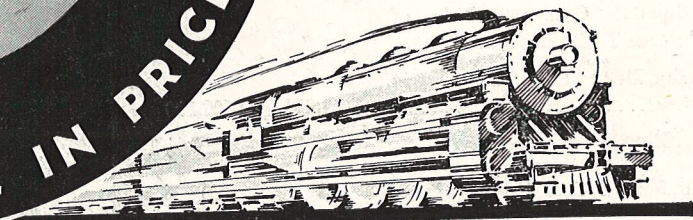




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The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

SEPTEMBER, 1931



THE FALLS OF MINNEHAHA

The New York Trust Company

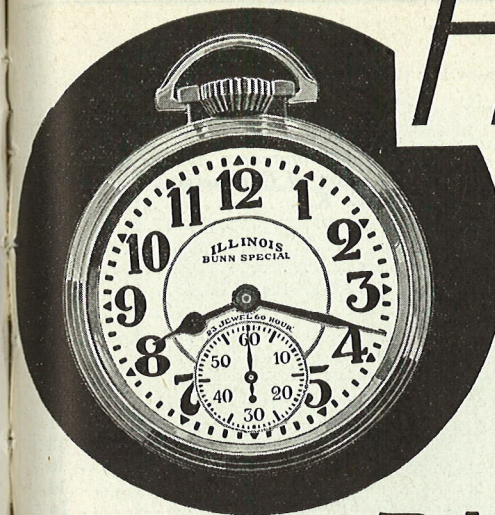
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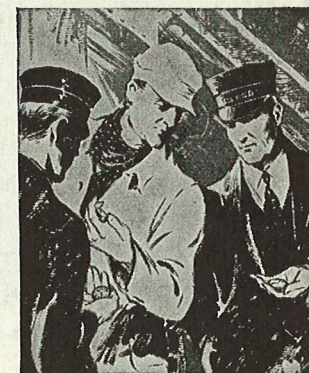
Now—here is a railroad watch—the new ILLINOIS BUNN SPECIAL *ELINVAR* watch that is undisturbed by magnetism; the reaction caused by temperature changes is eliminated and hairsprings will not rust.

ELINVAR—the wonderful new rustless metallic alloy—is now used in the manufacture of hairsprings for BUNN SPECIAL *ELINVAR* watches. This new construction, in addition to resisting magnetism and eliminating rust, insures the equal rating of a watch at any temperature.

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The ILLINOIS WATCH—Established 1870—Springfield, Illinois.



The ILLINOIS WATCH

GREAT AMERICAN WATCH * * MADE TO TIME AMERICA

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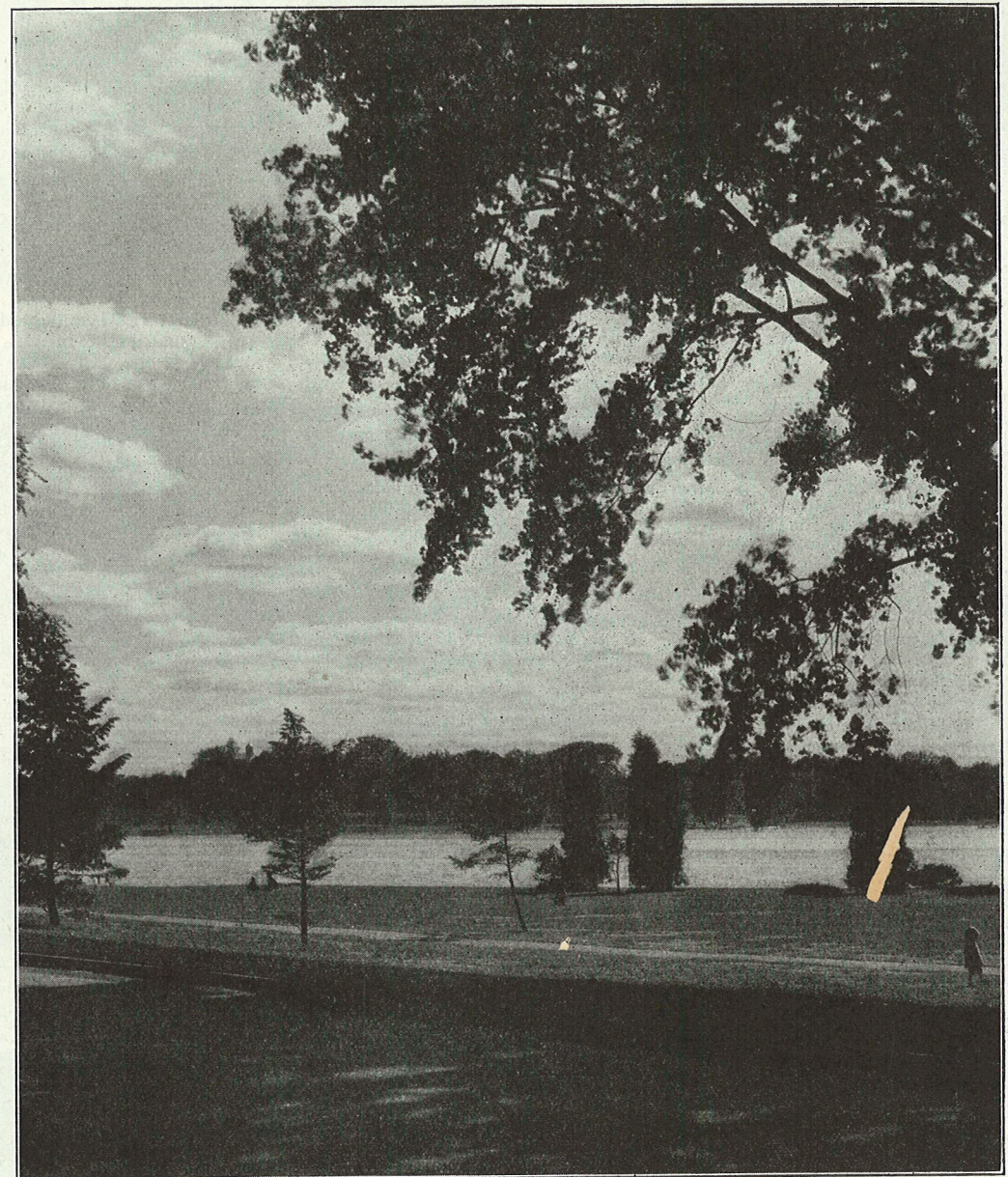
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The Land of the Sky-Blue Water

Minneapolis, Host to the V. E. A.

VETERAN employes of the Chicago, Milwaukee, St. Paul and Pacific Railroad who have been helping for many years to show others a good time, will themselves be entertained this year in Minneapolis.

The occasion will be the convention of the C. M. St. P. & P. Veteran Employees Association, September 14 and 15. Arrangements for a large meeting are being made by the veteran's committee in association with the convention department of the Minneapolis Civic and Commerce Association.

"We were very much disappointed that the convention last year had to be postponed," said B. B. Sheffield, president of the Minneapolis Civic and Commerce Association and class mate at Shattuck of H. A. Scandrett, president of the Milwaukee road, "but we are looking forward to a very successful gathering here in September, when Minneapolis will be proud to play host to the veteran employes of the 'Milwaukee.'

"Members of our association remember with pleasure the last visit of the veterans to Minneapolis, when they turned out in greater numbers than any of the committee planned for. You swamped us that time, but you can rest assured that this year we have ample facilities for taking care of every comfort and convenience of all members who come to the City of Lakes.

"You have a splendid local committee that is already hard at work planning for your visit. The people of Minneapolis are anticipating your visit here. Come and enjoy our hospitality. It will repay you in many ways to see Minneapolis, its natural beauty, its industries and its opportunities to renew old acquaintances with your friends of the Veterans Association."

Natural beauty expressed in lakes and rivers, ideal convention facilities expressed in palatial hotels, historical associations expressed in song and story, a progressive spirit expressed in the development of a most modern city, plus the hospitality of its people give Minneapolis distinction as a convention city.

The central location of Minneapolis in the heart of the great ten thousand lakes region where the mermaids and fish disport themselves all summer long, has made the city the mecca of those who seek an ideal convention location during the summer months. When visitors come to Minneapolis, they immediately enter a vast playground which lures the fishermen as well as the more languid tourists and their wives and children into the pine scented forests of Minnesota.

Most every delegate can have his own lake to swim in, or fish in or be lazy on the sands. There are small lakes and

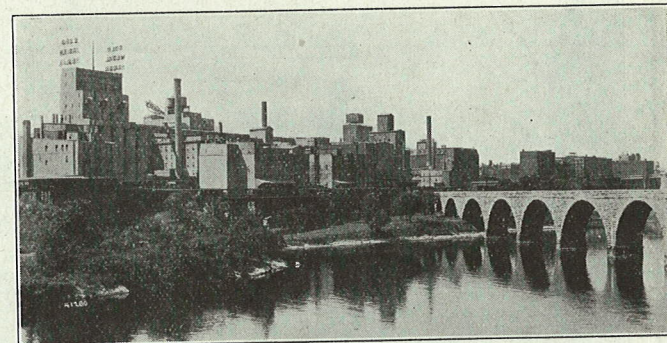
Minneapolis Civic and Commerce Association

large lakes, lakes hidden away among the pines, away from all traffic, and lakes along the main highways, lakes that mirror large, modern hotels and lake with rough cabins for those who want to live life simply. Then there are the rugged trails through the Superior National Forest, where the visitor may see deer, moose, bears, beaver and smaller wild game in their natural habitat.

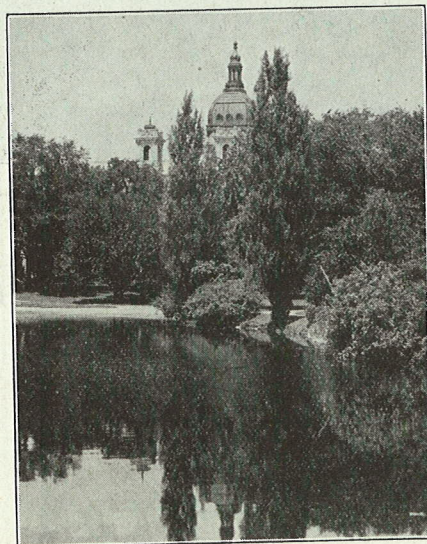
Not many miles from the international border, Minneapolis is the gateway to the grain shipping ports of Canada, Fort William and Port Arthur, and the inland city of Winnipeg. To the west are the historic Black Hills of South Dakota, where former President Coolidge

made his famous pronouncement, "I do not choose to run," where Custer fought his last fight, where Deadwood furnished color for many a romantic story, and where natural scenic beauty is unfolded in a never-ending panorama. Beyond these are Yellowstone National Park, and the scenic wonders of the Pacific Northwest.

Nestling at the doorway of many aspects of nature's beauties, Minneapolis itself is one of the beauty spots of the Northwest, the difference being in the man-made attractions which take advantage of the natural location of the city. Eleven lakes lie within the city limits, dotted with sailboats and canoes and surrounded by fine homes and bathing beaches; Lake Minnetonka, just twelve miles from the city, is a nationally known summer resort; fifty-six miles of boulevards, known as the Grand Rounds, connect the city's chain of lakes, parks and other places of interest.



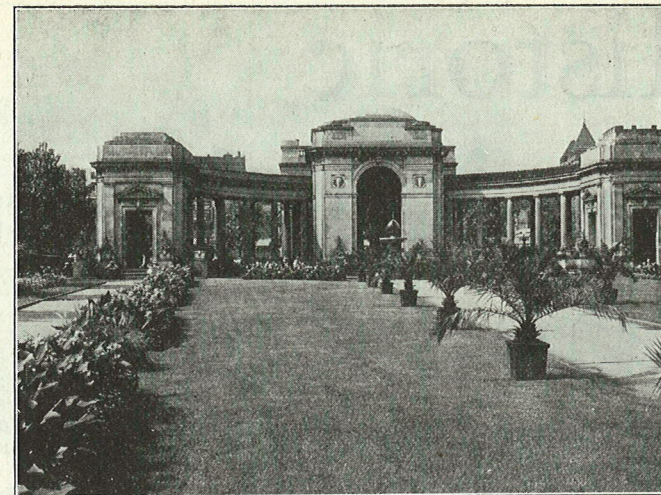
Bread and Butter Skyline, the Great Minneapolis Flour District



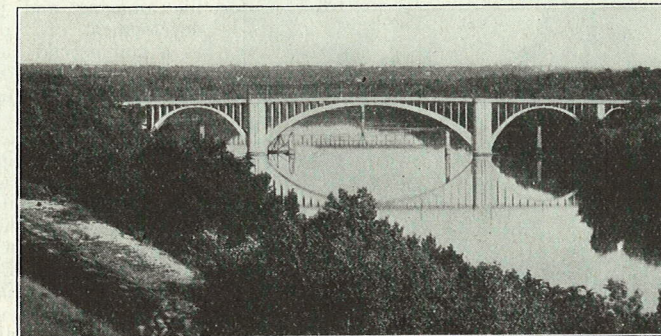
Scene in Loring Park



A Minneapolis Skyscraper, the Foshay Tower



Gateway Building



Coppell Memorial Bridge



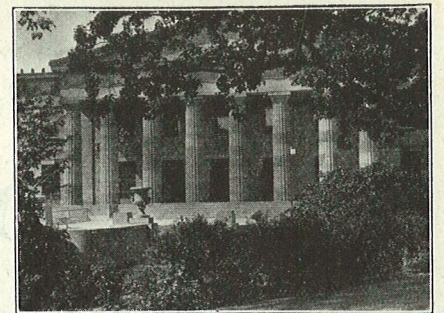
Lake of the Isles

One of the finest private art collections in the world is housed in Minneapolis in the Walker Art Galleries, and another outstanding exhibit on view at the Minneapolis Institute of Arts, a fine public museum. The floral gardens of Minneapolis are another distinctive feature which has won national recognition with three large municipal displays offering unusual displays in season in addition to the thousands of home owners who keep their gardens blooming throughout the summer.

Among the historic spots claiming attention of the visitor to Minneapolis are Fort Snelling, pioneer military post garrisoned by the Third United States Infantry, oldest regiment of the regular army, dating back to 1784, before the adoption of the Constitution itself; Minnehaha Falls, immortalized in Longfel-

low's "Hiawatha," the Falls of St. Anthony, which were discovered by Father Louis Hennepin in 1680, and other associations going back to the days when Minneapolis was the center of the fur trade of the world.

The natural setting of the city in lakes and waterways and hills and valleys has been turned to fine advantage by the Minneapolis Park Board with 131 public parks standing to their credit in all parts of the city. The park known as Glenwood boasts a number of beautiful groves, wild flower areas, a golf course and bathing beaches; Camden Park has acres of picnic grounds and a large public bathing pool; Loring Park is noted for its bridges and swans and it's on the edge of the loop location; on the Parade Grounds are 41 baseball diamonds and 31 tennis courts; other parks have large



A University Facade

golf courses and band pavilions and lakes where boats and launches add to the zest of outdoor recreation.

Close to St. Anthony Falls on historic ground is the campus of the University of Minnesota, fourth largest college in the country with 27,000 students in its various night and day classes. The prowess of Minnesota's football teams is known to all sport lovers and its student roll bears the names of too many well-known men and women to be numbered here.

As the fame of Minneapolis as a convention city grew to large proportions in the past few years the necessity of building a new and modern municipal auditorium became apparent. In a few months the \$3,000,000 building was under way. It stands now close to the congested business district offering commodious and convenient facilities for conventions and exhibitions from the smallest dealer group to the large circus that is a feature of every winter season at the Auditorium. A public address system, projection apparatus, fully equipped stage, constant temperature control, a pipeorgan and committee rooms are among the facilities of this modern exposition building.

The number and variety of hotels in Minneapolis should meet the needs of any convention of whatever size. They are located within an area of one-half mile in radius, where are also located the world-famed retail stores, the modern theatres, the up-to-the-minute cafes and the financial district which serves the great Northwest.

"The arrangements that were made for the comfort and convenience of our members were well nigh perfect," says Dr. Olin West, secretary of the American Medical Association, who was in charge of the 1928 meeting held in Minneapolis. "The Auditorium was splendid. The courteous kindness of everybody in Minneapolis with whom we came in contact was truly appreciated."

"Minneapolis offered the National Education Association meeting halls, hotels, and exhibit space that were nearly ideal," says H. A. Allan, business manager.

Hundreds of similar letters on file in the convention department of the Minneapolis Civic and Commerce Association are along the same lines as these measures of praise which came to Minneapolis people without solicitation.



On the Beach at Lake Calhoun

St. Paul, Historic City of the Northwest

THE history of the development of the City of Saint Paul epitomizes the story of the vast Northwest to which it was for many years the gateway, and the keystone. In the beginning, Lieutenant Zebulon Pike, with shrewd foresight, selected a crude fur trading post as the strategic site for a military outpost in the wilderness, to be called Fort Snelling. This was in 1820. Although purchased from the Indians for military purposes only, the protection of the reservation and the convenience of the location on the banks of the mighty Mississippi made it a haven for the colony of white people, fur traders mostly, which grew up around it. As the military reservation expanded, the colony moved into Mendota (then St. Peter's), which was situated at the junction of the Min-i-sota (sky-colored water) and the Mississippi. Here a rude log chapel was built by Father Galtier in 1841, and dedicated to "Saint Paul, the apostle of nations." At the same time a log fur-trading hut marked the actual site of the city later to take its name from the chapel of Saint Paul.

In 1847, William Watts Folwell, Minnesota historian, records that a lumberman erected a sawmill at the Falls of St. Anthony and "thus in 1849 we find the major part of the white population on Minnesota soil in the villages of Saint Paul, Stillwater and St. Anthony, the first a thriving commercial river port—the other two lumbering towns." In 1852 the Falls of St. Anthony on the west side of the Mississippi River was selected as the county seat and named Albion, but later at the suggestion of a townsman the Indian name "Minnehapolis" was given. Shortly after, the "h" was dropped in the name, the county was named after Father Hennepin and the first common school was opened. In 1849 news of the creating of Minnesota Territory was brought to Saint Paul, organic site of the capital, and after some dramatic incidents it was decided to establish the capital in Saint Paul, the prison in Stillwater and the University in Minneapolis. By the time the Territory was admitted to the Union in 1858, the capital was firmly entrenched in Saint Paul.

General Hasting Sibley, first Governor of Minnesota, made the startling remark once that, in the few years of his residence at Mendota (he built his historic residence in 1832) he was a native of

The St. Paul Association of Commerce

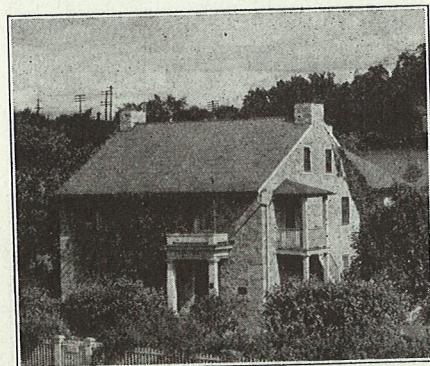


Minnesota State Capitol, St. Paul



The Old Round Tower, Fort Snelling

four different territories and a state, without moving a foot, having lived successively in Michigan, Wisconsin, Indiana, Minnesota Territory, and finally Minnesota. To understand that curious condition of affairs it is necessary to realize that prior to 1858 when Minne-



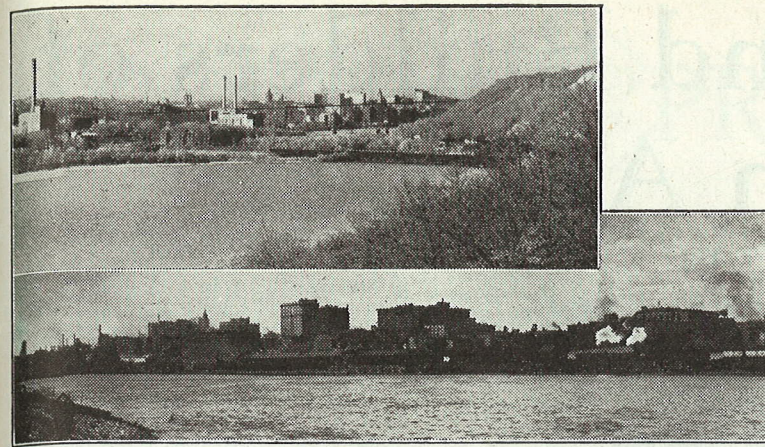
The General Hastings Sibley Home, Built in 1832. Now Maintained by the Daughters of the American Revolution.

sota finally gained supremacy of her boundaries and was admitted to the Union, the Northwest, as the term is today, did not exist. That its tremendous possibilities were realized so rapidly and so forcefully is due to the men who made the destinies of Minnesota their own in the early days.

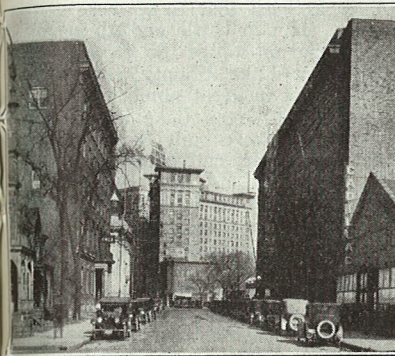
In the next half century the amazing and powerful development of Saint Paul as a commercial and transportation center was logical. Ox-cart trails widened into roadbeds for the railways which were to push their way into the Pacific Northwest. Beginning with the days when the entire subsistence of the white population was brought up the Mississippi, Saint Paul continued to be the important manufacturing and distribution center. Above all, it was—and is—a city famed for its farsighted men. The roster of brilliant names which this city has contributed to the highest service of the state and the nation bears testimony to the high standards of citizenry inculcated in the very beginning of the city's history.

TODAY Saint Paul is a city in which modern commercial progress brought to its highest development has not been able entirely to obliterate the leisurely charm of this city built on the broad bluffs of the great Mississippi. In the years 1930-31, when other cities were feeling the results of a widespread depression, Saint Paul challenged the nation with an immense public and private improvement and expansion program that proved an incentive to industry in the entire Northwest, and that offered substantial proof of the soundness of its social, industrial and financial foundation. Saint Paul believes in building steadily and sanely for the future without sacrificing the charm of its reputation of a city of homes. The seat of the oldest denominational college in the state (Hamline University was founded in 1854), by 1883, Saint Paul had eighteen common schools and one high school, several colleges, including Hamline, Macalester, the Academy of St. Joseph and many churches numbering twelve Methodist Episcopal, nine Catholic, and nine Lutheran, besides numerous other denominations in less number.

