been cleared. Four miles from Lewiston, Mich., Montmorency County. West Twin Lake summer resort only 4 miles. Address R. H. Bothmer, Agent, C. M. St. P. & P. R. R., Brownsville, Minn.

Cottages for Rent—By week or month, on east shore of Pine Lake, Forest County, Wisconsin. Screened porches with drop curtains. Running water; ice, boats, fuel for lighting, heating and cooking included in rental. Rates: $15.00 to $25.00 per week. C. W. Mitchell, 1546 S. 10th St., Milwaukee, Wis. Phone Hanover 0196.

Rooms to Rent—Furnished or unfurnished, with or without kitchen. Robert Jackson, 3303 Mannheim Road, Franklin Park, Ill. Phone Franklin Park 75M.

For Sale or Exchange—Giant Chinchilla bucks. Raised from Stahls' Gold. Certificate stock. Pedigrees showing three complete generations of breeding. Earl Mahoney, Box 115, Sanborn, Ia.

For Rent or Sale—Summer cottages at Iowa's greatest summer resort, on west Okoboji Lake, which body of water is claimed to be the third most beautiful deep blue water lake in the world.

For Sale or Exchange—Unimproved 107 acres on Jefferson River near town of Three Forks, Montana; said to be good fishing.

Improved farm of 360 acres five miles north of Nisland, Butte County, South Dakota, of which 98½ acres are irrigated from Belle Fourche Government Project. Suitable for sugar beets, pickles, alfalfa and all kinds of grain crops. Would exchange for something nearer northwest Iowa. A. L. Groom, Agent, Arnold's Park, Iowa.

For Sale—Pedigreed Boston Bull male pup; Intruder breed; nicely marked. W. H. Claussen, Bellevue, Iowa.

Minnesota Rex Rabbitry—Breeders exclusive of castorrex-Colorex. New German strain. Russian strain in black seal. Rex stud service for Rex breeders. Correspondence solicited. Roy A. Smith, Route 1, Leonard, Minn.

Nocque Beach Resort—Lake Nocquebay near Crivitz, Wis., on C. M. St. & P. R. R. Safe sand beach. Good fishing. Ideal place for high blood pressure sufferers, affording complete rest. Furnished cottages, including boat, ice and electric service, $10 to $30 per week. Meals served if desired. Patronize a fellow employe. For folder, write R. Maguire, 2128 N. 34th Street, Milwaukee, Wis.

For Sale—Oakridge Cemetery lot, 181, section 2; one of the main entrance lots, at a bargain. Oliver A. Coltrin, 716 N. Lake Ave., Miles City, Mont.

For Sale—Stahls Gold Certificate Chinchillas and pedigreed New Zealand White Rabbits. All ages. Tanned rabbit hides for coats, collars or trimmings, in white, silver and chinchillas. Vangilders Rabbitry, Tomahawk, Wis.

For Sale—Two choice cemetery lots, located in Beverly Cemetery, Chicago. Finest of locations. Will sell cheap. Address L. A. Dunlop, Stewart, Minn.

For Sale—Mont Red Cedar Products—Lamps, smoking stands, card players' novelties; cribbage boards, red cedar, $1.50 postpaid; inlaid cribbage boards, walnut, maple and cedar, $3.00 postpaid.—Address C. C. Field, 804 California Avenue, Deer Lodge, Montana.

Mr. Joe Crowley says there is absolutely no use of folks wasting any more nickels and dimes with the Telephone Company, calling his home. Someone made it known that Joe intended selling his car for $15.00, but he now says the car is not for sale.

Russ Kenney, the popular young engineer of the lightning express, has made a few changes in his run. Northbrook and West Chicago are no longer scheduled stops, while Cragin and Schiller Park are almost daily trips.

Fireman Story was passing around the cigars on the advent of a baby girl at their home.

"Vic" O'Dell is now on the freight run between Harlowton and Lewistown, having "bumped" Conductor Lindmlom, who has taken the local run between Lewistown and Great Falls.

On account of the return of William Twohy, Conductor Joe Rawls is now on the Roy-Wineford run, he having had the Winnett run for several years, Mr. Twohy preferring it to going to the main line for passenger work.

Operator E. A. Neupert has returned to Lewistown after doing relief work at Lombard and Grass Range.

On account of re-arranging the station forces at Lewistown, F. M. Bailey is now dividing his time between the passenger depot and the freight house.

Guy L. Kester has gone to Butte, where he will take a position in the superintendent's office, as timekeeper.

C. H. Koch, who has been absent from his position as baggageman at Great Falls, account of illness, has decided not to return to work for another month. He is visiting friends in Lewistown while convalescing.

Mr. and Mrs. Biglow Ely, both former employes of the local freight office, at Lewistown, left for Seattle, for a visit awaiting better times locally.

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