This position has been enhanced. Saint Paul is still a city noted for its beautiful schools, churches and residences and for its excellent libraries. Numerous scenic drives which are part of an excellent municipal highway system interlocking with splendid state highways of-



Two St. Paul Skylines, "Old Man River" in the Foreground



Fifth Street, Looking East



Summit Avenue

fer the convention visitor and traveler ample opportunity to view the beautiful residential districts, the scenic Mississippi River Boulevard, Fort Snelling, and the various fine municipal parks, including Highland Park, Como Park and Phalen Park and Lake Phalen.

Every facility for recreation is offered the visitor. Saint Paul is famous for its fine hotels, shops and theaters. The slogan, "Thirty Lakes within Thirty Minutes," proves to the summer traveler that this city is virtually in the heart of the Land of Ten Thousand Lakes. Golf, fishing, swimming and boating are available either actually within the city or within a few minutes' travel. Three municipal golf links, Phalen, Como and Highland Park, have been brought to a state of perfection; the Keller Course on Highway No. 1, just outside the city, was the scene of the Junior Association of Commerce Open Golf Tournament in the summer of 1930, and again in July, 1931; and there are numerous private courses.

Highlights of Saint Paul may be summed up as follows:

1. Saint Paul is the focal point of transportation in the Northwest with nine great railway systems converging here.
2. With a population of 271,606, Saint Paul is the center of a billion-dollar trade area, serving one of the richest agricultural markets in the world.
3. The home of 925 manufactured products, Saint Paul excels in fur goods, leather, foundries, fabricators and machine shops, bakery products, furniture and bedding, clothing, lumber and mill-

work, confectionery and ice cream, printing, publishing, engraving, advertising and stationery, railroad car building and oils, greases, paints and soaps. Continually diversified industries insure Saint Paul's prosperity.

4. Ample natural resources make the cost of public utilities and living costs in general very low in Saint Paul. Living conditions are exceptionally fine. Hospitals and hotels are spacious and well equipped. Saint Paul ranks ninth in number of homes owned in American cities and second in number of homes owned free of encumbrance.

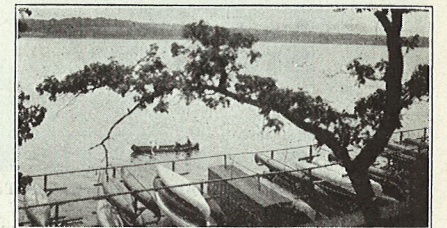
5. Saint Paul has a commission form of government with a mayor and six commissioners.

6. Acknowledged a center of education, Saint Paul has six colleges, 15 junior and senior high schools, 62 grade schools and 42 parochial and private schools.

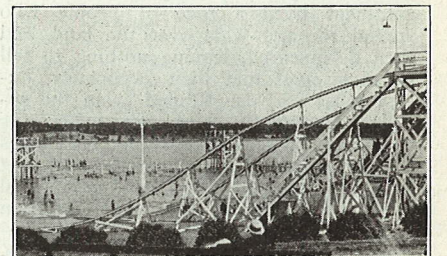
Yearly the State Fair held in Saint Paul attracts thousands from every part of Minnesota. The State Fair grounds at Como and Snelling Avenues have a large number of permanent buildings and



Robert Street, Looking South



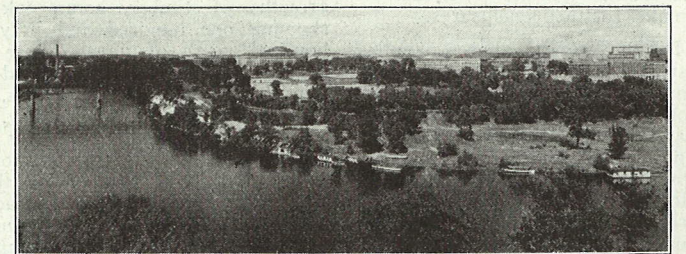
Canoeing on Lake Phalen



Bathing and Amusement Beach, Lake Phalen

are advantageously arranged to care for throngs of visitors.

The Capitol commands a view of the entire city from one of the eminences upon which Saint Paul is situated and part of the United Improvement Plan is a beautified Capitol approach. Designed by Cass Gilbert and built in 1904, the Capitol is one of the most striking edifices of its kind. The period of architecture is Italian Renaissance and the building is of Georgia marble. The main facade, which fronts southwards, is surmounted by six emblematic statues of heroic size and a "quadriga" in gilded copper designed by the eminent American sculptor, Daniel Chester French. The decorations of the interior rotunda and the Senate Chamber are in keeping with the distinction of the exterior. Murals by John la Farge are noteworthy.



Looking Across the Mississippi River to the University of Minnesota

The Mound Builders of North America

I. G. C. K.



Two Notable Specimens of Tumuli in Mounds Park, St. Paul

IN the unrecorded ages before the dawn of history, on this North American continent lived a race of people who spread far and wide over the land, and then disappeared, leaving nothing to tell of themselves and their occupancy, except what may be gleaned from the so-called "mounds" which rise to heights averaging two to fifteen feet, and sizes varying from four to three hundred feet long and two to fifty feet wide; and which when opened have generally been found to be burial places of those unknown peoples—but in some instances, apparently just fortifications, or earth-works for defense.

For want of something more definite the name "Mound Builders" has been given to those prehistoric inhabitants, who centered principally in the Mississippi and Ohio River Valleys, in the region of the Great Lakes, and here and there, all the way from the Rockies to the Atlantic. They seemed to have possessed a civilization of a sort, and while the relics which have been found by those in this special research work, do not give any certain picture of them or their habits, it does seem to reveal that order and government must have prevailed to some extent—that they were probably a stone-age race, having knowledge of the art of hewing utensils and weapons out of stone, and also of working in copper.

The mounds or tumuli are of the most varied shapes, round, conical, in the form of men and animals and also in long lines as if to make fortified enclosures.

From Lake Superior shores, southward, eastward and to the west, these mounds may be traced. Whether they were a nomadic people or dwell in communities and devoted themselves to agriculture, no legend or saga has been handed down. Some writers and students of ethnology maintain that these early races were the ancestors of the redskin tribes found here when the white men came, but this is debatable, inasmuch as the Indians have no knowledge or tra-

dition of such ancestry and claim no knowledge whatever as to the why and wherefore of the mounds; many of the tribes do, however, seem to hold them in reverence, and on some of the reservations where mounds have been found, the Indians will not allow them to be touched.

Did these people come from the North? Who knows. There is no answer except the mute evidence of prehistoric mining pits which honeycomb the southern shores of Lake Superior and are frequent for a hundred miles in extent. The mystery of their departure is unsolvable, but it indicates great haste. In going they apparently threw down their tools and utensils, for copper utensils and weapons have been found scattered about for a great distance as if thrown down in flight. It is a mystery of the North Country.

In Wisconsin, traced down from the north, these mounds occur in many places. In Winnebago country, some notable ones occur, some of which have been opened during the past century. Near the shores of Rush Lake, 60 feet or so back from a steep bank which was undoubtedly at one time the shore line of the lake, were many interesting examples of these tumuli, some of them twenty-five feet in diameter and two to three feet high—others 55 feet long by about 40 feet wide and between three and four feet high. The tops of these mounds, when found, in the middle of the last century, were covered with heavy growths of timber, some oak stumps showing one hundred and fifty to two hundred years of age. Those mounds which were opened were found to contain bones of human beings, copper utensils, fragments of pottery, and in the center of the largest, was a stone heap covered with earth. In another was a conical pile of boulders in the exact center of the mound and reaching to within a few inches of the surface. Underneath the stone pile a large quantity of charcoal was unearthed, and also human remains—one being the skeleton of a full

grown man lying in a doubled up position, with head toward the west. Indeed heading toward the west—the setting sun—must have been the ultimate with these people, for in most cases where full skeletons remained, they all sat or lay looking to westward.

Some of the mounds contained skeletons of children together with the larger ones, indicating perhaps a family burial plot, or at least that these were not all warriors slain in battle and given emergency burial on top of the ground.

In Green Lake County, near Ripon, mounds exist in great numbers, those on the shores of Green Lake in particular, it is thought were built for observation rather than for entombment. In one group there are no less than thirty in number and of varying shapes.

In Milwaukee County, mounds were found many years ago, but almost all traces of them have been obliterated in the process of excavation, grading, erection of new buildings, etc. On a farm near Soldiers' Home, in Milwaukee, a section now a part of the city itself, on one mound, since destroyed, a large maple tree and a red oak, eighteen inches in diameter, were growing when the mound was graded by the farmer who owned the place. As this mound was being leveled bones and skulls were taken out.

In and about Madison, Wisconsin, are hundreds of mounds still in a good state of preservation as to shape and number—most of them averaging three and one-half feet in height. On the shores of Lake Mendota many are still distinctly traceable, some in the form of birds and small animals; and some ridge-like, running parallel to the lake, about 200 feet long and lying in tiers, forming rude steps up the banks. The skeletons found in these mounds were twelve or thirteen inches from the surface, and with them some pottery fragments were unearthed.

The valley of the Wisconsin River was found to be rich in these interesting relics, especially in the lower reaches toward the Mississippi.

Among others, at Black Earth, an effigy mound was discovered that was of special interest as to size and contents. It was in the form of a man and was probably the burial place of some one distinguished in the tribe. Its walls, when opened, were nearly two feet thick, enclosing a vacant space containing traces of several burials. Outwardly, the arms of the effigy extended north and south, 330 feet each way; the body to the east, about 100 feet, the legs, which were partially obliterated, were about 600 feet long, and the head about 25 feet wide. The mounds of this vicinity were for the most part, from 50 to 300 feet long, but seldom more than four feet high, and were often in straight lines or parallel rows, but systematic arrangement was apparent.

(Continued on page 23)

ACCIDENT SAFETY FIRST PREVENTION

Safety Records

A THREE-MAN well drilling crew, which has been working under Dr. C. H. Koyle, engineer of water service, has a record of nine years with only one injury, which occurred in 1927. This record was due to the safety activities of Chief Driller F. E. Hunter and Assistant Driller A. E. Hunter, both being strong advocates for compliance with safety rules.

The personal injury figures for the month of June and the six months' period, 1931, are as follows:

	—June, 1931—			—June, 1930—			Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	1	11	16	1	18	16	1	7	..
Lines West	..	4	4	..	12	8	..	8	4
System	..	15	20	1	30	24	1	15	4
A decrease of 52 per cent in reportable cases.									
	Six Months, 1931			Six Months, 1930			Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	5	76	65	12	185	111	7	109	46
Lines West	1	8	14	3	47	32	2	39	18
System	6	84	79	15	232	143	9	148	64
A decrease of 64 per cent in reportable cases.									

The divisions which went through the month of July, 1931, without a reportable injury were as follows: the Iowa, Kansas City, S. C. & D., Des Moines, Milwaukee, L. & R., Madison, Wisconsin Valley, I. & D., H. & D., and Idaho, also completing the month without a lost time injury were the Iowa, S. C. & D., Des Moines, Milwaukee, L. & R. and Idaho Divisions.

This being the September issue of the Milwaukee Magazine we are reminded that at the close of this month three-fourths of the year will have passed. Let us look well to the future for there will be few months left in which to round out a safety record which will show a considerable improvement over last year, as well as the previous months of this year.

It is advisable at this time to review the safety activities in which you have been engaged and lay plans for a clear record in the coming months. Those of you who have been negligent in studying the safety rules and instructions should make it your business to learn them now. Many an employee having an injury has admitted that he would not have been involved in an accident had he taken the time to familiarize himself with the safety requirements. The rules are given you for the purpose of guiding your activities and to educate you relative to the safe course to be taken in the face of impending danger. Your foreman, or supervisor, or perhaps a fellow employee may find occasion to correct you because of an unsafe act and should this happen, thank him because he may have saved your life. There have been instances in the past where employees have neglected to seek immediate medical attention following what appeared to be a slight injury, and as a result complications developed, particularly infection, following minor cuts, incapacitating them for a long period of time and causing them a

considerable amount of unnecessary suffering. There is really no occasion for cases of this kind since company physicians are retained for the express purpose of giving proper treatment whenever their services are required. Do not neglect the apparent minor injuries and be sure to consult your supervisor and request medical attention when necessary.

Remember, those dependent upon you are most interested in your safety, perhaps more so than you yourself, for they realize that there is more comfort and more happiness in seeing you go to work each day than there would be in going to

have not had any reportable injuries and we intend to keep a clear record.

We must always keep Safety First a paramount issue with all our employees. In this manner they will be on the alert to the true meaning of Safety First and not only practice this while at work but also at their homes and make more careful and safe employees.



Part of Stationery Department Forces, Joe Czalkowski second from right.

IT was three years this July, since the Store Department held its first Safety First meeting. Through its teaching, rallies, circular letters, and our deep interest in "Safety First," we are all able to be present here today, as at the first meeting. It is also very interesting to note the improvements that were possible through this Safety First campaign. They are so numerous that we cannot begin to count them. Suggestions are offered by everyone, which in turn are quickly materialized. These suggestions, although sometimes seeming of little Safety First value, appear as a big help in this very active campaign. The quick fulfillment of their suggestions tends to encourage the men to be on the lookout towards any unsafe conditions.

I know that the men in our department are very interested in this movement; they read all bulletins that are posted, and discuss different subjects and question anything that they do not understand.

A Safety Acrostic

No accidents, no accidents;
Oh, what a welcome cry.
No time yet lost through injuries as
Each month goes passing by.

Fortunate, did I hear you say?
Oh, well, that may be so, but
Regard for fellow workers—
That's our everyday motto.

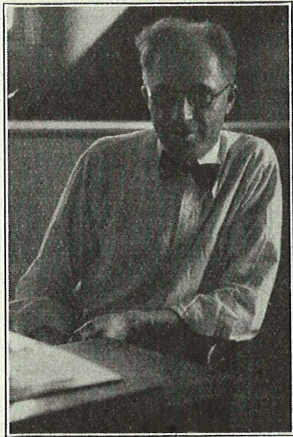
Here's a tip for all employees,
In the office, freighthouse, yard,
Resolve to preach "prevention,"
Then go practice it real hard.

You will glory in your effort,
Other lives perhaps you'll save;
Never tire of showing some one
Errors that may mean the grave.

—FRANK RESTALL.

(Accident Prevention—Continued on page 19)

Safety in the Store Dept.



John Waldman, Stationery Storekeeper, Milwaukee, Wis.

SAFETY FIRST has always been a live issue in the Stationery Department. We preach it to our employees continuously, and whenever any move is made by any employee that we believe does not comply with the idea of Safety First, it is immediately called to his attention.

Safety circulars and posters are always promptly placed on the bulletin board. Our employees attention is called to these and they are explained so that they will be fully understood at all times.

Since the drive on Safety First we

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CARPENTER KENDALL, Editor
ALBERT G. DUPUIS, Assistant Editor
In Charge of Advertising

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What Has Happened to the Railroads?



The V. E. A. Program

ARRANGEMENTS as already made, indicate that the Veterans will have the usual good time at Minneapolis September 14th and 15th, and registration so far is also indicative of a good attendance. This year, more than ever, perhaps, the Vets should turn out for the convention, and go prepared to have a good time as well as to do their bit to see that all the others have a good time, too. If that is done, there can be but one verdict afterwards and perhaps we shall all go away refreshed and ready to meet the problems of the coming year, whatever they may be, with courage and constructive thought.

On the 14th, the usual routine of registration takes place at the Nicollet Hotel, with a sight-seeing trip about the city at ten o'clock. The annual meeting takes place from one to three P. M., after which there is a special showing of "Danger Lights" at the R-K-O Orpheum Theater.

The annual banquet is scheduled for 6:30 P. M., the 14th, at the Nicollet Hotel ballroom. Mr. Heman H. Field will be toastmaster and President Scandrett a guest of honor and speaker. A fine program of entertainment during the dinner is also promised. Other speakers will include Vice-President Gillick, Rev. Roy L. Smith of radio fame, Messrs. L. C. Hodgson and Frank Madden.

On the morning of the 15th, members will entrain at the Milwaukee depot for Excelsior Park, Minnetonka, for a picnic outing. Lunch will be served there from 12 to 2:00 P. M., and boat rides on the lake may be enjoyed from 1:00 to 5:30 P. M. There will also be games during the afternoon and a kitten-ball game between two teams to be selected from among the Veterans.

THE present depression has resulted in reductions of railway traffic, earnings and operating expenses that are unprecedented in the history of the railways, according to the *Railway Age*.

"Many comparisons are being made between the present depression and those of the early nineties and of 1921-1922," says the *Railway Age*. "The decline of freight traffic in the year ended June 30, 1894, following the panic of 1893, which put many railroads into receivership, was only 14 per cent, and in the year ended June 30, 1895, freight business began to recover, and total railway earnings were only 12 per cent less than in the year ended June 30, 1893.

"In 1921 freight business was 23 per cent less than in 1920, but in 1922 only 18 per cent less, showing that general business had begun to recover. In 1930 and 1931 passenger business has continued to decline, as throughout the last decade, and in 1930 freight business was 14 per cent smaller than in 1929, and in the first half of 1930 was almost 27 per cent less than in the first half of 1929. Total earnings in the first half of 1931 were \$881,000,000 less than in the first half of 1929, a decline of almost 29 per cent. The loss of freight earnings was almost \$650,000,000 and of passenger earnings about \$140,000,000.

At 5:30 P. M. sharp, the special train will return to Minneapolis, where good-byes will be said.

The lunch at Excelsior Park will be served free to the Veterans, as well as all the amusement features and facilities to the Amusement Park, boat rides, etc.

The usual charge of one dollar will be made for the banquet, and Veterans may secure the dinner tickets when they register, and receive their badges.



The Milwaukee's Float in the Packers' Parade

IN the Meat Packers' parade held in Chicago the past summer The Milwaukee Road, as will be seen from the above, featured a menu from the Pioneer Limited, which was in the original about 7

"In 1895 operating expenses were only 12 per cent less than in 1893, although their reduction was aided by reductions of wages. In 1922 operating expenses were only 23½ per cent less than in 1920, although their reduction was aided by large reductions of wages. In the first six months of 1931 operating expenses were almost 24 per cent, or \$533,000,000, less than in the first six months of 1929, although their curtailment was not aided by any reductions of wages. Of the total reduction in operating expenses, approximately one-half was due to a curtailment of about 315,000 in the number of employees.

"Net operating income declined from about \$563,000,000 in the first half of 1929 to about \$239,000,000 in the first half of 1931, or 57.6 per cent. In the first half of 1929 it represented a return at the annual rate of 5.54 per cent upon investment, and in the first half of 1931, at the rate of 2.15 per cent.

"Total net operating income of the Class I roads in the year 1921 was about \$616,000,000. In 1931, if it should be relatively as small throughout the year as it was in the first half, it would total only about \$541,000,000. This would be \$76,000,000 less than in 1921, although the investment in railroad property is \$6,000,000,000 more than it was then."

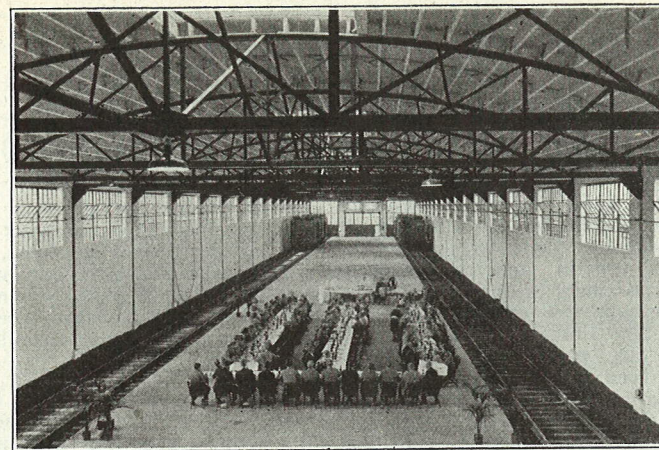
feet high, with the word EAT on one side and MEAT on the other, flanked by the road trademarks.

A painted background showed mountains, waterfalls and other scenic features. A cut-out replica of the Olympian was also shown, with the dining car in marked evidence, and below, in large letters:

THE MILWAUKEE ROAD
HAULS ANNUALLY, 200,000
CARLOADS OF LIVE STOCK
AND ITS PRODUCTS
FROM 13 STATES

Celebrates His 82nd Birthday

ON August 5th, August Abendroth, for many years car foreman at Janesville, Wisconsin, celebrated his 82nd birthday at his home in that city. Mr. Abendroth retired from the railroad after 47 years of active service, in 1925, and is the oldest retired car foreman on the system. During his term of service, Mr. Abendroth's crew had a remarkable safety record, the thirteen men working under him, with an aggregate service of 224 years at the time of his retirement, had had but one reportable accident, and none of a disabling nature.



This scene gives by comparison the size and extent of the Freight Depot

New Freight Depot Opened

Minneapolis Produce Dealers and Civic Association Entertained by Twin City Terminals Officials

ONE hundred and fifty Minneapolis produce dealers, Civic Association representatives and Twin City Terminals officials attended a luncheon August 11th, in the new freight depot just completed by this company in the yards just east of the Minneapolis passenger station.

The building, which is intended solely for the handling of fruits and vegetables, is 65 by 450 feet long and was erected at a cost of \$125,000. It was opened for business immediately following an inspection tour under the guidance of Mr. A. Daniels, resident engineer at Minneapolis, who supervised the construction.

The construction of the new building was started in May, last. The walls are brick and hollow tile, standing on a concrete foundation with steel column frames. The roof is supported on steel trusses, and there are six ventilating type, motor-operated skylights on the roof; and the building is supplied with recirculating system of unit heaters.

All track and wagon doors are electrically operated and are of steel construction.

The entire interior is painted white. The office is located on a balcony at the forward end of the building. The tracks are served by a 38-foot concrete driveway permitting the free movement of vehicular traffic, and trucks drive inside the building to reach the car doors. Proper temperatures for perishables is maintained regardless of the season.

Rails Play Part in Country's Prosperity

St. Louis Chamber of Commerce Bases Support of Pending Increased Revenue Petition on Carriers' National Role

AS the nation's greatest customer and employer, the railroads, being Government regulated, are probably the only phase of our industrial life that can be "legislated" into a position of encouraging a return of prosperity, according to the St. Louis Chamber of Commerce. The organization made known its views on this matter in a letter filed with the Interstate Commerce Commission supporting the railroads' pending petition for increased revenues.

The prosperity of the railroads is still largely the prosperity of the country, stated the St. Louis body. And while the tendencies of the times are for reductions, instead of increases, it explained, the following "extenuating circumstances" are found in the case of the carriers.

Five Reasons Cited

"The railroads in times of prosperity are not permitted to create an adequate surplus to see them through the lean periods.

"Railroad earnings are below 2¼ per cent; although the Commission set 5¼ per cent on the Commission's own valuation as their permissible earnings before recapture, this is net railway operating income to which is added certain non-operating income, and from which non-operating expenses, chiefly interest on funded and unfunded debt, are taken, so that it is not actually net income in the sense most businesses apply that term. The amount the railroads may earn being subject to the Commission, there is little or no flexibility in times of depression.

"Railroad credit, purchasing power, and em-

ployment have been so greatly curtailed by this condition as to be a major factor in depression.

"The rate increase being universal and thus absorbed generally without affecting the competitive price of merchandise, except that sold on international markets, the advance should, through stimulated buying and employing of the carriers, aid rather than retard industrial recovery.

"Over five billions of dollars are invested by savings institutions, trust companies, and insurance companies, in rail securities. Failure of these securities to maintain their integrity and earning power will not only render railroad financing impossible, but will weaken the nation's financial situation at a time when the strengthening of it is a paramount necessity.

Local Benefits Foreseen

"From a purely St. Louis standpoint we have considered these factors: Railroad transportation is St. Louis' chief enterprise. St. Louis is the second railroad center of America. It has the headquarters of six trunk lines and

several terminal companies, and no city is being hurt by the railroads' predicament more than St. Louis.

"A large number of our St. Louis manufacturers cannot exist without railroad patronage—a great many of them have been built up on railroad patronage alone.

"We Americans have always been willing to pay for improved service. During the last few years our railroad service has become increasingly efficient, and while there have been freight rate increases in that time, yet during this same period freight rates have been consistently whittled down.

"This whittling in the nine years since 1922 has cost the Class I railroads \$6,580,000,000 in revenues. Over 6,000 individual rates have been decreased and wholesale decreases of this kind affect revenues as much as vertical decreases, but never receive the same publicity."

Celebrated His Golden Jubilee

EUGENE ZIEGLER, veteran agent at Mayville, Wisconsin, in July celebrated fifty years of continuous service with The Milwaukee Road as station agent at Mayville. Mr. and Mrs. Ziegler kept open house one Sunday and most of Mayville's population called to congratulate the popular couple.

Mr. Ziegler began his railroad career as an assistant at the Mayville station, and on July 5, 1881, was appointed its agent, which position he has since held.

In the days when the Northwestern Iron Works were in the heyday of their prosperity, Mayville was one of the most important stations on the railroad, with yearly receipts of more than two million dollars; and as high as 550 cars were handled daily in the yards, with a station payroll, including trainmen, of \$10,000 monthly.

Leases Land to Bureau of Fisheries

Government Bass Pond at La Crosse

THE construction and maintenance of a bass pond at the Bureau of Fisheries in Riverside Park, La Crosse, is now assured by a grant of the use of 600 feet of land owned by the Milwaukee Company south of the La Crosse River between Riverside Park and the railroad tracks.

The railroad reserves the right to retrieve any part of the land it may wish to use for its own purposes.

Lon Kendall Dies

THE many friends on The Milwaukee Railroad will be saddened to learn of the passing of Lon Kendall, for twenty or more years yardmaster for this company at Council Bluffs, and for as many years thereafter, general yardmaster for the Union Pacific Railroad at Omaha.

Mr. Kendall's death was from heart disease, and up to the time of his going, he had been in his usual good health. For two years he had been on the Union Pacific's pension list, and he was enjoying the evening of his days in travel and visiting among his old friends. Mrs. Kendall died about five years ago.

Fire Prevention

L. J. Benson, General Superintendent of Police

INFORMATION received from our insurance brokers is to the effect that the estimated total cost of railroad fires to one of the carrying associations for the year 1930 was estimated at \$1,779,133, caused by involving 931 fires, an average of approximately \$1,911 per fire, and it is safe to assume that the same percentage would hold true in all companies handling this type of insurance.

An analysis of listed major causes and losses is as follows:

Careless smoking	\$334,048
Adjacent property	102,780
Spontaneous ignition	307,789
Wrecks, collisions and derailments	320,885

Undoubtedly sparks from passing locomotives are blamed either justly or unjustly for more fires than any other cause on the railroad, an accusation which is not borne out by losses attributed to this cause during the year 1930, but to be protected against losses caused by this deficiency, it is of the utmost importance that the front ends of all locomotives be thoroughly inspected before going out on the line, a procedure which is absolutely necessary when any locomotive is under suspicion of having caused a right-of-way fire.

In the care of locomotives it is, of course, necessary to see that the fire boxes are kept closed and the fireman instructed in regard to the necessity of avoiding the cleaning of fire in the vicinity of combustible materials or at any location where a fire might spread to adjacent properties.

We call particular attention to the large loss caused by careless smoking, and in this connection would ask that this hazard be borne particularly in mind in locations where there is a large accumulation of combustible materials, such as in the record rooms, freight houses, paint shops, oil storage and gasoline handling section. Apparently in most instances it requires drastic action to control this hazard, but if taken in hand vigorously, and the rules rigidly enforced, losses from this cause can be prevented.

We are always dubious of fires which are listed as being caused by spontaneous ignition, because in a number of instances this cause is used as a blind either for some careless method of handling, or to cover up well known structural and storage defects.

A number of fires in adjacent properties can be prevented if these locations are visited in a friendly manner by inspectors of the railroad, and advice given in regard to the elimination of common hazards, and the maintenance of proper housekeeping in adjacent yards.

Wrecks, collisions and derailments are, of course, operating problems and fires caused by these accidents are very often attributable to the sequence of events following the disaster. It would be well,

however, to caution all train crews about the serious possibilities of causing fires and explosions in these wrecks by the thoughtless use of lanterns or open flames in proximity with wrecked cars carrying gasoline or other inflammable volatiles. The storage and handling of gasolines, oils, paints, acids and oily waste has been a very prolific cause of fires in the past, and without going into all of the details of methods of handling we would urge that these features be carefully watched in regard to installation and maintenance; this precaution is particularly necessary in handling gasoline in air brake rooms, and the proper storage and handling of this material.

With the existing depression, accompanied by a severe shrinkage in revenues, there seems to be a tendency on this railroad to retain wood smoke jacks in the roundhouses. This is a very decided step backwards, because it not only introduces a serious fire hazard in important locations, but is not an economical method of handling this problem when the cost of maintenance and replacement is taken into consideration.

Ordinarily, oil torches, with the exception of those necessary for close inspection of locomotives, should be avoided in the roundhouses as far as it is possible. During the last year these devices unnecessarily caused a fire loss of \$20,475, on all railroads, and it would seem that the use of guarded electric bulbs on extension cords designed for heavy duty is practical. It seems unnecessary to mention the necessity of keeping these torches out of clothes lockers and to bring out the fact that they introduce a serious fire hazard when placed on combustible sills or in contact with combustible materials.

Another feature, due to progress in transportation, is the handling, storing and filling gasoline equipment in the roundhouses. Insofar as it is practical to do so, this work should not be done in these facilities where the presence of open fires introduce serious possibilities of explosion. We would strongly recommend that where such work is necessary in these locations that all gasoline be re-

moved before the gasoline units are placed in the building, no work done over pits or depressions in floors, the area well ventilated and the section used for this work cut off from the remainder of the building by a vapor type partition having a fire-resistive classification of not less than one hour.

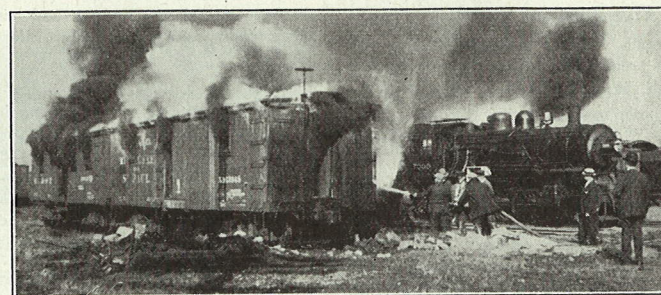
In the use of oil-burning equipment, such as fire lighters, rivet heaters and tire setting rings, the oil should always be introduced to the burner by an aspirating effect, rather than by direct shop pressure; if direct pressure is used it should be cut down to not over 35 pounds and relief valve installed to see that this limit is not exceeded. A number of serious fires caused by this deficiency have been narrowly avoided which might have involved very important structures.

Through the roaming tendency of the unemployed, a serious hazard is introduced at and near all wood bridges, the abutments of which are quite often used for building fires, which may involve the sub-structure, and being in isolated locations may assume serious proportions before they are discovered. It is, therefore, essential that all grass, weeds and other combustible materials be removed from under all bridges and proper first-aid protection, consisting of barrels and pails, maintained.

At the present time, and there doesn't appear to be any immediate chance of improvement, there are an enormous number of cars of various types and descriptions stored in isolated and unprotected yards. To our mind one of the best systems of preventing a conflagration in this equipment is the removal of all combustible materials, the closing and nailing of all side doors and top hatches, and the maintenance of 100-foot fire lanes between cars in these storage areas.

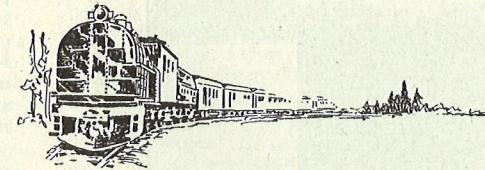
Our most serious losses are usually to rolling equipment. This should have these safeguards when in storage areas, and it must also be protected against the roaming element when in transit.

FREQUENT INSPECTIONS PREVENT FIRES



Engines of the Milwaukee Road are practically all equipped with fire hose to combat any fires originating in the yards or along the right-of-way, as illustrated in the picture, which shows engine 7000 so equipped, in a demonstration in the Twin City Terminals in the interests of Fire Prevention.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company



CO-OPERATION

The efficient handling of the business which comes to us through solicitation or otherwise is essential in order to maintain friendly relations with our customers.

Co-operation is the keystone of efficiency, for without it we could not expect to maintain our high standard of courteous service; it is the underlying factor which governs the very existence of our railroad. The character of service rendered, the expeditious handling of both freight and passenger traffic, and the maintenance of friendly relations with the traveling and shipping public all depend upon the desire of one employe to work in harmony with another, thereby accomplishing good results which reflect to their mutual advantage.

The impelling spirit of co-operation among the members of the Milwaukee family is of considerable value in meeting the competition of other transportation agencies. Your earnest efforts to be of assistance during these trying times have resulted in the handling of our share of the available business with safety and dispatch, and in spite of the economies in operation which we have been forced to make there has been no laxity in efficiency.

It is of vital importance that we continue to exercise good team work and manifest to the public our sincere desire to be of service.

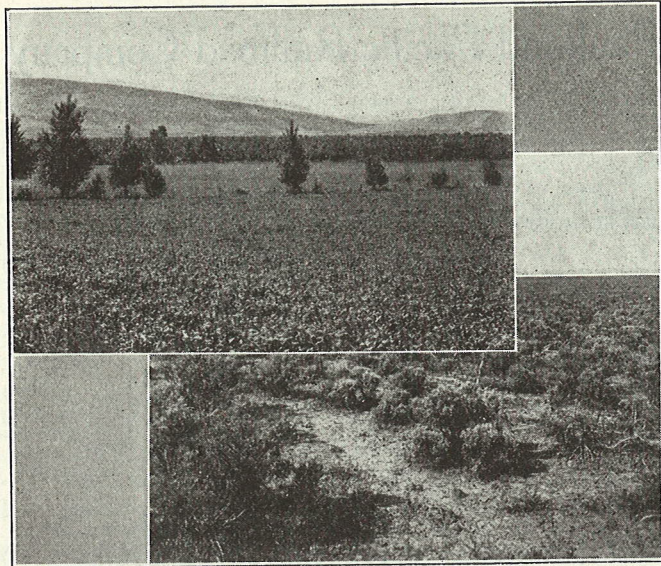
Contributed by G. M. Dempsey, Safety and Fuel Department

J. D. Finck
Vice President.

Chicago, Ill., September 1, 1931.



The Agricultural and Colonization Department



Lower: Before Irrigation. Above: What the Water Does to Sage Brush Land.

Kittitas Valley Completes Irrigation

Settlers Stuck Tenaciously to the Job of Getting Water

IT isn't easy to wait 30 years to be able to say "I told you so." That, however, is just what the "old timers" in the Kittitas Valley had to do. They began telling the world early in the '90s that their valley was one of the garden spots of the world; all it needed to make it bloom was water—irrigation.

They based their statements on the results secured by individuals along the streams in the valley, who had used flood waters for irrigating their farms. If these few could do so well, the people of the valley knew that all the whole valley needed was water. But, one disappointment followed another; they began organizing an irrigation association, and seeking public aid in 1892; then came the panic of the '90s, and one thing after another, until 1925, when Congress made an appropriation for the Kittitas division of the Yakima Project, and work began.

Each year since, the work progressed, until recently when the High Line Canal was completed and 30,000 acres were added to the watered lands. Now nearly all the irrigable lands in the valley are under water and the "blooms" are com-

ing just as the early settlers said they would.

It has all been worth while. The valley has justified the long wait for water. The fields of alfalfa, grains, vegetables, peas, potatoes, tree fruits, small fruits, and luscious pastures populated with herds of good livestock, are there to speak for themselves. These good fields only serve to point out to those in the valley that what is needed now is more settlers, more farm neighbors, and more village citizens. It is said that there is room for 3,000 more farmers in the valley beside many more people in the cities and villages.

"We'll get our new neighbors," is the aim of all who live in the Kittitas Valley in Washington. They are sure of it because of the fact that they now have plenty of water for all the farms. Then, too, they have built their roads, schools, phone lines, electric lines and villages, with an eye on attracting good citizens who will come and make the valley a permanent home. They have done their job well so far, and demonstrated that they can stick to a job until they win and are able to say, "I told you so."

It will be a pleasure for the Agricultural Development and Colonization Department to send new neighbors to the "Old Timers" of the Kittitas, and assist them in the completion of the work they have so long labored to see completed.

Back to the Land

Colonization Is on the Increase in the North

I TELL YOU it did us good to take a recent extended trip covering three weeks going through the farming areas along our line in northern Wisconsin and Upper Michigan. We visited farmer after farmer, and a large number of business men. We saw a farming country in the making. We could visualize the future, for interspersed everywhere on the good cut-over lands, are farm homes and big red barns that are monuments to thrift, industry, and the good judgment of the settlers.

Page Fourteen

ing eyes to the time when these lands will be agriculturally productive.

North of Merrill, thirty-three new settlers, and in Marinette County, 150 new settlers have moved in during the past 12 months. There is a decided move towards "back to the land" in the cut-over areas along our lines. People are learning that every day spent in clearing out a farm on cut-over lands is time well spent in that it provides a home with all its self-sufficiency.

One of our division superintendents said: "I can think of no one thing our road could do that would have more lasting benefit than to encourage the settlement of our worth while agricultural cut-over lands." To recommend areas suitable for settlement was the object of the trip made by J. G. Wegner and Leon H. Robbins of the Agricultural Development and Colonization Department.

Cattle and Sheep Moving East Ranchers Securing Feed Ranges for Their Live Stock

THE combination of low market prices and lack of rainfall has created a critical situation in eastern Montana and the western Dakotas. There is insufficient feed in a large part of the range area to carry a normal supply of live stock, let alone the increased numbers held back from market due to low prices.

To relieve the situation and make it possible to feed the market in an orderly manner, thousands of head of sheep and cattle have been shipped from the drought territories to range in the eastern Dakotas, and western Minnesota. Many ewes have also been sent to pasturage and feed lots in our Central States.

The whole problem of moving these thousands of sheep and cattle from the areas of scant supply to territories where there is an abundance of feed has been one of co-operation. The Traffic Department has looked after the shipments while our agricultural men have been arranging for pasturage and other feeds as well as interviewing rangemen who needed to move their stock. The movement of this stock, in an emergency, has demonstrated what teamwork can accomplish when properly directed.

Sheep Feeding Conferences

Iowa and Dakota Farmers Study Market

Outlet for Cheap Feeds

IOWA farmers in fourteen counties sat down in one of The Milwaukee Road's conference cars, and studied and discussed a method of marketing cheap feeds in the form of fat lambs and sheep.

At the fourteen meetings, 816 farmers tossed their experiences and questions to one another, and to expert sheep men furnished by Iowa State College, and the Agricultural Development and Colonization Department of the railroad. The interest in the meetings was unusually keen, farmers driving as far as 85 miles to attend. At the Huxley conference, sheep-minded men came from Story, Boone, Marshall, and Hardin Counties.

Each conference was made possible through the co-operative efforts of Iowa State College, the local Farm Bureaus, County Agricultural Agents, and The Milwaukee Road. Mr. C. W. McDonald, sheep and wool specialist, Iowa State College, and W. R. Hauser, agricultural development agent, The Milwaukee Road, were the experts in charge, and lead the discussions.

An interesting feature of the meetings was the large number of farmers who are earnestly looking for an outlet for their cheap home-grown feeds, and prefer to market them through live stock. They evidenced a sincere desire to diversify their feeding program, preferring to feed one or more carloads of sheep along with their hogs and steers. Surveys of the sentiment showed that where proper financial arrangements can be made, many carloads of western range lambs will be finished into toothsome chops and legs, on Iowa corn, oats, and hay.

The meetings began July 20th and closed August 4th. They were held at the following Iowa towns: Rock Valley, Hartley, Spencer, Emmetsburg, Algona, Garner, Fonda, Rockwell City, Sac City, Storm Lake, Jefferson, Adel, Huxley, and Melbourne.

An idea of the trends of the discussions and the thoroughness of the presentation of the problems that confront feeders of sheep may be gained from a list of the subjects considered. They were in part: feed rations, shelter, diseases, parasites, feed troughs, hay racks, buying feeders, systems of feedings, and marketing.

At nearly every one of the conferences, men who could be relied upon, stated that there would be a larger number of sheep and lambs fed in Iowa this coming winter than ever before. The farmers are intensely interested in this additional outlet for their feed crops. They are going to try out the methods used by a few of their neighbors, and those presented by the sheep specialists.

South Dakota Had Conferences, Too

Previous to holding the sheep feeding conferences in Iowa, sixteen meetings were held in South Dakota. The same co-operative arrangement with the college, county agricultural agents, and The Milwaukee Road made the meetings possible in that state. The meetings were held at these South Dakota towns: Mobridge, Selby, Faulkton, Eureka, Ipswich, Aberdeen, Britton, Webster, Milbank, Sisseton, Redfield, Woonsocket, Wessington Springs, Howard, Flandreau, and Fairmount, North Dakota.

South Dakota State College was represented at the conferences by "Bill" Schnaidt and A. L. Eberle, who were particularly instructive with their remarks about marketing and the proper time of the year to sell. At these Dakota conferences our department was represented by Evan W. Hall, Paul Lewis, and Wade Hauser.

The Milwaukee Road furnished two cars at all of the conferences. One was a conference car, where the farmers and other interested people sat in comfortable seats and discussed the problems of sheep feeding. A big blackboard served to illustrate the points brought out. The other car was divided into several pens. Representative sheep purchased on the open market were in the pens, giving

concrete evidence of market prices and classifications. The farmers could see just how their lambs would sell by comparison. There were also model pens, shelters, feed troughs, hay racks, etc., in the car that attracted considerable attention.

Results are beginning to be felt, due to the conferences. Feeding and range sheep have already been shipped into Sisseton, Milbank, and Wessington Springs. Brown County farmers plan to winter feed over 16,000 head of lambs. No doubt as time goes on there will be accumulative results that can be credited to the conferences creating a desire in the minds of the farmers towards turning low priced grains and hay into market topping lambs and mutton.

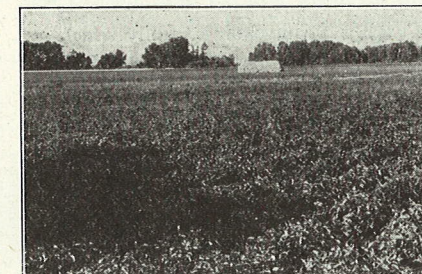
Rolling Grain Grading Schools

Iowa Dealers and Farmers to See What the Market Demands

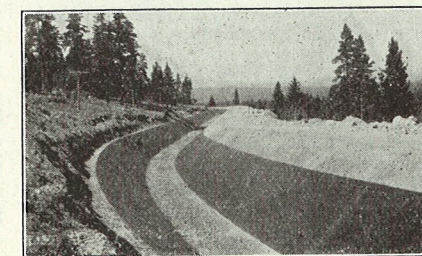
IT is no small job to be able to supply Mrs. Housewife with a uniform quality of grain products week after week and year after year. Corn meal, wheat flour and oat meal must not vary. If it does, steady customers are lost and the market for grain products suffers to the extent of the dissatisfied purchasers.

To acquaint elevator managers and farmers in Iowa with the requirements of our grain markets and consumer demands was the purpose of the Grain Grading Schools. The schools were conducted by the U. S. Department of Agriculture and Iowa State College. They were schools on wheels, moving from place to place, through the co-operation of The Milwaukee Road.

In the cars of this rolling school were samples of grain, moisture determining equipment, and other instruments used in determining the grades of grain. Instruction was given to the grain buyers by experts from the Grain Supervision Division of the U. S. Department of Agriculture. Problems in crop production were discussed by the agronomy division of the Iowa State College. The grain dealers conferred regarding their problems and, through their experiences ex-



Potato Field, Kittitas Valley



Completed Section of the New Kittitas High Line Canal

changed at these conferences, they will be able to better serve their communities.

These Grain Grading Schools were held in nine Iowa towns, beginning July 7th and closing July 17th. The towns having these schools were: Hawarden, Emmetsburg, Garner, Nora Springs, Tama, Melbourne, Madrid, Coon Rapids, and Mapleton.

Reclamation Exhibit Planned

Railroad Men Help Government Officials

THE Century of Progress will have as one of its main attractive features, an exhibit showing the progress that has been made on the irrigated lands during the past one hundred years.

That fact became an established one when Dr. Elwood Mead called a meeting of agricultural development and colonization railroad men together in one of the offices of The Milwaukee Road. The railroads represented were the Southern Pacific, Union Pacific, Burlington, Northern Pacific, Great Northern and Milwaukee. In addition, Mr. Burlew, administrative assistant to the Secretary of the Interior, and Dr. Brown, chief economist of the department, were present.

These men, with R. W. Reynolds, commissioner of the Agricultural Development and Colonization Department, laid the foundation plans upon which the exhibit will be built. They surveyed several written, and many expressed desires to make this exhibit one that would properly portray the benefits to be derived from the reclamation of arid lands.

Montana Will Speak

New Association to be Official Voice of State

MONTANANS, Inc., is the name of a new state-wide organization that has welded together hundreds of the leading citizens of Montana, who propose by united effort to let the rest of the world know that Montana is on the map.

The banker, the miller, the miner, the professional man, the rancher, and the farmer, dyed-in-the-wool Montanans, men who know the state, expect to be able to present the proper picture of the state to the state's own citizens, as well as to folks of other states and other countries.

The move is a splendid one. Montana, like any one of the other states, has its advantages, its resources, and its splendid citizenship that deserve being advertised, if you choose to call it that. Certainly the state has latent resources that need development, and some organized body is needed to represent the state as a whole.

Our Agricultural Development and Colonization Department is very much interested in the formation of this association.

Two Big Ones

AT Norway, Michigan, over 3,000 farmers, business men and their friends gathered for a most pleasant day of good fellowship July 29th. The very next day at Escanaba, Michigan, over 5,000 people were on hand at Pioneer Trail Park for the same purpose.

Page Fifteen

Old Days on The C & M Division

N. E. Thompson, Agent, Somers, Wis.

ALTHOUGH living almost within a stone's throw of Chicago, it has been nearly fifteen years since I last visited the city. While I had read much of the wonderful progress that had been made, I was amazed on a recent trip to the city to see the great improvements that had been effected.

Standing out among those towering structures, was our own Union Station, the grandeur, extent and convenience of which an unsophisticated country man had formed only a faint conception.

My first trip to the city was in 1875, when I passed through the old wooden structure of a wooden station by the river side, below the street level, to go to work as clerk and operator at the Union Stock Yards, under our agent, M. J. McGuire. Getting to the Yards much open country was passed through. My memory reverting to those days, I thought perhaps something of the early personnel of the C. & M. Division would be interesting. T. C. Hatch was agent, and Blair, a wonderfully smooth sender, was operator at Union Street. At Western Avenue, which was the only yard we had then, George Creighton was yardmaster; P. C. Eldredge and Port Haven, operators, and J. V. Wilson, roundhouse foreman. Although there were two nice station buildings, one at Villa Ridge, and one at Montrose, Grayland was the first open station, Whittlesey, agent.

J. Ryan, a one-armed Civil War veteran, was agent at Morton; Frank Hardy at Deerfield, and L. A. Soule at Libertyville, now Rondout. C. A. Goodwin was agent at Gurnee, and at Wadsworth, where an eating house and coal shed were maintained, Frank McCracken was agent.

J. A. Halsey was at Truesdell, and at Western Union Junction, now Sturtevant, the junction with the Western Union Railroad, Racine to Rock Island, Phil Fry was agent, with Northrop and Stewart as operators; and Bill Shields, a well known character on both roads, was baggageman and police officer.

The Western Union used our tracks to Milwaukee, where they had their own yard forces. D. A. Olin was general manager of that line and D. L. Bush was superintendent. Razine "Z" at Western Union Junction was a busy office. All business, and there was much of it, was relayed there. Bush, Coulter, Northrop and Lynch (now chief operator "CG") were made repeat men by the heavy work they had.

H. L. Eager was agent at Franksville, Frank McGravey at Oakwood, and Frank Bathcelder at Lake. W. W. Collins and Patter, days—Chaney, nights at "Q," the Milwaukee yard office.

S. S. Merrill was general manager of The Milwaukee Road; J. C. Gault, assistant general manager; A. V. H. Carpenter, general passenger agent; O. E. Britt, general freight agent; H. P. Elliott, freight claim agent. The general offices were located a few blocks north of the Reed Street bridge, across the river from the old passenger station.

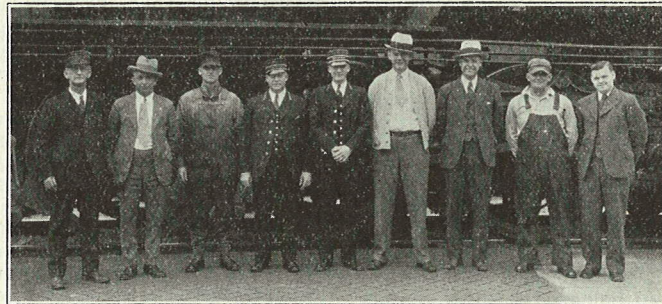
With the exception of Franksville and Gurnee, all the stations had water tanks.

With only one wire between Milwaukee and Chicago, "A," "G" and "Z" were on the air most of the time. "Z" was the only night office between the terminals.

Frank Lyman, F. W. Underwood, G. Tears, L. W. Beardsley and George Clinton were among the early passenger conductors. Ben French and John Cull had charge of the way freights.

Train orders were sent over the superintendent's name by Dispatchers Batchelder and Foster. All trains approaching Wadsworth had the right-of-way. I recall an order, Milwaukee to C. Nourse, conductor: "Run wild, Deerfield to Western Avenue, but do not pass Hohman (a blind siding near Northbrook) until B. Webb's wild train north, has arrived. R. S. Repeat O. K., R. S.?" No time, and only one copy. Green was the train order signal.

Well, here I am, where I have been since 1877. Some time since, on visiting my ancestral home, on scanning the register in the hotel, the clerk remarked, "Somers, Somers, where is Somers?" I told him I was surprised that a man in his position should ask that question.



All Working on the Railroad

HERE'S a railroading family which in total service has been with the Milwaukee Road for nearly 200 years. They are Frank R. Shipley, of Cross Plains, Wis., and his four sons and four sons-in-law.

The group assembled recently in Madison, Wis., for a family reunion, the occasion being the retirement from active service of the senior Mr. Shipley, who had just completed 50 years in the service of the Milwaukee Road. The past 29 years he spent as agent at Cross Plains. There he reared his family and there his four sons caught the railroad fever, as most boys do who live within sight and hearing of the roaring trains. But unlike so many youngsters, these boys did become railroad men. The daughters in the Shipley household, not to be denied the romance of the rails, all married railroad men.

Standing in order of service, from left to right: Frank R. Shipley, agent, 50 years; Wm. Brown, conductor, 29 years; Jay Shipley, engineer, 28 years; Frank

Somers is situated in the center of the great cabbage area of Wisconsin; the home of M. A. Rasmussen-Somers Produce Company—the cabbage king of Wisconsin, whose shipments along the line run well over a thousand cars annually.

Some men have gone forth from here whom we are proud to mention: the three Mitchell boys, whose father said no matter in what part of the field the boys were planting corn, the rows all circled to the railroad track. G. F., a train dispatcher for the Central of Iowa R. R., and John A., station agent, have both passed beyond. C. W., passenger conductor and efficient guardian of the millions entrusted to our pension fund, went from here. Much of Charlie's ability, which has drawn commendable mention as chairman of veterans' meetings, was acquired in the old Somers Lyceum Society. Others were Wm. Cooper, Thomas Cox, O. C. Tobbert, who became train dispatcher, and Manly T. Skewes, assistant superintendent, graduated from here.

With children and grandchildren in the same community, surrounded by the friendship of old and new co-workers, and having done something to encourage the lives of young people with whom we come in social contact, we feel the life of the agent has not been in vain; that he is content to be a "doorkeeper" in the obscure town rather than a dweller in the "tents" of the city, surrounded by its temptations.

Shipley, brakeman, 23 years; Willard Shipley, brakeman, 16 years; William Kline, chief clerk, 16 years; Robert Shipley, chief yard clerk, 15 years; Charles Hohl, conductor, 11 years and Rolland Busch, clerk, 4 years.

A New Swiss Cheese Factory

FIVE farmers in the town of Schley, near Gleason, have introduced a new industry in Lincoln County, Wisconsin, where they started a Swiss cheese factory. Organizing a co-operative known as the Schley Swiss Cheese Co-operative Association, they have built a one-story building with a full basement. A cheese maker from Germany was hired and production has begun. Since it started, in April, the factory has made 49,000 pounds of Swiss cheese and 2,000 pounds of brick cheese. The Swiss cheese will not be ready for the market until September.

The Car Department on Lines West

F. D. Campbell, Asst. Supt. Car Department

(Mr. F. D. Campbell, assistant superintendent Car Department, in charge of lines Moberg and West, entered the service of the Milwaukee Road in May, 1879, as a switchman at Farmington, Minn., and started in the Car Department in 1882 as carpenter and cabinet maker at Minneapolis Shops and Minneapolis Coach Yard. He held this position until 1892, when he was promoted to night coach yard foreman at that point. In 1893 Mr. Campbell was appointed car foreman at Aberdeen, S. D., which was then the western terminal of this railroad. In 1907, when the construction of the Pacific Coast Extension was under way, he was appointed general car foreman, which position he held until June, 1917, when he was appointed assistant master car builder, and in October, 1927, appointed to his present position. Mr. Campbell has been on Lines West from its very beginning and has been successful in surmounting many difficulties, some of which were very trying, especially during and immediately following construction days. During all of his career on Lines West, he has organized the shops, facilities and forces for the handling of car work, which included some very heavy rebuilding of equipment, and construction of new equipment.)

ABERDEEN, S. D., which had long been known as the Western Terminus of the Milwaukee Road, was all agog with excitement when the proposed extension of the railroad to the Puget Sound country was first announced, and with the beginning of the new line was destined to lose its position as a frontier town and instead take its place as a growing city on a transcontinental railroad. Naturally there was a large increase in business handled by the railroad through Aberdeen Yards, with so much special construction equipment, supplies, and material for the building of the new railroad, passing through. It devolved upon me as car foreman at that station, and my forces to look after the equipment used in the early beginning of the new construction, and as the line was extended the car repair work was handled from Aberdeen, which still remained headquarters of the Car Department in that territory.

It was in 1906 that real activity was first manifested, a large material yard being laid out at Glenham, S. D., from which point the new line was to be laid to Moberg on the Missouri River. Early in the spring of 1907, the Missouri River having been reached by the new line, a temporary pile bridge was constructed over the "Big Muddy" and the line extended westward to the temporary town of Cashmere in the Standing Rock Indian Reservation, where another yard was laid out for assembling of material. Meanwhile the piers were being built for the permanent steel bridge across the Missouri River.

Up to this time Car Department work was, as mentioned, handled from Aberdeen, men having been sent from that point to handle repairs to equipment as needed, but in the fall of 1907 the car

repair work having increased and the railroad having been extended considerably, it was deemed necessary and desirable that a repair point be established on the new extension, and Moberg, S. D., was selected as the logical location. The first crew of men located for handling car repair work on Lines West, consisted of four men.

Toward the close of that year, the line having reached Marmarth, N. D., and the amount of special equipment, also equipment in regular freight service, having increased, it became necessary to locate additional repair points, therefore, facilities and forces were located at the new terminals McIntosh and Marmarth. Two car repairmen were located at each point, and the forces were increased as demands were made on the Car Department for handling the additional work. At Marmarth the forces were increased considerably as the railroad service was extended westward from that point, and in later years a car shop was constructed to comply with the laws of the state of North Dakota. Unfortunately the building was not used to any great extent on account of changes in policy.

Up to this time our headquarters were still at Aberdeen, but in the forepart of 1908, Mr. M. M. Maine, district master mechanic at Minneapolis, was appointed general master mechanic on Lines West, and I was asked to take charge of the Car Department, being appointed general car foreman with headquarters at Miles City. In the same year the plans for the construction of the shops at Miles City were completed and received, so that construction was started and the Car Department forces organized in June of that year. Since the inception of the Car Department at Miles City, the forces have varied from 50 to 350 men, but with the advent of more modern equipment and less repair work being required, the forces were gradually reduced until at the present time we have about 90 men.

Nothing of any great importance had transpired up to that time, other than the usual routine of work in the Car Department, such as handling of the regular repair work, which, of course, was considerable, inasmuch as we had a great deal of wooden equipment, and handling of minor derailments which occurred quite regularly due to the new construc-

tion. During that year we were furnished a 100-ton wrecking derrick at Moberg and another of the same capacity for use out of Miles City.

In the spring of 1908 we had a great deal of difficulty keeping the railroad in operation west of Miles City because of the high water in the Musselshell River, as well as in the Missoula and Big Black Foot District between Garrison and Missoula, Mont. At that time we were operating three car passenger trains from Miles City to Harlowton, Mont., where the new line connected with the Old Montana Railroad, familiarly referred to as the "Jaw-Bone Line," and which extended from Lombard, Mont., to Harlowton, and then to Lewistown, Mont. During that time the old right-of-way of the Montana Railroad was still in use, and as same followed the course of the river of the sixteen-mile creek in the canyon, there were excessive grades and severe curves. All of these were eliminated by rebuilding of the line, shortening same considerably, and building many tunnels and bridges.

The coal mines having been opened at Roundup, Mont., and considerable coal carrying equipment being placed in service out of this point, it became necessary to install facilities and a small force of carmen, which was done in 1908, and we still maintain practically the same forces at that point today. During the same year we organized Car Department forces at Harlowton and after the terminal was completed at Three Forks, a car force was established at that point, fifteen men being employed, and the car repair work on the Old Montana Railroad was discontinued, the line being taken up and equipment disposed of.

In July of that year, car repair forces were also established at Butte, two men being employed, and in the following year, 1909, a small crew of car repairmen was stationed at Alberton and another at Avery. It was in 1909 that it became necessary to organize a car repair force at St. Joe due to logging operations becoming extensive in that district, and a little later in the same year another crew was located at St. Maries, Idaho. Later the force at St. Joe was discontinued and all work transferred to St. Maries, which is still an important point, very extensive logging operations being carried out in that territory, especially on the Elk River Line, for which St. Maries is the terminal.

On July 6, 1909, a car repair force was established at Malden, Wash., and maintained for many years. At the present time this point has been abandoned so



Lake Itasca, Minnesota, Source of the Mississippi River

far as car repair forces are concerned, and the forces transferred to Spokane. Othello was established as a car repair point on July 8, 1909, and on the same date a small repair force was also organized at Cle Elum, Wash.

During this period a number of branch lines were under construction, and carmen were scattered about in work train service maintaining the equipment out in the field, which work was very difficult on account of lack of facilities and necessity for getting material to out-of-way places. However, as fast as the lines were opened for operation, we placed men permanently at such points as were deemed necessary.

It was in the early part of 1909 that the shops at Deer Lodge were started and a small force of men employed in the Car Department. The forces at this point have varied from 50 to 250 men, but as in the case of Miles City, modern equipment has resulted in less work at this point, and at the present writing we have approximately 90 men.

In that year freight service was inaugurated through to Seattle and Tacoma and in the fall of 1909 construction of the shops at Tacoma was started, and the Car Department headquarters were transferred to that point. In July, 1909, car repair forces were organized in Seattle, car repair work on the west end being handled at that point, and in June,

1910, the Car Department forces were organized at Tacoma.

(To Be Concluded)

Car Departments of Today

M. P. Schmidt

THE last few years have brought about a very much improved condition of our freight car equipment, this being principally due to the system adopted for schedule repairs by confining the various classes of schedule repairs to certain shops and it has thereby speeded up repairs, as these various shops concentrate on certain kinds of work.

The magnificent packing reclaiming plant established at Milwaukee Shops has now put us in a position to properly repack our cars and also repack foreign cars that may show up with old packing dates, and thereby enables us to get back the money we have paid out to other lines for repacking our cars.

While we undertook to repack our own cars out in the field prior to the establishing of the new packing renovating plant, yet it must be admitted that the work was not properly done, due to the fact that we did not have the packing properly prepared. The old oil could not be renovated and consequently much oil was wasted that is now being reclaimed and put back into use.

Axel Strand

F. D. C.

AXEL STRAND was born in Norway on April 15, 1882 and his schooling and technical training was all obtained in his mother country before coming to the United States. He passed away at Miles City, Montana, early in the evening of July 2nd. Up to that time he apparently enjoyed good health. He was residing in Tacoma, Washington, at the time of his death, leaving a widow, Mrs. Marie Strand, but no children.

His railway experience dates back to 1900, but during the intervening period he worked thirteen years for other railroad companies in the Northwest. It was March, 1913, that he entered the service of the Milwaukee Railroad and was appointed a car foreman at Deer Lodge, Montana, during October, 1916. Mr. Strand was appointed district general car foreman in May, 1917, and had maintained his headquarters in Deer Lodge until May 1st, this year, when he was transferred to Tacoma to serve in the same capacity, and he held that position up to the date of his death.

The passing of this man leaves a position that will indeed be difficult to fill, and he will be missed in this respect by his many friends and the railroad he so faithfully served. His absence will also be a terrible loss to the Car Department.

Accident Prevention

(Continued from page 9)



Martin Churchill

Work in a Safe Way

MEET Martin Churchill, section foreman, section No. 17, Mason City, Iowa.

Mr. Churchill started in the service of the Milwaukee Road as section laborer at Giard, Iowa, section No. 2, in 1885, under Section Foreman John Maloney, who, Mr. Churchill says, "always coached his men to work in a safe way." John Maloney was drowned in the big flood in 1896, around Monona. The track went out for miles around and seven or eight people lost their lives. Probably some of the old timers still remember this flood.

Mr. Churchill was promoted to section foreman, August 27, 1889, on section No. 1, at Giard, Iowa. He was foreman here about one year, spent about one month as section foreman at St. Olaf, on the Elkader Branch Line, and was transferred to the east section at Mason City, on March 27, 1890. He has been section foreman on this same section, working under quite a few different roadmasters, since that time, and still going strong.

Mr. Churchill had no injury to himself or any of his men up to August, 1928, when he was slightly injured while unloading rail, straining his side. This is the only injury in forty-six years of service.

Mr. Churchill says there are many changes in railroading now, compared to the "early days." Employees and officials both are taking more and more interest in Safety First. Also have many safety appliances now that were not thought of in those days. Mr. Churchill is heartily in favor of the Safety First movement and is a booster at all times. He attends all the Safety First meetings possible, and generally has some remarks to say in regard to Safety First.

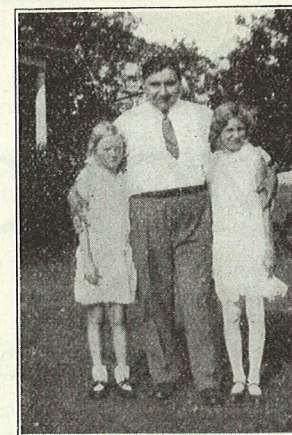
The Home Field

Wm. J. Kutter, Sectional Stockman

WHAT is more important to any of us than our lives or ability to enjoy life without suffering from ill health or physical incapacities? So what can be more important in our daily work than Safety First or Accident Prevention, which helps accomplish this purpose?

I personally think that we on the railroad have made wonderful strides in our Safety work, especially during the past few years. We have stopped many unsafe practices, have spent large sums of money for safer machinery and also for literature and Safety First propaganda.

There is one field in this line of work that I think we can still improve ourselves in. That is, the home field.



William J. Kutter and Two Nieces

I am reminded of this daily by our newspapers. It seems that not a day goes by that we do not read of some person being hurt. We read of children being bitten by dogs, run over by automobiles, falling out of windows and down stairs.

I think that all of us, not only those on our Safety committees, but all of our railroad employees can really do a wonderful piece of work by going out into the outside world after our working hours on the railroad, and teaching the things we have learned about "Safety First," and spreading the propaganda of Accident Prevention to those not as fortunate as ourselves in having the oppor-

tunity to learn and to hear the things we have in this line of work.

I would like to leave this thought with our Safety committee and no doubt with their help we can make this world of ours a happier and safer place to live in.

Galewood Repair Track Safety Record

THE Galewood Repair Track, under Foreman E. Buchholtz, has not had a reportable or lost time injury since July, 1930. During this ten-month period, a total of 200 men were employed during the first five months and 70 men during the last five months.

At this point no employee has reported at the foreman's office with a foreign substance in his eye since October, 1929, indicating that the goggle rule is being adhered to. All the men are equipped with goggles and the foremen watch them closely to see that they are worn at times when required.

Problems

We sent our men across the sea
For safety of democracy,
Into the plan to save the world
Our money and our men we hurled,
We faced the problems as we should,
The problems for the common good.

Another problem comes to hand,
Along the highways of our land,
And face it now as best we may.
We're killing people night and day.
So let's support the safety plan
And make our highways safe for man.
—PAUL RUSSELL.

THE SPERRY DETECTOR CAR

THE Sperry Rail Detector with its crew operating on the Iowa Division, received the following notice from the Perry Chief, June 11th. The Perry Chief Reporter for railroad news, is our own Ruby Eckman, who wrote this interesting account:

A crew has been over the Milwaukee with the new rail tester. It certainly is some machine and is built in a large car. In testing the rails they travel three miles per hour. We were told that they can see through six inches of solid steel. If a defective rail is discovered the machine paints the rail so it can easily be found. The car travels with its own power.

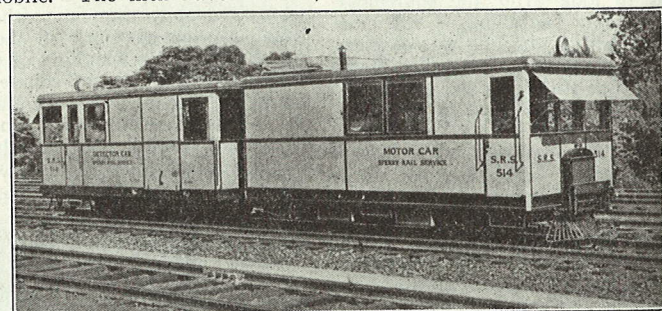
The Sperry Rail Detector car completed its work over the westbound tracks on the middle division and after the crew ate lunch at Perry they went on west on the western division. Roadmaster O. A. Miller was with the car all the time they were moving from Atkins to Perry and will come back here to join them when they make the trip over the east-bound tracks on the middle division. E. L. Bahls, a representative from Mr. Penfield's office in Chicago, and H. E. Hoyer from the division engineer's office at Marion, are also with the car. Hank, the errand boy who operates the motor car which follows the rail detector, is also from the Engineering Department in Chicago. There are three men from the Sperry Company with the machine on the western division. The equipment in the detector car and the power for its movement is furnished by a large gas-electric engine. The rail is first washed by a series of brushes on the car, which is moved ahead of the detector machine. The rail is then magnetized by another series of brushes and when a flaw is found in the rail, it is indicated on a

chart which is operated in the car. After a defective rail is found the machine is stopped and the roadmaster and representatives of the Engineering Department, get off, make necessary arrangements for its removal and then overtake the car by riding on the motor car with Hank, the errand boy. Hank is six feet five inches tall, but expects to get his full growth in a few more years.

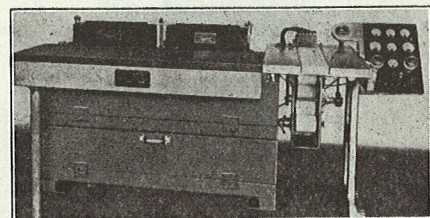
The sleeping car, which is a part of the equipment, is fitted with berths and is very comfortable as the Sperry men make their home on the car all the time. The front end of the sleeping car contains the engineer's compartment, which is similar to the driver's compartment of an automobile. The men have a radio,

and have things fixed up for a real comfortable home. They of course tie up as soon as it gets dark and if the conductor, roadmaster and Engineering Department men cannot get beds at a hotel where the car ties up, they use the gas car and go to the nearest town where they can get beds. The Sperry crew consists of an engineer, chief operator, assistant operator and helper. The work of watching the charts is very tedious and is handled alternately by the chief operator and assistant operator.

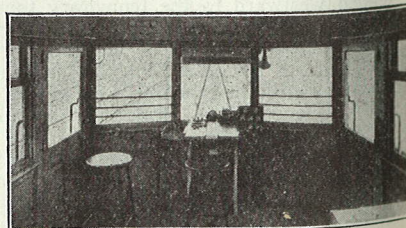
The Milwaukee Road was one of the first to make use of the Sperry service. This year's test has revealed only about one-half the failures in practically the same mileage.



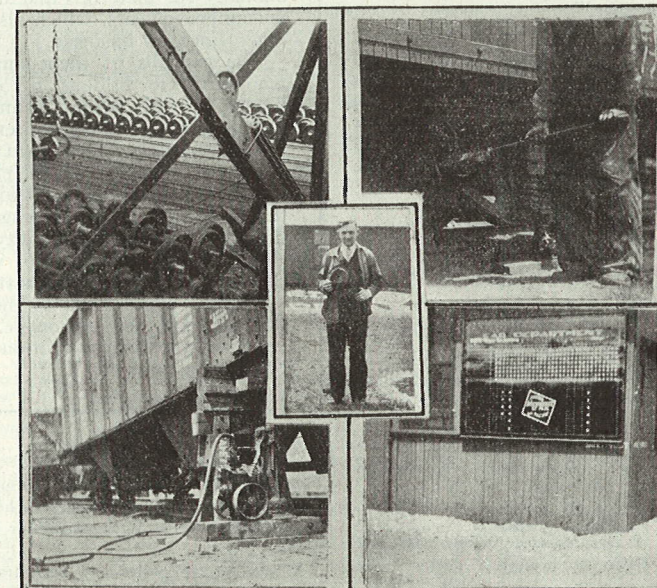
The Sperry Detector Car



Part of the Car Equipment



The Control Room

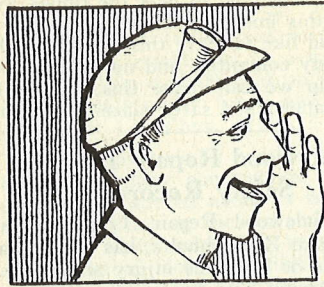


THIS group shows (1) Car Foreman H. L. Hewing; (2) the Car Department record board showing days without injuries; (3) method of blocking the cars when jack is used; (4) derrick with rings at end of chain for insertion over car axles, being the safest method known for handling mounted wheels; (5) pair of brass tongs which were devised for use in brassing cars, eliminating the necessity for employees placing their hands in the journal box.

Bensenville repair track and train yard, under Mr. Hewing's supervision, has completed 27 consecutive months with-

out a lost time or reportable injury. This is considered a very good record for the 70 men involved. The work of the men in the train yard at this point is considered quite hazardous, as over 90 per cent of the fast time freights, and there are quite a few out of Chicago, depart from Bensenville train yards.

In guiding his men in order to avoid personal injuries, Mr. Hewing has insisted upon strict compliance with all the safety rules, and because of the fine spirit of co-operation which he has received from his subordinates and the men themselves, a fine record resulted.



SAID TO BE HUMOROUS



It was little Willie's first ride in a railway train, and the succession of wonders had reduced him to a state of hysterical astonishment.

The train rounded a slight bend, and with a shriek of its whistle plunged into a tunnel. There were gasps of surprise from the corner where little Willie was kneeling.

Suddenly, the train rushed into broad daylight again, and a small voice was lifted in wonder.

"It's tomorrow!" gasped the small boy.
—C. & O. Magazine.

Thanks for the Ride!

"Where's the car, Dad?" asked the son of an absent-minded professor.

"Why, dear me, I really don't know," he said, scratching his head in an effort to recall the past. "Did I take it out?"

"You certainly did. You drove it downtown this morning."

"Well, now, that is quite remarkable," said the professor. "I remember now that after I got out I turned 'round to thank the gentleman who had given me the lift and wondered where he had gone!"

—Detroit Motor News.

50-50

A case came before a police court involving the ownership of an eight-day clock.

After listening to both sides, the magistrate turned to the prosecutor: "You get the clock," he said gravely.

"Oh, and what do I get?" asked the accused.

"Well, you get the eight days," replied the magistrate.

Almost a Collision

"I went West in '89," said the New Yorker. "How fur did ye git?" inquired the miner. "Buffalo," said the New Yorker.

"I went East the same year," replied the miner. "Went fur's Butte, Mont. Nearly ran into each other, didn't we?"

"I'll bet if I was married I'd be boss and tell my wife where to head in," declared the bachelor.

"Yes," retorted the old married man, "and I suppose when you get to a railroad crossing you honk your horn to warn the oncoming express to get out of your way, don't you?"

—Clipped.

A skeptical gent was Bill Teeter, He just couldn't believe his gas meter.

So he pulled out a match

And gave it a scratch—

"Why, good morning," he said to St. Peter.

Jensen: "What is the matter with the boss?"
Hensen: "He started for an important business conference and forgot his golf clubs."

Politeness

The motorist had lost his way on a country road. Hailing the first pedestrian he overtook, he asked the way to Pennville.

"I don't know that I can explain it very clearly," replied the pedestrian, "but if you'll take me in your car I'll point it out to you as we go along."

Mogul Mike Says:

THERE'S one thing you can say for the railroads, and that is, they pay their own way.

The aid given them by the government way back in the last century has been paid back threefold, plus interest—plus the development of the country!

They pay a whale of a lot in taxes, which goes for schools, local government and other public purposes—including good highways.

They spend billions of dollars annually for materials and supplies and improvements, which also help other lines of business.

The payrolls of their employees, amounting to billions of dollars yearly, are met promptly and help support local business concerns.

They maintain their own right-of-way and tracks, which, plus interest and taxes, costs about one-third of their gross earnings, and they keep their right-of-way open at all seasons, regardless of weather and without outside assistance.

All this comes back to the public in return for patronage.

What other transportation agency can say this?

"Good," said the motorist. "Jump in."
"First," directed the man, as he took his seat, "you drive straight ahead for about two miles."

When the two miles had been traversed, he continued: "Now, if you'll drop me here, I can show you the rest of the way without going along. Just turn 'round and go back three miles and there you are."

"Why didn't you tell me that in the first place instead of taking me two miles in the wrong direction?" demanded the motorist.

"I didn't want to hurt your feelings right away by telling you you were going the wrong way," replied the other, "and, besides, I live here."

—Kablegram.

Nice Doggie

"Does your dog chase cows?"
"No; he's a bull-dog."

Switch Shanty Reminiscences

By Than McCool

"THE top o' the morning to you, and that's a mighty fine caboose for the likes of you fellows to be travelin' in."

The speaker, pipe in hand, as usual, and with the customary twinkle in his eye, was Brian O'Rourke, veteran switchtender in the lower yards, affectionately known to his fellow workers as the "King," because of his insistence that he could trace his lineage direct to the early kings of Ireland, including the able warrior, Brian Boru.

His audience consisted of the way freight crew, "on the spot" in the yard clerk's shanty, awaiting the arrival of the branch line connection.

"Yes sir, them is surely fine cabooses the company is providin' these days. All steel and built-in bunks. I've just come from lookin' it over and it's a daisy. Some of these days I'll be takin' a lay-off and make a trip with you. 'Tis many a day now since I've spent a night in a 'crummy' as we used to call 'em. But many's the night I've put in sleepin' in one. That was back in the days when I was brakin' for Con Kelly. You knew Con, did you? There was a man for you. A finer one never drew breath than Conductor Cornelius Kelly."

"Con never cared much for sleepin' in a caboose. He'd avoid it whenever he could. Just some idea of his, but for the life of me I never knew why. Of course we were always playin' tricks on one another. Like the night Con went to bed earlier than the rest of us and we put up a job on him. That was years ago but I well remember it."

"'Twas a hot July night and we'd put in a hard day on the way freight. Our caboose was spotted on a mill track and the doors and windows were open to let a breath of air through. We'd smoked for a while when Con up and told the head-end man and myself to go to bed or get out as he was turnin' in. So we left and the two of us were walkin' up to the station to kill an hour or so, when we heard the whistle of an extra pullin' in."

"Now Haggerty, the lad who was workin' the head-end with us, was a great hand for playin' jokes. Says he to me, 'we'll have a bit of sport with the old fellow,' meanin' Con, of course, though we never let him hear us calling him that."

"So up we go to the hogger on the extra, which had pulled up to the station by the time we got there, and we told him what we were up to. He was game. I've forgotten his name now, but that's no difference."

"In them days we didn't have electric headlights, so Haggerty climbs up on the pilot and throws a gunny sack over the light. The hogger idles his engine onto the mill track and without one bit of noise creeps up to the hind end of the caboose and stops. Then he pulls the whistle cord for one almighty screech and at the same time Haggerty yanks the sack

(Continued on page 46)

SPORTS

City Grade Separation vs. Milwaukee Road Grade Separation

THE following correspondence brought about the results below; "Oh why should the spirit of mortal be proud";

August 3, 1931.

Mr. Cooper,

City Grade Separation Office,
34th and North Ave.,
Milwaukee, Wis.

Dear Sir:

For some time now we have been hearing the rumbling and roar of what sounded like a lion, but which has been in reality nothing more than the bellow of an overgrown lamb; in other words, we don't think your indoor baseball team is worth a damn, in fact, we think that as bad as we are, we can trim your team to a frazzle. If this blunt statement hurts, remember that it is the truth that hurts.

We are willing to play you when, where and however, you say, preferably two out of three games with the first game being played this week if possible. I understand that your team plays in the City Hall League on Friday evenings. This would mean that we would have to play Wednesday after work because you would probably have to recuperate on Thursday.

Please advise as quickly as possible if you care to accept this challenge.

Very truly yours,

J. F. GRIER,
Milwaukee Grade Separation.

CITY OF MILWAUKEE

Office of City Engineer

August 3, 1931.

Right Hon. J. F. Grier,
Mgr. Extraordinary,
C. M. St. P. & P. Ball Team,
Milwaukee, Wis.

Dear Sir:

The tone of yours of August 3rd is certainly refreshing. We are (excuse us while we smile)—pleased to accept (more smiles)—this so-called challenge of yours. Our boys are craving a little workout such as you suggest.

Now, as to the place, might we suggest somewhere on your right of way, especially where the cut is deep. In the first place, our hits would not travel so far. Then, too, your men are more familiar with the right of way and could find the ball easier. Again, in case our boys forgot to restrain their untold hitting power, your boys could easily grab a train and recover the ball.

Back to Burgundy,

F. F. COOPER,
City Grade Separation.

CITY GRADE SEPARATION ENGINEERS

	AB	R	H
Lloyd, 2b	5	1	4
Hurliss, ss	4	1	1
Cooper, c	5	0	0
Fuhr, p	5	2	2

Ruedisch, cf	5	1	3
Hirdina, 1b	4	1	1
Mac, 3b	4	2	1
Mueller, sc	3	1	0
Shellen, lf	3	1	1
Henkel, rf	4	1	1
	43	11	14

RAILROAD GRADE SEPARATION ENGINEERS

	AB	R	H
Foug, 1b	5	1	1
Grier, c	4	1	1
Henry, p	4	3	3
Clement, ss	4	1	2
Hauser, 2b	4	0	1
Root, sc	4	0	0
Jung, 3b	4	2	3
Perner, lf	4	0	0
Wallander, cf	4	0	1
Macdonald	4	0	0
	41	8	12

Score by innings:

	1	2	3	4	5	6	7	8	9
City	2	2	1	0	1	2	1	2	0
Railroad	2	0	0	1	0	2	1	1	1
Total Runs: City, 11; Railroad, 8.									
Total Hits: City, 14; Railroad 12.									

Horseshoe League

KEEN competition is displayed in the Interline Bureau Horseshoe League. Six two-men teams battle each week for the week's honors and the League's sea-

son champions will, no doubt, be sent to the state and national tournaments.

George Christ, "president of all sports," is, as usual, behind the meet, and the players are showing exceptional skill in the "blacksmith art." Games are wanted with other offices and bureaus of the Milwaukee Road. Address G. K. Christ, Fullerton Avenue Office, Chicago.

SAFETY FIRST ITEM

"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 worldly wisdom he drew this reply:

"People who hurry across railroad crossings diadem sight quicker than people who stop, look and listen."



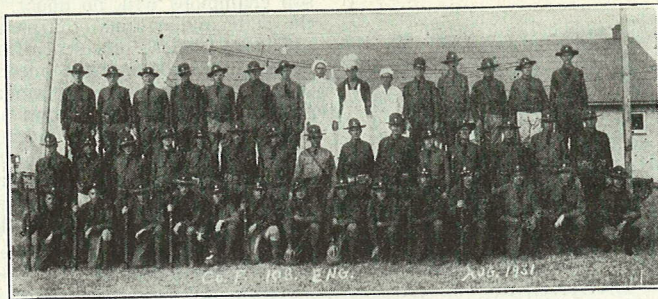
The Rail and Sperry Car Crews on the Iowa Division

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

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

Name	Occupation	Division or Department
John Alm	Boilermaker Helper	Minneapolis Shops
Alfred Anderson	Carman	Kansas City Division
Theodore Anderson	Carman Helper	Minneapolis Shops
Frank Barton	Switchman	Chicago Terminal
Charles M. Beck	Section Foreman	Dubuque and Illinois Division
Joseph Beberger	Carman	Western Ave. Shops
John J. Bjorklund	Carman Helper	Minneapolis Shops
Martin Brennan	Section Laborer	Milwaukee Division
George W. Catlin	Clerk	Chicago Terminal
Charles C. Dimmock	Brakeman	Madison Division
August Doepke	Assistant Foreman	Milwaukee Shops
Charles Elsnor	Cabinet Maker	Milwaukee Shops
William Foran	Carman	Minneapolis Shops
Edward Gaynor	Yard Cleaner	Dubuque and Illinois Division
Edward C. Grimme	Baggageman	Dubuque and Illinois Division
Charles Guethersohn	Carpenter Helper	Milwaukee Shops
Sivert Haseth	Yard Cleaner	Iowa and Dakota Division
Frank Havlista	Trucksmith	Milwaukee Shops
Lewis Hayden	Foreman	Iowa Division
Christian C. Johnson	Machine Operator	Minneapolis Shops
Gerhard Kaentje	Foreman	Milwaukee Shops
William Krause	Cabinet Maker	Milwaukee Shops
John Larsell	Air Brake Man	Tacoma Shops
Thomas A. Lavers	Machine Operator	Minneapolis Shops
William H. Leahy	Conductor	Kansas City Division
Martin Malana	Crossing Flagman	Dubuque and Illinois Division
John McGarry	Machinist	Minneapolis Shops
Martin E. Michelson	Painter	Milwaukee Shops
Herman J. Neitzel	Foreman	Tomah Shops
Ellef Nelson	Conductor	Iowa and South Minneapolis Division
Knute Nelson	Section Foreman	Hastings and Dakota
Peter Nelson	Laborer	Minneapolis Shops
Frank Nemitz	Trucksmith	Milwaukee Shops
William H. Nolan	Car Inspector	Dubuque and Illinois Division
John O. Norquist	Carpenter	Minneapolis Shops
Percy Osborne	Angle Cock Repairer	Minneapolis Shops
John Partington	Laborer	Kansas City Division
Anton Schneider	Section Laborer	Hastings and Dakota
Charles C. Schoessow	Machinist Helper	Milwaukee Shops
Joseph P. Smith	Assistant Foreman	Tacoma Shops
William Speck	Carman	Dubuque and Illinois Division
James Sullivan	Laborer	Milwaukee Shops
Albert Tewis	Carpenter Helper	Milwaukee Shops
James Thompson	Carman	Minneapolis Shops
Clarence A. Tolbert	Clerk	Iowa Division
Frank H. Unfred	Machine Operator	Minneapolis Shops
Andrew Wagstrom	Laborer	Minneapolis Shops
Douglas Whitten	Laborer	Kansas City Division
August Ziegenhagen	Laborer	Milwaukee Shops

C. W. MITCHELL, Secretary-Treasurer.



Company F, 108th Engineers, I. N. G.

Finished Their Field Training

Company "F", 108th Engineers, I. N. G., Return from Camp Grant

COMPANY "F" from Chicago, the Chicago, Milwaukee, St. Paul and Pacific Railroad company of the 108th Engineers, Illinois National Guard, has just returned from two weeks' field training at Camp Grant, Illinois, in true Milwaukee style. The company made a very fine showing in the training offered, and those familiar with its activities predict that before many months the Milwaukee Railroad will be represented by a unit second to none.

The period of field training just finished has contributed materially to the high morale of the men, but even more important is the realization of the opportunities offered, both recreational and educational, for service among fellow employees in a company sponsored by the management and officered by Milwaukee men.

The company made an excellent showing, considering the short period since being mustered in. As was pointed out in President H. A. Scandrett's original announcement, service in the National Guard is not only an expression of good citizenship and unselfish devotion to the state, but holds many advantages for the young men in the way of physical training and opportunities, both educational and social. Membership in the company involves attendance at regular drills and at the annual summer encampment, without deduction in pay.

The 108th Engineer Regiment as it exists today, is the reorganization of the old 108th Engineers, which served during the late war with the 33rd Division. The old regiment was federalized for the World War and at the end was mustered out so that the organization ceased to exist. The present organization consists of the following companies:

Company "A", sponsored by the Peoples Gas Company.

Company "B", sponsored by the Commonwealth Edison Company.

Company "C", sponsored by the Chicago Rapid Transit Company.

Company "D", sponsored by the Illinois Central Railroad Company.

Company "E", sponsored by the International Harvester Company.

Company "F", sponsored by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

The officers and enlisted men of these various companies are men from the industrial concerns sponsoring the individual companies.

Company "F", the Milwaukee company, was sworn into Federal Service on May 28th, 1931. From then on until August 1st, the entire time was consumed in equipping the company for field service. Rifles were not issued to the men until the evening of July 31st, so that the company as a whole was forced to attend camp with very much of a handicap. However, the company marched out of the armory on Saturday morning, August 1st, under arms and pack and conducted themselves as a veteran organization. Arriving at Camp Grant at 1:30 p. m., our men started to pitch their company tents along with the other companies, and had their tents up and occupied as soon as the more experienced companies.

The following Monday morning the regiment started out on its training schedules. Company "F" men were assigned to the various schools, such as demolition, automatic rifles, map making, drillmasters' school and first sergeants' school. The balance of the company participated in routine engineering problems. Company "F", although inexperienced, began to stand out from the start in the various classes to which they were assigned.

In the automatic rifle class, Henry Johnson, of the Track Elevation Department, took first place for marksmanship, with a score of 43 out of a possible 50, and first place in stripping and assembling the rifle, his time being two and one-half minutes.

Henry Lorence of the Chief Engineer's Office, took first place in stripping and assembling the automatic rifle blindfolded, his time being four minutes.

The men on the map details in the mapping school did so well the first two days that some were assigned to instrument work laying out the base lines for the entire school.

The first day the company went on guard the Division Field Officer of the day gave the guard a rating of "very good," being one of the best guards in the divisional area that day.

On close order drill, pontoon bridge construction, map reading and orientation, rigging, field fortification, tent pitching, personal hygiene and sanitation, discipline and courtesy, guard mount and other instructions, the company showed up beyond expectation.

Following is a list of Milwaukee employees who attended camp, and the departments they represent:

Accounting Department

Auditor of Expenditure

A. J. Dinoffria, Sergeant
T. S. Gajewski
J. W. Grace

Auditor of Station Accounts

C. A. Dodds

Ticket Auditor

W. J. Carrow, Sergeant
E. G. Holmes
E. F. Kusch
E. L. Rushing
F. I. Stowell
D. Weinstein

Auditor of Overcharge Claims

H. J. Betts, Corporal
C. R. Kenny

Car Accountant

W. T. Henning

Auditor of Investment and Joint Facility Accounts

C. Pasco, Sergeant
L. Auchampaugh
W. Cusack
G. Hanson
A. C. Hendricksen
J. C. Jansson

Real Estate Department

M. Breslauer, Corporal
F. B. Waples

Refrigerator Service and Claim Prevention

Duane C. Ray, Corporal

Safety Department

M. J. Konertz

Police Department

J. H. Kelly, First Sergeant

Passenger Department

W. C. Klomp, 1st Lieutenant
H. J. Bryntesen, Corporal
J. E. Robertson, Sergeant

Store Department, Galewood Round House

L. E. Gates

Mechanical Department, Galewood Round House

J. J. Loula

Engineering Department

Chief Engineer

Henry B. Lorence

District Engineer

Harold E. Salisbury, 2nd Lieutenant

Engineer of Design

W. C. Ohlsen, Staff Sergeant
David Schick

Track Elevation

Van S. Brokaw, Captain
John Bergen, Supply Sergeant
Olaf Bergen, Corporal, Co. Clerk
H. J. Winnandy
J. J. Flick
H. G. Johnson
B. P. Kuratho
E. Rohde

About September 15, 1931, conditions will be such that more enlistments of Milwaukee employees can be handled. It is requested that any man in the company's employ in the Chicago area desiring to enlist, make application through his department head, or to the Commanding Officer of Company "F".

V. S. BROKAW, Captain,
Company "F", 108th Combat Engineers.

THE MEASURE OF A MAN

Not—"How did he die?"

But—"How did he live?"

Not—"What did he gain?"

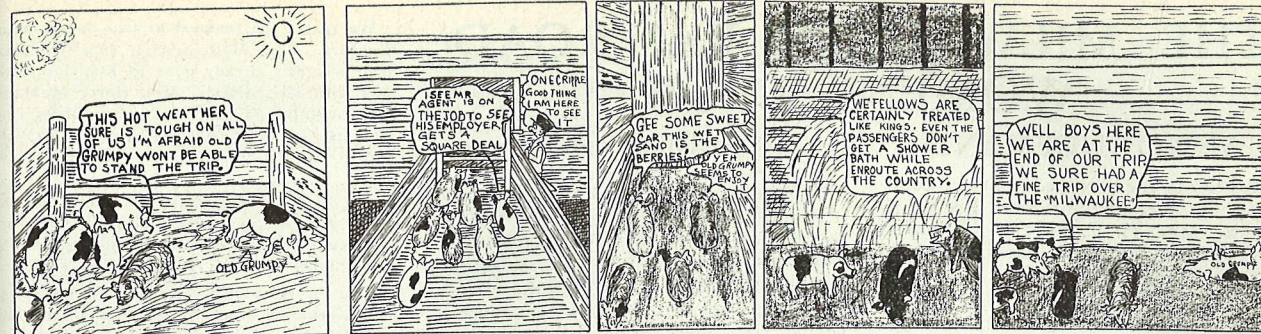
But—"What did he give?"

These are the units

To measure the worth

Of a man, as a man,

Regardless of birth.



High Lights On Claim Prevention

WE are sure everyone having to do with the handling of live stock will appreciate the thoughts in the artist's mind when he sketched the above strip.

You will note in the first panel the usual cripple which is having a difficult time of it due to the heat; in fact, the entire shipment is, in the words of one of the animals, having a tough time of it.

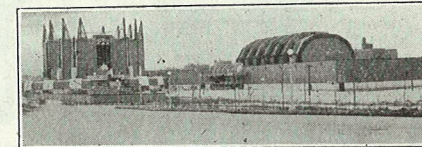
The artist certainly understands how necessary it is that the agent or some

other employe be present at time of loading in order to secure a record of any exceptions, and has carried this thought out in the second panel.

Note how well the hogs are enjoying the wet sand in the third picture, even the cripple, who has finally got into the car, seeming to revive, and they all are quite happy because of the bath they are receiving in the following sketch.

The final picture indicates the results obtained when we properly handle live

A Century of Progress Exposition



The Travel and Transport Building

made. You have problems to put before them; you have your story to tell; you have your public opinion to summon in order to give you justice. I am certain that if the people of this country could realize how fundamental to their happiness and prosperity the maintenance and improvement of a transportation system is, you would certainly bring a great public support to secure you justice."

Harvey J. Sconce, chief of the agricultural division of the Exhibits Department of the Fair, who presided at the meeting, outlined how the agricultural and industrial agents of the various railroads can co-operate with A Century of Progress by assisting the Fair in getting together exhibits of agriculture and industry as they have developed in the territories served by the various railroads.

"We will show some very unusual displays from all over the country at A Century of Progress," said Mr. Sconce, "and we need your co-operation in determining where those exhibits may be obtained."

Assurances of co-operation by the American railroads were expressed by railroad representatives present.

Mounds and Mound Builders

(Continued from page 8)

At Wauzeka, in Crawford County, a notable man-shaped mound was found, but the ideal here for a hero, if it were really a hero's resting place, was a short and thick-set form, but with long arms.

Other mounds are known to exist all the way down the Wisconsin River Valley to the Mississippi; and leading thence southward these mysterious people left behind them relics of this nature clear to the Gulf of Mexico; while eastward

stock en route, this in spite of the fact that the cripple was unable to withstand the ordinary transportation hazards. There is no question but that many live stock shippers would save themselves money if they would dispose of their cripples locally; however, on account of their failure to do so, it behooves each and every agent at stock loading stations to make a thorough inspection of every shipment loaded in order that he may properly protect the railroad company's interest in the case of cripples, sick or slow animals.

in the Ohio Valley this population must have covered a great extent for the tumuli there are numerous and of great variety of design and size. Some of them probably were thrown up for fortifications.

In Minnesota the mound builders left much of this kind of heritage and many still remain in good state of preservation. On the banks of the Minnesota River, on Lake Minnetonka shores, notably at Mound City, is a large collection of these tumuli; while at St. Paul, in Mounds Park, are some remarkable specimens. In Minneapolis, it is recorded that while excavating for a street at one time, a skull was found, probably a relic of one of those burial mounds that had unwittingly been leveled in the grading process.

Out to westward, in the Dakotas, mounds have been found, indicating the residence of the prehistoric races on the great prairies. On the Sisseton and Wahpeton Reservations, where mounds were discovered, it was found that the Indians revered them and would not allow them to be desecrated, the while professing no knowledge of their origin or of the people who built them.

In Iowa interesting specimens of the mound building art have been found in the Des Moines River Valley. In Lincoln County, near the west fork of the Little Sioux River, a large mound was found and called Haystack Mound, from its resemblance to that special structure of the farmstead. Haystack measured 327 feet in length at the base, 120 feet wide, sloped at an angle of about 50 degrees and was 34 to 40 feet wide. A well beaten path to the summit was traced, and on exploration of the interior, the vertebrae and bones of an elk were unearthed, together with fragments of human bones and pottery, an oak stick and supports for cooking over a fire.

These are only a few citations of the many strange tumuli that dot the country and for which there is no explanation beyond the inferences drawn from what has been found within their age-old walls.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

ANNOUNCEMENT

Beloit Chapter

OWING to the absence, from our country in October, of our President-General, Mrs. H. E. Byram, the annual Get-Together Luncheon, which had been dated in October, will be held November 21st.

The luncheon will be given in the beautiful ball room of Medinah Athletic Club, North Michigan Boulevard, and as this is one of the most attractive and exclusive places in Chicago, all club members who can possibly arrange to be present should not miss the occasion.

Arrangements for the use of Medinah Athletic Club facilities were made by special courtesy to one of our club members whose husband is a member of Medinah. The Club also has accommodations for out-of-town guests, which facilities have been placed at the disposal of Milwaukee Railroad Women's Club members at attractive prices, so that our visitors from afar will enjoy their visit to Chicago all the more because of the convenience of having their rooms in immediate proximity to the entertainment.

The committee is arranging for a special speaker, a woman of nation-wide fame and experience in welfare work, and her talk is sure to be of value in the line of work in which our club specializes.

Marion Chapter

Mrs. Robert Cessford, Historian

THE June meeting of Marion Chapter was held Thursday afternoon, the 18th, at Thomas Park; and took the form of a picnic for Milwaukee employees and their families. Races and a ball game were featured, and at six o'clock a delicious picnic supper was served. Coffee and ice cream were furnished by the club. Needless to say full justice was done by all.

On the evening of August 7th the president, Mrs. A. J. Elder, called a meeting of the executive board at the office of Superintendent A. J. Elder. Letters from the general governing board were read and considered, and matters pertaining to welfare work in Marion and Cedar Rapids were discussed. The board decided to assist the Cedar Rapids Chapter in its welfare work; the assistance to be given through the relief committee of Marion Chapter.

On August 12th the executive board entertained with a one o'clock luncheon at Jack's Rustic Barn in compliment to Mrs. Walter Foster, who is moving to Perry.

Covers were laid for twelve. Bridge was played in the afternoon. Mrs. George Hennessey received first prize. Mrs. Foster was presented a guest prize.

Meetings after the summer vacation will again resume, beginning with the second Thursday in September. However, our committees report a busy summer of club work.

Mrs. George Brinkman, Historian
THE regular business meetings were held during the season, and all were well attended. The usual reports and routine business was conducted.

March 11th Meeting.—No activities planned, only thing of importance noted was change in meeting place, from Legion Hall, to the Community rooms in the Beloit Savings Bank.

April 8th.—No activities planned.

May 13th Meeting.—Pot luck supper was planned for some time in June. Picnic plans were discussed, and laid over till June meeting.

Ten of our members will go to the hospital to sew on September 10.

Contributing members gave a May dancing party in the Legion Hall on May 16th. Was largely attended. Cleared \$41.39.

June Meeting.—President Mrs. Yohn reported a bunco party given at her home, made \$6.25. She sug-



**Mrs. E. O. Waldron,
President,
Deer Lodge Chapter**

gested other members might do likewise. A nice way of making extra money.

Sixteen of our club members motored to Janesville to a card party, given at their club rooms. A most enjoyable time was had. Mrs. Zimmerman brought home the cake (a door prize).

On June 18th our club had a card party in the Community rooms of the Beloit Savings Bank. Twelve members of the Janesville Chapter attended.

No meetings in July or August.

Tacoma Chapter

Mrs. Charles Slightam, Historian

MRS. GEORGE PYETTE extended the hospitality of her lovely home and spacious grounds on Lake Steilacoom to our membership for their July meeting. The members brought individual basket lunches and enjoyed a perfect picnic outing. Many brought their dinners and had their families join them. Our August meeting will be at the home of Mrs. Harry Hatch, another member also on Lake Steilacoom.

Tacoma Chapter is very fortunate in having so many members who have country homes, and are most generous in entertaining our club on many occasions. Among them is the summer home of Mrs. Harry Micklethwait, on Five Mile Lake. Mrs. Charles Negley, with her lovely gardens, has been a frequent hostess. Also Mrs. F. A. Valentine, of Lake Steilacoom district, has shared her lovely home and grounds with Mrs. George Freestone assisting.

We regret the removal of two of our active members, Mrs. Matt Seivert, first vice-president, who has already gone to Roundup, Montana with Mr. Seivert. Mrs. Harry McMahon and daughter, Barbara, will go to Miles City, Montana, in time for school to join Mr. McMahon, who has been there the past month.

Mrs. F. B. Trout, Benevolent chairman, reported \$54.27 spent for relief, which covered taxes, groceries, clothing and fuel; sixty personal calls and twenty-one telephone calls. This covers relief activities for May and June.

Mrs. A. H. McCoy is in St. Joseph's hospital recovering from an operation, which was caused by a bad auto accident of a year ago.

Employees in the hospital are: Mr. Godsil, of Deer Lodge, Montana; E. L. Swalley, Loren Lee, Sam Oliver, John Maloney, Roy Kidd, L. J. Louiselle and Mr. Gerard.

Congratulations are extended to Mr. and Mrs. Leo Kord, who are the proud parents of a new baby who joins an older brother to complete the family circle.

Ottumwa Chapter

Mrs. Perry Grubbs, Historian

ON Sunday, July 17th, the Women's Club sponsored a picnic for all employees and their families at Memorial Park. There were about three hundred present. Games were played and prizes awarded to the winners. Dinner was served at 6 o'clock and a good time was had by all.

Mrs. Sowder called a business meeting of the board to discuss Ways and Means. A program was worked out. The club has secured a stand in

Wildwood Park for Labor Day. Ottumwa is expecting a large crowd as President William Green, of the American Federation of Labor, is to be the speaker of the day.

Deer Lodge Chapter

THE June meeting of Deer Lodge Chapter was held on the 1st, with Mrs. Waldron presiding. Recitation of the club motto was the opening, followed by reports of officers and committee chairmen.

The committee chairmen are:
SunshineMrs. Brautigan
Mutual BenefitMrs. Greater
ScholarshipMrs. R. Daniels
MembershipMrs. H. Hamp
Ways and MeansMrs. J. Coey
ProgramMrs. Kantner
AuditingMrs. Sears
HistorianMrs. Bagley

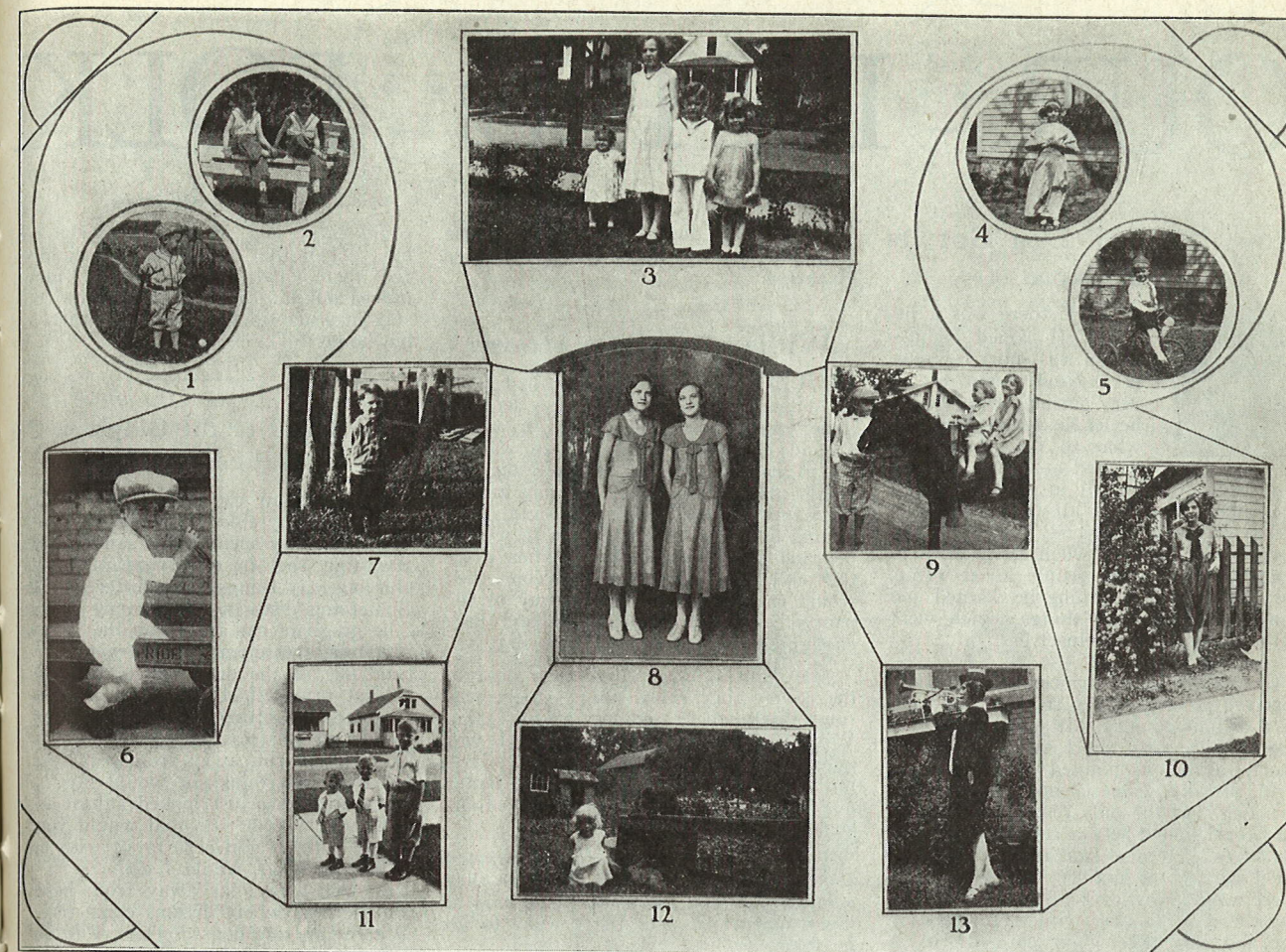
After the business session the evening was enjoyed playing bridge and a delicious lunch served afterward, by the outgoing officers.

The meeting closed the season—after the summer recess our meetings will be held in the afternoon of the second Monday each month.

Janesville Chapter

Mrs. E. W. Lueck, Historian

MOST of those present at the June meeting were in favor of continuing our meetings all through the summer. The July meeting was held Tuesday evening, July 7th, with Mrs. Albert Hunter presiding. The club motto was given in unison. Minutes of the previous meeting were read and approved. Reports from



(1) Jackie Hasler, Elnora, Ind., grandson of Bridge Foreman R. R. Horning, Terre Haute Division. (2) Bob and Dick, sons of Vern P. Solin, Monona, Iowa. (3) Four children of Car Foreman Theo. P. Schmidt, Council Bluffs, Iowa. (4) Phyllis Ann Becke, daughter of Edwin E. Becke, Section Foreman, Burnett, Wis. (5) Edwin Becke, Jr., son of Edwin E. Becke, Section Foreman, Burnett, Wis. (6) Robert James Casey. (7) Joseph, son of

Section Foreman P. H. Boland, Farmingdale, Minn. (8) Twin daughters of Section Man Marvin Thompkins, Sabula, Iowa. (9) Children of Section Foreman W. W. Suiter, Olin, Iowa. (10) Marie, (12) Lorraine, (13) Evelyn, daughters of Signal Maintainer Otto Wegener, Cragin Junction, Ill. (11) Edward, Jr., Kenneth and Harold, sons of Edward F. Baar, Freight and Passenger Agent, Oshkosh, Wis.

committees showed much good work accomplished in spite of the record-breaking heat.

We were all very sorry to hear that our Welfare chairman, Mrs. George Ryan, is ill and will be unable to carry on her splendid work as she has in the past. We are hoping her recovery will be rapid. Mrs. Albert Hunter reported she made 20 personal and 15 telephone calls on Welfare work, and one family is being supplied with milk. The other families to which milk was being sent are able to provide for themselves, as she has helped the fathers secure work.

Mrs. T. H. DeCoster, chairman of Sunshine committee, reported 10 personal, 9 telephone calls and one increase in the Milwaukee's family.

Plans were made for a picnic meeting to be held in August, also planning an evening card party to help swell the treasury.

The club is indeed sorry to lose Mr. and Mrs. E. J. Rippberger, Mr. Rippberger having been transferred elsewhere. We shall miss them both from among us, due to their kind and genial dispositions and their loyal, faithful work for the Milwaukee and this club. Our good wishes go with them.

Mr. and Mrs. W. B. Wilcox are moving back to their home town from Minneapolis to fill this vacancy, Mr. Wilcox having been employed there for the past five years. We wel-

come Mr. and Mrs. Wilcox.

We discover there is a good deal of talent among members or in their families. Douglas Beyer, 18-year-old son of Mr. and Mrs. C. Beyer, has entered a handsome model of a Napoleonic coach in a nation-wide coach contest. Beyer constructed the coach unassisted from plans furnished by the Fisher Body Company, sponsors of the contest. The miniature vehicle is now in Milwaukee being judged in the state finals of the competition. Prizes in the national finals consist of four university scholarships and a number of cash prizes.

Thornton DeCoster, talented singer in the Milwaukee family, presented a program of musical selections over radio station WCLO, Janesville, recently. Also, Mrs. Chas Gregory has received special attention for her beautiful and rare flower garden.

Several ladies reported a most wonderful time had at the Beloit Chapter card party, held in the basement of the First National Bank Building.

The club wishes to thank Mr. Heck, Chatham St., who so kindly donated 2,000 cabbage plants for our use.

Members and friends of the club are glad to know that Mrs. James Fox is improving, and we all wish she could be with us once more.

The club extends its sincerest sympathy to Mr. and Mrs. Vincent Rabiola and family in the death of their dear little girl.

Sioux City Chapter

Lillian Rose, Historian

THE lovely out-of-door months of the summer are slipping away faster than we would have them, and so, the Sioux City Chapter invited all the employees of the S. C. and D. Division to gather in Riverside Park Sunday noon, August 2, for the annual picnic.

Did they respond? They did! Fully 500—representing every department and craft—with their families, enjoyed the sumptuous picnic dinner, renewed old friendships, played games and talked "shop" to their heart's content.

With Mrs. L. A. Cline as a most capable general chairman, the following committees were selected:

Coffee and Table Mesdames:	Ice Cream Mesdames:
H. C. Snow	E. F. Palmer
T. D. LaPlante	F. L. Paul
J. C. Carney	E. J. Cussens
George Dilger	
D. Horrigan	
Entertainment Mesdames:	
R. L. Robson	
A. A. Brown	
N. W. Capwell	

Although the club has held no regular meetings during the vacation months, the Board members with their co-chairmen, have met regularly, picnic style, and transacted routine and other necessary business.

OUR LITTLE FOLK

How the Bull Dog Got Its Pug Nose



ONCE there was a little elf named Temp—which was short for temper. Now Temp was a very unruly little elf, if he let his temper tell him what to do. But if he wanted to be nice, he surpassed every other elf in goodness. And the funny part of it all was, that when Temp was nice, everybody loved him and forgot how he was when he listened to temper. And when people loved Temp, they gave him everything he wanted and sometimes gave him things which were very precious to themselves.

One day Joy, the princess of the elves, received a very rare gift from the king of a distant country. It was a very tiny dog with a very short tail and a very short, although pointed nose. Along with the dog came a note saying that this dog was the only one of its kind in the world and it was a suitable playmate for elves. He also said that if Joy took good care of it until it had grown up, there would always be dogs of its kind for the elves to play with. However, if she did not take good care of it, it would go to another world and be a playmate for little children, and the elves would nevermore have a pet.

Now Joy was in love with Temp, when he was a good elf. And the day on which she received her dog, Temp was unusually fine. Joy, delighted with the dog, and pleased with Temp's good behavior, put the dog in his care, with all the instructions, and cautioned him not to get angry and hurt the dog.

Temp promised faithfully, as he was wont to do on his good days, and ran off to his home with the dog. The next day and the day after, Temp and Joy and the elves played with the puppy and all the elves of Elfland thought it was the nicest playmate they had ever had.

On the fourth day, as the little elves were playing with the pet, Temp suddenly became angry and hit the puppy's nose with his little fist, pushing the little pink, pointed nose flat against the puppy's face. Joy screamed and Temp was immediately repentant. But, as if the wind had brought him, there came the messenger from the king, ready to take the puppy away. Temp's repentance was too late and all his pleading did no good.

So the messenger of the king took the little pug-nosed dog away to be the pet for little children, and the elves were never given another pet. And so, the little dog that once had a small, pointed nose, now has a pug nose, and we call him the bulldog.

Little Folk, don't forget about those snapshots for our page in the October Magazine.

Willie and Millie Mouse

WILLIE and Millie Mouse had their home in the coal bin. They had six little babies just old enough to romp around but not big enough to wander out in search of food. All day long they would play hide-and-seek and tag among the lumps of coal, and every night, Willie and Millie would give them their supper and tuck them in bed. Then after the children were sound asleep, they would cautiously make their way to the pantry, eat their own supper and take enough choice bits for the next day.

One night as they neared their door to the pantry they heard noises—there was someone in there moving about. Said Willie Mouse, "It's the butler. I was quite sure he saw us last night. He's probably setting a trap. We'd better go back." So they retraced their footsteps and went to bed.

The next morning the children wanted food and there was none. At noon they wanted food and there was none, and at night they cried and didn't want to go to sleep.

Millie and Willie were hungry, too, so they decided to risk their lives and go for food. They crept noiselessly up the steps and into the hall, moving slowly and cautiously. The pantry was dark and they couldn't see the trap so they decided to move carefully and avoid it if possible. All of a sudden there was a "snap!" and Willie gave a little squeak. "They have me, Millie," he whispered, and sure enough the very tip end of his tail was caught. "But that makes it easy now. You can gather lots of food and I'll tug away if I can."

So Millie gathered food and Willie tugged at his tail, finally tearing it loose, leaving the very tip. "Now the trap's closed and we're free so let's move fast." They gathered together all the food they

could carry and went back to the coal bin. Then they awakened the children, fed them, and all the Mouse family moved out into a field where they could stay in peace till they found another coal bin home.

The Ballad of the Gingham Cat and the Calico Dog

THE gingham cat and the calico dog Sat side by side on the bed; Each day they spent in the same old way Awaiting their mistress' return from play. But one day things were different there, Something disturbed that happy pair; The gingham cat sat up on the bed, Her blue eyes changed to fiery red. Said she to the quiet calico dog, "What, pray tell, shall I do? I'm tired of sitting here all day long While my mistress goes out to play, If I should run away from her What do you think she would say?" The calico dog just looked aghast—"Oh, you wouldn't do that would you? Cause without you here to sit with me What, oh what, would I do? Let's run away, far away from here To the land where dreams come true, Where cats and dogs don't have to do What their mistresses tell them to." But just then their mistress came And stopped their faithless tongues.

The next day brought no remembrance Of the silly plans they had made, And they resumed their old positions Side by side on the bed, dignified and staid.

AUTUMN

All the elves and fairies Like the autumn time the best, 'Cause then the ground is full Of leaves and the grass is Cool and wet. They spend the whole time Out of doors and sleep beneath The trees, and if the rain begins To fall, beneath an oak leaf creep.

ABSENT

"What was the name of the last station we stopped at, mother?" "I don't know. Be quiet. I'm working out a crossword puzzle." "It's a pity you don't know the name, mother, because little Oscar got off the train there."

FOR CRYING OUT LOUD

"I wouldn't cry like that if I were you," said a lady to little Betty. "Well," said Betty, between her sobs, "you can cry any way you like, but this is my way."

The Patterns

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

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

7256. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires 5½ yards of 35-inch material if made with berth. Without berth 4 yards. Sash of ribbon requires 2½ yards. Price 12c.

7121. Misses' Two-Piece "Ensemble." Designed in sizes 16, 18 and 20 years. A 16-year size requires 5½ yards of 39-inch material. To line jacket requires 1¾ yards. The tie requires ¾ yard of a bias strip of material 5 inches wide. Price 12c.

7061. Ladies' Apron. Designed in one size—medium. It requires 1¾ yards 35 inches wide. To finish with bias binding requires 10½ yards 1½ inches wide. Price 12c.

7257. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires 2½ yards of 39-inch material for waist, sleeve and yoke portions and for the upper revers, and 2¾ yards for the under revers, skirt portions and belt. The vestee requires ¾ yard. Price 12c.

7072. Girls' Dress. Designed in sizes 6 months, 1, 2, 3 and 4 years. It requires 1½ yards of 32-inch material for a 2-year size. To trim with lace edging requires 3 yards. Price 12c.

7274. Girls' Dress. Designed in sizes 8, 10, 12 and 14 years. A 12-year size requires 2½ yards of 35-inch material. Price 12c.

6763. Child's Rompers. Designed in sizes 6 months, 1, 2 and 3 years. A 2-year size requires 1¾ yards of material 32 inches wide. To finish with bias binding requires 2¾ yards 1¾ inches wide. Price 12c.

7264. Ladies' House Dress. Designed in sizes small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches, bust measure. A medium size requires 3¾ yards of 35-inch material. For contrasting material 1/6 yard cut crosswise is required. Price 12c.

7269. Girls' Dress. Designed in sizes 2, 4, 6 and 8 years. A 4-year size with long sleeves requires 1¾ yards 32 inches wide. Without the long sleeves 1¾ yards. Price 12c.

Favorite Recipes

Corn Relish. Cut corn from one and one-half dozen ears. Put one small cabbage through meat chopper; chop one bunch of celery; peel four onions and cut in thin slices; chop two green peppers after removing heart and seeds. Place all in kettle and pour over one quart of vinegar. Mix together one cup flour, two cups sugar, one-half cup salt, one-half teaspoon dry mustard, one-fourth teaspoon cayenne and one teaspoon turmeric and add, gradually, one quart of vinegar. Combine the mixtures and bring to the boil. Let simmer half to three-quarters of an hour. Fill glass jars and seal.

Spiced Celery. Six bunches of celery, remove roots and leaves, separate and chop. Peel and chop 15 tomatoes, one red pepper. Mix together one teaspoon mustard, one teaspoon clove, one teaspoon allspice, one teaspoon cinnamon, one teaspoon celery seed, two table-
spoons salt, two cups sugar and one and one-half cups vinegar. Combine the mixtures, put in kettle, bring to the boil and let simmer one hour or more. Fill jars plumb full and seal.

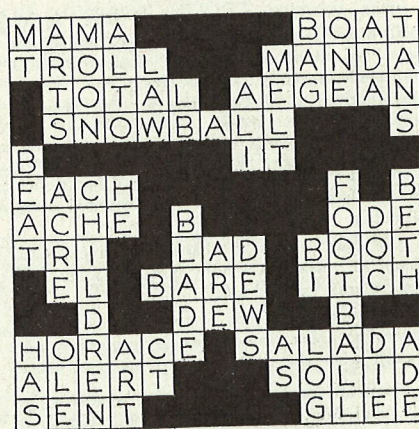
Pepper Relish. One peck red peppers, cut in halves and seeds removed, then put through meat grinder. Put in kettle and add two cups cold water and one cup salt. Cover and let stand over night. In the morning, drain and add two cups vinegar, one cup brown sugar and one-half cup mustard seed, which have been soaked and boiled two minutes. Fill jars full and seal.

Piccalilli. One half bushel green tomatoes; one-half peck green peppers; one-half peck onions; two cabbages; one and one-half cups salt; three pounds brown sugar; two pounds white mustard seed; six ounces stick cinnamon; three ounces cloves; two ounces allspice berries. Prepare the vegetables, removing hearts and seeds from the peppers; then put through meat grinder using the large chopper. Sprinkle alternate layers of vegetables with salt, cover and let stand over night. In the morning, drain, add the sugar, mustard seed and dry spices tied in a muslin bag. Pour over enough vinegar to cover, bring to the boil and let simmer half a day or more. Remove spice bag, fill glass jars and seal.

Sweet Pickled Peaches. One-half peck peaches; two pounds brown sugar; one pint vinegar; one ounce stick cinnamon and cloves. Boil the sugar vinegar and cinnamon twenty minutes. Dip the peaches in hot water and rub off fur with clean cloth. Stick each peach with four cloves. Put into syrup and cook until soft.

Bread Omelet. Soak one-half cup stale bread crumbs fifteen minutes in one-half cup milk. Add the beaten yolks of four eggs, salt, pepper and then the egg whites beaten stiff. Place one tablespoon of butter in omelet pan and when hot, turn in the omelet and cook as a plain omelet.

To Fold and Turn an Omelet. Hold the omelet pan by handle with the left hand. With a spatula, make two incisions opposite each other at right angles to handle. Place the spatula under that part of omelet nearest the handle, tip the pan nearly vertical and be carefully working with the spatula, it will fold and turn without breaking.



Answer to Crossword Puzzle

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
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 of Trainmaster, Mitchell, S. D.
Viola F. Donahue.....Care of Superintendent, Savanna, Ill.

Margaret Maher.....Care of Roadmaster, Wabasha, Minn.
Leda Mars.....Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleston.....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.
Anne Evans.....Care of Superintendent, Madison, Wis.

Iowa (Middle and West) Division

Ruby Eckman

MRS. FRED FOX, for many years a resident of Perry, mother of Engineer Owen Fox, died at the family home the fore part of August. Mrs. Fox will be remembered by many of the old-timers who at one time or another worked on the Iowa Division, as Mr. Fox was in engine service for a good many years. Burial was made near Perry. Funeral services were held at the home of Conductor O. R. Taylor, a brother-in-law.

Assistant Superintendent R. C. Dodds took his vacation the first couple weeks of August, and took a motor trip to Minnesota to visit relatives and catch a few fish.

Train Dispatcher A. G. Elder, of the Sioux City office, was in Perry in August with his family. His little daughter remained in Perry with her grandmother while Fosse and his wife made a trip to Seattle.

The new schedule ruling of the train and yard men, restricting their mileage and working days, went into effect in Perry the first week of August and its effects are already being felt by the extra men who benefit by the ruling.

Two special trains for the accommodation of members of the Third Order of St. Francis, were operated over the Iowa Division August 4th. The members of the order were en route to San Francisco to their national convention. The order is one of the largest of its kind, with between twenty and thirty million members in the United States and Canada. The First Order is for the priests, the Second order for the sisters, and the Third Order for other members of the church. Delegates from all three orders were on the trains but the majority were members of the Third Order. The two trains stopped at Madrid one hour for the purpose of holding mass in the B. and O. chapel car and the specially equipped Milwaukee chapel car on the trains.

Friends of Engineer James Donahue will be sorry to learn that he has been in poor health for some time. He has been suffering with a nervous trouble and is confined to his room at the J. E. Donahue home and is under the care of a trained nurse.

Engineer Fred Peterson, wife and daughter, Esther, took their first trip to New York in July. Their daughter's husband is an instructor at Cornell University in Ithaca, and it was for the purpose of seeing them that the Perry folks made the trip east. They took in the sights in New York city and en route. Fred took pretty close note of the equipment and handling of the trains they rode and said none of them came up to the Milwaukee equipment on the Arrow, the train they rode to and from Chicago.

Engineer L. E. Johnston decided to lay off during the hot weather and go visiting, so spent a few weeks with his daughter in Boston and his son in Michigan. The folks he visited also took some time off work while he was with them and made many motor trips. He especially enjoyed the motor trips through the New England states. His mileage in autos exceeded by far the mileage made between Perry and Boston on the train.

Mrs. A. J. Elder and daughter, Janet, drove their car from Marion to Perry the first of August, and when about eight miles from Perry, struck some loose gravel and turned over. Neither Mrs. Elder nor her daughter were injured, but their car was quite badly wrecked.

Miss Faye Borg, daughter of Engineer Arthur Borg, was the guest of honor at several social affairs given before her marriage, the fore part of August.

Miss Ruth Calhoun, daughter of Engineer Joe Calhoun, had a nice trip in August. She joined a special tour arranged by the Des Moines Register. Their tour included a trip to Yellowstone Park, to Portland, Seattle, and home through the Canadian Rockies.

Henry Storm, first trick operator at Tama, resumed work the fore part of August after several weeks' vacation. Lyle Butler, who was on first trick, Tama, went from there to Newhall to permit O. H. Huyck to go east on a trip.

More bumping has been going on in the Telephone and Telegraph Department with the result that Jack Borderick, who has been at Perry for some time has been displaced by Walter Boyer. Walter is back in old territory again as he worked on the Iowa Division for a while. Jack will do relief work and work with a crew.

William Wagner, for many years an employe in the engine service on the Iowa Division, died at his home in Estevan, Sask., the fore part of August. He went to Canada from Perry a number of years ago. An uncle, James Wagner, is in the engine service at Perry now.

Engineer W. T. Murphy took a few trips off in July, and with his son, Frank, went to the nation's capital. Billie has a couple sons in the navy, one of whom is stationed at Washington and the other at Annapolis.

"Speaking of operations," there are perhaps no other employes on the Milwaukee, and in fact few living, who can describe symptoms similar to those C. E. Evitts, labor foreman for the Milwaukee, can tell about. "Smoke," as Chester is known to his friends, took sick after going to work July 20th. His condition was such that he was rushed to Des Moines, and an emergency operation performed. When the appendix was removed and found to be in good condition the surgeons looked about for some other cause for his trouble and found a toothpick penetrating from the intestines. The toothpick, which was full length, had apparently been swallowed while he was eating a sandwich. It had traversed through the entire intestinal tract to within a few inches of passing from the body and there punctured the intestine. His condition was considered very serious for some time but "Smoke" has a lot of grit and he wasn't a bit ready to begin playing a harp, so the orchestra above is still short one member. The operation is said to have been the most unusual ever performed at the hospital in Des Moines, and from now on "Smoke" will retain the toothpick among his souvenirs.

Engineer Edward Mullen is grandpa again, as a daughter was born to Mr. and Mrs. George Mullen, south of Perry, August 1st.

Al Tyler and Hugh Kiley traded runs in August. Al has been on 7 and 8 between Savanna and Perry for some time and Hugh has been on one of the other runs out of Savanna, so they changed off for a while to permit Mr. Tyler to rest up a bit.

Agnes Emerick, daughter of Engineer Guy Emerick, has been seriously sick for several weeks and confined to her home in Perry. She had a bad attack of bronchitis.

Perry's fire record was spoiled August first when fire of unknown origin destroyed part of a couple of tool houses and damaged some tools and motor cars belonging to the section force on the east section at Perry.

Sam Monroe, son of "Dad" Monroe and one of the old-time Milwaukee employes, died in Chicago the latter part of July as a result of an injury. Sam has been working in Chicago for a number of years since leaving the Milwaukee and it was while walking through the yards that a car door fell and struck him on the head. Conductor John Briggie, James Pringle and Switchman Roy Wicheal, all of whom were brothers-in-law, were in attendance at the funeral services, which were held in Chicago.

Isabelle, the four-year-old daughter of Joe Schippers of the Round House force at Perry, ran in front of an auto while playing near her home the latter part of July. The child was knocked down and had a shoulder fractured.

Engine Hostler Robert Smith went to work July 29th with a pocket full of cigars, which he passed around among the Round House men in honor of his marriage, which had taken place the night before. His bride was Mrs. Marie King. The marriage took place at Adel, Iowa, and was witnessed by Machinist Frank Fulhart and wife. The happy couple were treated to a regular old-fashioned charivari by friends and members of a club to which Mrs. Smith belonged.

Conductor John Narver of the western division received word on July 27th that he was a grandpa. A fine son was born to Mr. and Mrs. Martin Flynn in Los Angeles and was named Thomas John for the two grandfathers.

Effective August 16th, the division master mechanic's office was moved from Marion to Perry. A change in the territory of the master mechanics gave W. N. Foster the Soo City Division in addition to the Iowa and Des Moines Divisions, and Perry was the most central place for his office, so it was moved to Perry.

Station WLE

Harriet

FORESIGHT is the steering wheel to guide us aright in our words and actions—is the future tense of good judgment and promotes success in life.

Contemplating cause and effect sharpens the foresight, and the constant exercise of foresight in our work will eliminate many of the "ifs".

Maybe 'tis Hiawatha—somebody said she is Minnehaha. Haw, haw, she laughs on you, that's Miriam Friedman. Oh, boy! the sun sure burns 'em nice and brown up at Elk-hart Lake. And what a time we had—ho hum.

How about Pocahontas, Bob? Honest, she was good-looking!

Our friend Ray Melzer just got back from his vacation and reports having the most wonderful time. Don't suppose he can look an Eskimo pie straight in the eye now.

At about the time this goes to press, we will say vacation-au revoir to Milly, and to Abby who is California bound. Happy day, girls.

In a sort of not-rhyming way:

Washington is pretty,
Mount Vernon prettier,
Philadelphia's Valley Forge is very nice;
The salt sea breezes,
Make Atlantic City worthwhile,
New York's quite a whiz,
But give me Chicago,
Ses she.

A proverb proven: "Work is the Salvation and a Blessing to Mankind."

I. & S. M. East

By V. J. W.'s Substitute

MR. V. J. WILLIAMS is on his annual vacation and has requested his substitute to send in the I. & S. M. notes for this month. In an interview with Mr. and Mrs. Williams, the writer was unable to find out where they will spend their vacation. It is rather hard to believe that Mrs. Williams can induce Vaughn to get out of Austin as it would be almost impossible for him to take the Municipal Golf Course with him. However, perhaps arrangements can be made for his sub to take his place on the golf course also.

Speaking of golf—some of the boys around the Austin Terminal are falling mighty hard for the game this season. If everyone patronizes the new course as the railroad boys are doing, there should be no doubt that it will be a self-supporting proposition.

Mr. and Mrs. H. C. Scott entertained Mr. and Mrs. Fred Scott, of Indianapolis, for a few days during the latter part of July. Mrs. H. C. Scott returned to Indianapolis with them and will be accompanied home by her two children, Shirley and Robert, who have been spending the greater part of the summer with their grandmother at Erie, Ill.

Harold Swank enjoyed a week's vacation during the month of July. The time was spent in recreation about the old home town. He almost had a reportable accident while chopping wood for the picnic fire at Todd Park.

F. L. Alexander and family spent a week at Green Lake Beach, Spicer, Minn., which is the home of Mr. Alexander's mother. Alex says these vacations are not just exactly what they are cracked up to be. However, he did gain a third eyebrow during his absence.

Rose Krulish spent a week's vacation at a summer resort at Isle, Minn. A fashionable tan was the purpose of the trip. Rose says that "Fanny Farmer" was her best pal during the vacation period.

Lila Harrison spent a week's vacation in Chicago. She hasn't told us much about what kind of a time she enjoyed, but we rather are inclined to believe that she made the rounds and had an excellent time.

Brakeman Matt Darr had the misfortune to break his leg while at work at Farmington on the night of July 11th. Reports are to the effect that he is getting along nicely and it will not be long until he can again return to work.

It is understood that several of the boys and girls employed at Austin aided Mrs. Lena Nodine in celebrating her 21st birthday on Saturday, July 25th. A surprise picnic was planned and the gang raided Todd Park. Mrs. Nodine was presented with a gift as a memento of the day. We are all sure that each and everyone present enjoyed himself.

H. Rappe spent three days visiting with friends at Winona and Bangor, Wis. Harold says he also got a start at the golf game while in Winona.

Yard Clerk Curtis McCoy has returned from an outing in northern Minnesota. Fishing was the object of the trip. During his absence he was relieved by Robert Hartsock. Bob had the misfortune to step on a nail while going through the yards one day. However, first aid by Dr. Allen prevented any complications and Bob kept on the job.

The much sought for lighting system has finally been installed in the Division Headquarters Building and the Austin Freight Office. The only thing lacking at the present time to make the upstairs offices an ideal place to work is "AWNINGS." Old Sol shines in on



We are
extremely glad
THE
MILWAUKEE
VETERANS
have chosen
THE
NICOLLET
HOTEL
for their convention again
this year

We are going to do
Our Best
to justify their selection

W. B. CLARK, Mgr.

NICOLLET
HOTEL
MINNEAPOLIS

Beneficiaries of 15 Members

of the

EMPLOYEES' PROTECTIVE ASSOCIATION

Have Each Received \$1,000 in payment of

Equitable Group Life Insurance

Three of these Members had \$180, \$250 and \$500 of Other Life Insurance, And Three Others Carried No Other Insurance

This Proves the Value of

Equitable Group Life Insurance

Low Cost No Medical Examination

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES

THOMAS I. PARKINSON, *President*

393 Seventh Avenue New York

the employees all day long and surely gets the gang all "hot" before closing time.

While Rappe was on his vacation, Scotty Breingan took his place as office soloist. Rappe has a habit of entertaining us with his beautiful bass voice while in the midst of his work. Scotty proved to be an able substitute.

Ellery Barker enjoyed a week's vacation from his duties in the Austin freight office during July.

H. B. Williams, formerly employed in the freight office at Austin, has been spending a two weeks' vacation at the home of his parents in Austin. Blake is now employed at Duluth and from all appearances the new position and the climate agree with him.

Another HERO has been acclaimed in the form of a pump repairer. While Steve and — were parked near Loring Park in Minneapolis awaiting the dusk, moon, or something, a hand, holding a revolver, was forced through the door of the Hup. Steve quickly got hold of the gun, turning it on the man in charge. The bandit made a speedy exit through an alley and our Steve remained unharmed. He got headlines in the Minneapolis papers, too.

Sympathy is extended to Mr. and Mrs. Carl Voelker on the death of Mrs. Voelker's mother, which was the result of an automobile accident near Winona. Mr. Voelker and two other passengers were hurt but reports are to the effect that their injuries are not serious.

If a game of golf is wanted while in the vicinity of Lanesboro, call on Agent Hoff or Roadmaster Luskow, and you will be assured of an interesting game. They are both very much interested in the game and can offer you a fine course on which to try your skill.

George Hessler and two children of Minneapolis were guests at the home of Engineer Hessler during the latter part of July.

Miss Eileen Killoren is a guest at the home of her parents, Conductor and Mrs. M. J. Killoren. Eileen has been employed in Kentucky for the past year and a half.

Miss Marguerite Wunderlich, daughter of Chief Clerk H. A. Wunderlich, is spending a short vacation with friends in Savanna. Gene Wunderlich is spending her vacation with her grandparents at Dubuque.

Leonard Jackson and wife spent about ten days during the first part of August at a cottage at Lake Okoboji, Ia. Fish stories will accompany them home.

Mr. and Mrs. O. M. Softky and two children, Gene and Shirley, of Seattle, Washington, are guests at the home of Mrs. Softky's father, Engineer Adolph Satterloff. Mrs. Softky was at one time employed as stenographer in the superintendent's office at Austin, Minn. Nellie says the train service between Seattle and St. Paul is wonderful, the trip being made in two days.

Sympathy is extended to the family of Engineer Cal West, who passed away on Sunday, August 2nd.

Hot Shots from the West T. M. Division

Helen Kirwan

MARTIN WALSH, roundhouse foreman, has been transferred to Harlowton. We shall miss these genial folk in Miles City, but we hope they like their new home on the hill, and that they won't forget to come down and see us occasionally.

Mr. and Mrs. George Cobb left Miles City Monday, August 17th for Butte, where they will attend the convention of the Masons and

Eastern Stars, touring Yellowstone Park on their return journey.

Miss Helen Bugby is spending the month of August in California with her sister.

Miss Delores Wagner, who has been visiting her sister in Chicago for the past six months, returned home this week bringing with her a little nephew, Robert Dean Kelly, who will visit his grandmothers, Mrs. Felix Wagner and Mrs. W. H. Kelly, of this city.

Mr. and Mrs. Edwin Carlson (better known as Ruth and "Snoos") are the proud parents of a new little baby daughter, whom they have named Jean Ann. Congratulations.

Mr. W. E. Ring and Mr. O. E. Blake, accompanied by Mr. W. F. McDonald, of Seattle, are inspecting bridges on the T. M. Division this week.

Mr. C. H. Buford made a trip over the T. M. Division this month, accompanied by Superintendent G. H. Hill.

The American Legion Convention held at Miles City the week of August 11th, was a most successful event. The fife and drum corps from several different cities in the state entertained, and took part in the colorful parades held each evening. The auxiliary teams from Miles City Chapter and out-of-town, in full dress uniforms, took part in the activities and were the subject of much favorable comment during the week. The Legionnaires at Miles City are to be complimented on the very efficient management of the convention, and the enthusiasm with which every detail was carried out.

Gerald Lester, of Roundup, adjutant of the local chapter of the Legion, came to Miles City for the week.

Mrs. W. E. Ring returned home Sunday, August 9th, from a visit in the east.

Mrs. S. T. Hobbs, of Miles City, is visiting Mr. and Mrs. Martin Walsh, of Harlowton.

Mr. H. M. Geelhart, of Roundup, was in town August 4th on company business.

George Hilton expects to spend the week-end of August 15th in Mobridge.

Thanks, Nora, for all that space—nothing like being a headliner.

In the interest of Safety First, why not cut the splinters off that wooden shoe on lines east and pick up those red hot coals, etc., in the Magazine. "Hot shots" out here in the wide open spaces don't hurt nothin' nor nobody! Besides, they're not so very hot.

Mrs. Amyleigh Exxes is spending her vacation with her husband and sons on the lakes in Minnesota.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

JUST a word of warning—four months left to do your Christmas shopping.

Roadmaster Barbee has been seen at every station on his beat except Spring Grove, Ill. Understand they have a warrant there for his arrest, on account of violation of the law for the cutting of obnoxious weeds along the right of way. Mr. Bemis at Racine says if they send Barbee to Fort Leavenworth, he will send him a postcard now and then. Yours truly will also furnish him with a copy of our Monthly Magazine.

Section Foreman Joe at Delavan was hard at work the first week in August trying to burn green grass. "Bill" Hewitt says the job was a failure, account of Joe not having any high test gasoline to start it. Try ethyl, Joe, or Wadhams 370.

Dave Mercer and wife have moved back to Milwaukee, Dave being able to hold down a better run out of the cream city. We enjoyed your stay, and hope you visit us now and then. Good luck to you.

Paul Connors, agent's young son, is spending a few weeks on the farm up near Muscoda. Fishing, hiking, picnicking, and a daily visit to the old swimming hole will be on the menu.

Owen Campbell and family have moved to Rockford. Owen is working under Mr. Packard. We will be down some day, and have you show us the city.

Marvin Brick, former timekeeper at Beloit and Milwaukee, has now been transferred to Chicago, to the main office. Marvin has had a lot of experience, and we hope he will eventually land at the top.

Handsome Kenneth paid us a visit while en route to his duties in Milwaukee. Kenneth says he expects to get a pension soon.

Baggage man Artlip claims he is getting altogether too many scoldings, from various sources, and when he alone is in the right. So Conductor Matson has taken up the battle and states he will not have his baggage man upbraided by anyone but himself. You have all seen the sign, "Beware of the Dog"—take a tip from me—BEWARE OF MATSON.

Victor Cox, ticket agent at Janesville, has several designs of new cards he expects to have printed in the future. By special request these were drawn up by no other than me. Ask Frank about it.

The Senators' run carries some very nice show girls through our fair city, and they are sometimes detained here for 15 and 20 minutes waiting for connecting train from Milwaukee. Porter Gus and Happy do their best to entertain them, and are having great success. Understand Armock's supply of calling cards is running low.

Understand Agent Oliver Butler at Florence, Ill., is short on reading matter, and would like lots of old papers and magazines sent to him. He has just finished reading about the Oklahoma Oil Boom two years ago. Mr. Butler, if you remember, worked at Beloit dispatcher's office until three months ago, when he was called to take up the duties of general agent at Florence, position left vacant by Mr. Sloan, who was called to parcel off and sell land at Rockton.

Car Foreman Joe McIntee, Rockford, is quite busy these days keeping the rolling stock in good order. Understand that if Joe was out on hand every day the boys would have hard time keeping their trains on time.

Yardmaster Harry Hill is busy throwing switches. If business gets much better, Harry, you should put in your request for a switchman. They say that there are so many switch engines on duty lately that the Swedes are kicking, because the family washing has to be done three times a week, so much smoke rolling from the yards at Rockford. Tell them to use LUX, Harry.

Bert Wickler at Davis Junction is now taking orders for frog legs. This year has been an exceptional year for frogs, and the low end at Davis Junction is filled with beautiful frogs from the frog choir, which congregates and renders selections as the moon comes out. Bert says it is rather a hard job keeping your head clear account of so many hops. This reminds us of one of the signs in a thirst emblem (before prohibition), which said: Wanted—Men to lift schooners.

Agent R. M. Telfer was injured the last of July, through no fault of his. While coming

down one of Beloit's streets in his car, a lady motorist met his machine head on, claiming the sun shone in her eyes and blinded her. Mr. Telfer was picked up and taken home, but later went to the Beloit Municipal Hospital, where an examination showed he had broken two ribs and fractured his shoulder. Mr. Telfer was confined to the hospital for three weeks and gained steadily, so that at this time I can say he appears to be somewhat his normal self again. Mr. Telfer, although more than 80 years of age, up to the time of the accident, took a great delight in sports and could swim with the youngest. We hope to see him back at his office soon.

Tacoma Shop Notes

"Andy"

RUTH PHELPS and Lulu Keyes are at the present time enjoying a very busy week packing their grips, washing their socks, pressing their hats, getting their hair all wrinkled up with permanent waves, and loading up with various colors of rouge, lipstick, eyebrow grease, fancy powders, and a lot of that sort of fishing tackle, for they plan to spend their vacation together, and if all goes well, they will embark on the steamer Alexander on August 16th, to sail the turbulent waters of the mighty Pacific, until they get a bead on San Francisco. Lulu got herself a water wave for sea travel. Well, San Fran. will be the first stop and after they see all to be saw there they will hike to Los Angeles, where they expect to try out for the movies, and thence to San Diego and Caliente, where they will bum around until they are all fagged out and broke, then they will dig out the ol' pass and hit the rails for home.

Len Hogan, of the Woodmill force, and also noted sportsman and owner of the great hunting dog "Hogan's Frank," turned out to be a hero recently, when he figured quite prominently in the rescue of three persons who had fallen into the sound from an overturned boat near Point Defiance. Len is the first aid man in the Woodmill, and it was quite evident that he was up on resuscitation, for it was through his efforts in this line that the persons were revived. You're there, Len, no foolin'.

Melvin Guy some time ago thought he would go in strong for chickens, and started in hatching chicks, but things did not go so good; he lost most of them, so he had to buy a couple of hundred White Leghorn chickens. It won't be long now Mel will be swamping the market with hen fruit.

Al Simmonds is contemplating putting in a furnace at his home, but he is somewhat undecided as to the type to install, a hot air, cold air, wet air, dry air, but believes hot air will be the most convenient—if you have any suggestions, please hand 'em over to Al.

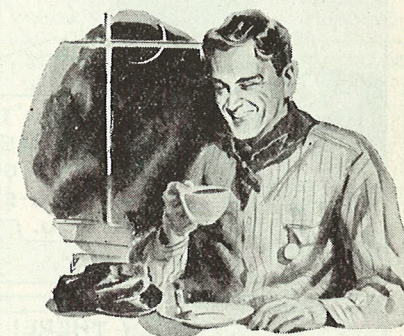
Ambrose Anderson has been having a heck of a time this summer on account of a bruised knee—someone said it is caused by too much fishing.

Fred Herzog has just returned after spending several months with his parents in Iowa.

Somebody said they saw A. J. Kroha dolled up in a swimming suit, and doing his deep sea stuff at his summer home on the sound near Redondo Beach.

Al Pentecost evidently does so much work in the day time that when he comes home and gets on the outside of a nice big dinner he sits down and falls sound asleep. Now what do you suppose that is the sign of? We know he is not getting any younger—and they say when he sleeps it sounds like the business depression is all over for the sawmills all over the country.

A Railroad Man's Drink



"the coffee that lets you sleep"

NOBODY knows better the joy of coffee—good coffee—than you. Yet thousands never drink coffee because it keeps them awake.

But there is one coffee that is free from harmful effects because it is free from the drug caffeine. That is the new IMPROVED Kellogg's Kaffee Hag Coffee—"the coffee that lets you sleep."

It cannot keep you awake. Yet it is as fine a coffee as you've ever tasted. The new improved blend makes Kaffee Hag Coffee a joy to even the most critical coffee lover. The choicest coffees grown are used in the making.

Get Kellogg's Kaffee Hag Coffee at your grocer's. Or send us the coupon and ten cents for a generous sample.

Kellogg's KAFFEE HAG COFFEE



KELLOGG COMPANY
Dept. NJ-9, Battle Creek, Michigan

Please send me, postpaid, sample can of Kellogg's Kaffee Hag Coffee. I enclose ten cents (stamps or coin). (Offer good in U. S. A. only.)

Name _____
Address _____

LAVA SHADOW PICTURES



CUTS THE GREASE AND DIRT

... hot water or cold, soft or hard!

Lava makes the heaviest, hardest-working lather you ever saw. It breaks all speed records for cleaning the dirtiest pair of hands you have to offer. There is soft, powdery pumice in Lava, which gets the dirt as surely as a crack flyer meets its schedule. Then, for complete protection, Lava

contains glycerine which soothes the skin.

The whole family can use Lava. It cleans up the children's hands and knees. It cuts grease from pots and pans and porcelain.

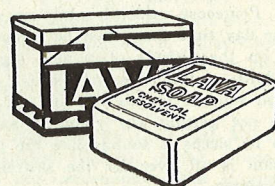
Your local grocery store sells Lava—in two large sizes, 6¢ and 10¢.

LAVA SOAP

takes the dirt—protects the skin

FREE! LAVA SHADOW PICTURE BOOK FOR THE CHILDREN!

Get this free book for the children. It shows how to make all kinds of funny shadow pictures with the hands. A generous sample of Lava Soap comes with each book. Write to Procter & Gamble Co., Dept. LKG-91, Cincinnati, Ohio.



John Schroedel, we have heard, has gone in strong for ducks, and is quite an authority on the subject of ducks—so if you want to know just where, why and how to duck—ask John. Sunrise Park on the mountain was recently opened up and some of the fellows around here have made the trip, among whom are: George Cessford, Mike Grummel and Cecil Deguire. They all claim that the hill was long and steep and took more water than gas.

Broadcast from Madison Division

Anne Evans
WE failed to broadcast in the last issue of the Magazine, but we are again back with you, and expect to be every month hereafter. Old Dan Cupid is more than working overtime these days. On July 22nd occurred the marriage of Louis Kotz, freighthouse caller, Madison, to Miss Eulalia Tonn. The couple are at home at 325 Grand Ave. Congratulations, Louie.

Ben Schultz is acting as clerk in the roadmaster's office at Madison. Miss Elizabeth Hickey, former clerk, is taking a three months' leave of absence.

Mr. and Mrs. Wm. Murphy recently entertained the Madison freight office employees at their cottage on Lake Waubesa, the guest of honor being Florence Erickson.

Car "Metz" was on this division several days examining train, engine and yardmen over 40 years of age. Most all of the physical examinations have been approved at this time.

Our accident campaign is coming along nicely so far during August, with the exception of one lost time injury, which occurred in Janesville Yard. We are looking forward to September being a "no accident month."

Mr. G. H. Rowley, trainmaster, is acting as yardmaster during the absence of Mr. Kelly, who is on his vacation.

Florence Erickson, the popular stenographer in the cashier's office, Madison, was married on August 3rd to George Smith, Villa Park, Ill. They are touring Canada on their honeymoon and will be at home after September 1st at 640 S. Illinois Ave., Villa Park, Ill. Best wishes are extended by all your good friends, "Tillie."

Members of the Economy committee made a short visit at Madison recently. Oh yes—we were all right on the job!

James Coleman, car clerk, Madison freight office, has taken a thirty day leave of absence to recuperate from heat prostration. It's no joke, is it, Jimmy? John Conlin, Jr., is relieving Mr. Coleman.

Archie Sommerfeldt, trucker, Madison warehouse, left for an extended trip through Washington, Oregon and California. Have not learned as yet whether he went single or double.

The wife of Wm. Kleiner, check clerk, Madison freighthouse, recently passed away at the home of her sister in Sun Prairie. Mrs. Kleiner will be missed by her many friends on the "Milwaukee," and most sincere sympathy is extended to Mr. Kleiner.

After returning from a week's vacation, Bob H. (in the dispatcher's office) reported all his files in topsy-turvy order. Who is to blame?

LOST, STRAYED or STOLEN, Mr. H. J. (What-a-Man) Hamilton, of the Engineering Department. What-a-Man was last seen in the Kickapoo Valley. Division Engineer King is offering the hides of twenty-six RATTLE SNAKES, which the (GREAT ONE) killed and skinned, single handed, on his first trip to the wilds of the Kickapoo River.

We are sorry to learn that James McGuire is still in the hospital at Rochester, Minn. Hope he will soon be with us again.

Tom Pagel, agent, Mineral Point, is out of luck this year. The American Association of Railroad Ticket Agents, whose convention he has attended for the past eight years, has been called off account present railroad conditions. The convention was scheduled to be held at San Antonio, with a side trip to Mexico City. Understand "Tom" had a reserved seat engaged to witness the "Bull Fight," which was planned for the ticket agents' benefit.

The business men and farmers at Mineral Point, Darlington and other points are beginning to wake up to the fact that they will have to patronize the railroads instead of the trucks and busses or have their railroad service curtailed. Several important meetings have been held, which are proving beneficial. Other stations over the entire system should promote a similar spirit.

Conductor Ed Deards is doing some good missionary work for the railroads vs. trucks and busses. Conductor Homewood says he is making "soap box" street corner speeches.

Conditions at Madison seem to be improving. Freight revenue for Madison shows a decided increase over last year.

Miss Welcome Meyer is a new member to the office force.

News Flashes from Janesville

WHILE any of you are at Janesville don't forget our lunch room at the passenger depot. It is under new management and you will be given utmost service.

John Crowe, our second trick baggageman, has been taken off account of further reduction in force. Since he left us we have not been able to locate anyone who can laugh as heartily as he. Drop in some time, John—we like to hear you.

Since the yardmaster's office has been moved from the passenger depot to the west yard, the elevator gets very little or no attention. Mr. Rowley, the trainmaster, wishes to get a hold of a good car, cheap, to convey himself between west yard and the freight depot. Anyone having such a vehicle confer with Mr. Rowley.

Vacations are now in order. George Reisel, first trick leverman, is planning on a few days commencing August 13th, also Vic Cox, ticket clerk, commencing August 17th. E. H. Dahnke will relieve both Reisel and Cox. Cheer up, Ed, your turn next!

We are glad to receive the news that Mr. G. J. Ryan, wife of roundhouse foreman, is on the road to recovery.

Fullerton Avenue Building

A. M. D.

THE ticket auditor's office made quite a showing at Camp Grant this year, as several of the boys signed up with the 108th Engineers of the Illinois National Guard. They are: Ed Kusch, Walter Carrow, Fred Stowell, Walter Rushing, and last but not least, Sammy Weinstein. The boys entrained for camp Saturday, August 1st. It seems that when they went to get their uniforms they had no trouble getting fitted, with the exception of Sam, and he had some little wait for his trousers as Omar, the Tent Maker, had to be called. Never mind, Sam, we are sure you will make a good dog robber for some snappy lieutenant. C. F. Cassidy, freight auditor's office, is now sporting a new automobile. How do you like it, Clarence?

The Fox Lake Thirteen report some wonderful times at their summer home. Wonder why it goes up so often?

The girls of the statistical bureau gave Miss Louise Leinss (now known as Mrs. Chas. Woelffer) a shower at the home of Evelyn Malarski on the 28th of July, twenty-five girls attending. She received many wonderful gifts. There is no depression in the review bureau when it comes to new daddies. G. P. Ewalt and J. Drews are the proud daddies of baby boys, and H. Mueller the daddy of a baby girl.

Clarence Bertlesen, of the ticket auditor's office, is spending his vacation with his parents in Harvey, N. D., and we suppose as is the usual custom, when the home town boys go to the big city and return for a visit, Clarence was met at the station by "Ye Olde Town Brass Band" and given a rousing welcome.

Mrs. Mina Lowther (nee Baier) was down in the Women's Club rooms recently visiting her old friends in the building. Come again, Mrs. Lowther, we are always glad to see you.

On August 1st Louise Leinss and Charles Woelffer took the marriage vows, and to the surprise of their friends it was a double wedding. Louise's mother was also married. Now Louise has two new daddies.

George Weigraf, of the ticket auditor's office, and Miss Edna Michaels, formerly of North Salem, N. D., were married August 3rd, leaving immediately for South Haven, Michigan. Congratulations to you, George, and very best wishes to Mrs. Weigraf.

Alex Finder, of the ticket auditor's office, left the service of the company August 1st, to go into the automobile business. It hasn't been decided yet who will be appointed to console Alex's many girl friends he left behind.

Miss Roselle Simon spent one month in the west, visiting relatives. The Portland "Oregonian" society column reports a very gay

FALL AND WINTER STYLES ARE IN!

And you'll be agreeably surprised at the high quality and low price
SUITS! .. OVERCOATS! .. TOPCOATS!
All measuring up to the high standard of excellence upon which this house was founded in 1904.

Service Department: Cleaning and Pressing
JOSEPH KAHN
UNION STATION CHICAGO

PETTIBONE MULLIKEN COMPANY

4710 W. Division Street
CHICAGO, ILL.

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

Frogs, Switches, Guard
Rails, Crossings
Open Hearth and Manganese
High and Low
Switch Stands
Mechanical Switchman
Miscellaneous Castings
of
Manganese, Carbon Steel
Grey Iron

LIGHT

WHEN and WHERE YOU NEED IT

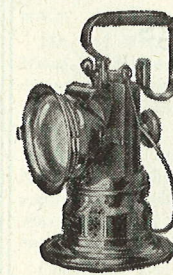


Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light.
—Sturdy construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern" With or without rear light

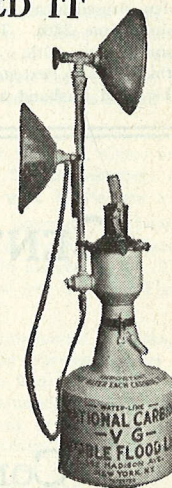
Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full, even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide V & G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York. Opposite Grand Central
Gentlemen:

Please send me complete information about your lights shown above.

I am aon the
(Occupation)

.....of The Milwaukee.
(Division)

Name
Address

time had, describing several social activities. How does it feel to be in society, Roselle, having your picture appear in the paper, etc.?

Mrs. Gertrude Bykoske, of the central typing bureau, has left the company, also Chicago, to live in Milwaukee, Wis., permanently, her husband being on the police force in that city. We're afraid it won't be very interesting up there, Milwaukee not having as many gunmen as Chicago.

Robert Cleary, of the freight auditor's office, was operated on July 6th for goitre at the Claremont General Hospital, Claremont, N. H. His many friends will be glad to know that he is getting along fine and we hope that he will be back with us soon.

Looking for golf champs? We have 'em right in the central typing bureau. Leader—Ruth Jensen, who bakes every week-end on the Long Lake golf links, and her loyal followers are none other than Hazel Reetz, Ruth Girard and Elsie Gretler.

While playing at Reese Park recently, it seems things weren't going so good for one of the loyal followers (Elsie Gretler)—at any rate, her temper burst forth and alas! a perfectly good driver was in two pieces. However, we think she probably made it in less than 100. How about it, Elsie?

Mrs. Francis Boyle (formerly Catherine Stackpoole) of the ticket auditor's office, is the proud mother of a fine big boy born July 17th. This is Catherine's second child as she has a lovely little girl of four, called Patricia.

Dubuque-Illinois Division—2nd District E. L. S.

AS we failed to make our appearance in the August issue of the Magazine, some of the following items will be somewhat out of date, but as news is scarce these warm days, will have them appear in print just the same.

Mrs. Martin Whalen, beloved wife of Martin Whalen, and mother of Trainmaster Whalen, passed away peacefully at her home in Lansing, June 28th. The funeral was held at Lansing, June 30th. Friends and employees on this division extend sincere sympathy to the bereaved husband and relatives.

Miss Nelle Murphy, formerly steno to the storekeeper, Dubuque Shops, is on leave of absence, and at this time is enjoying her vacation very much, at Los Angeles.

Trainmaster W. J. Whalen believes in celebrating the Fourth of July, as he purchased a new model Dodge coach at Dubuque that day.

We welcome Lucille back to the shops as clerk to the general foreman, after her long "vacation." Understand she enjoyed it very much especially her stay at a camp in Wisconsin.

Yardmaster and Mrs. E. G. Kiesele are the proud parents of a new baby girl, Eunice Rosalyn, born at Dubuque July 19th.

Miss Marie Clifford, from Savanna superintendent's office, worked in the trainmaster's and chief dispatcher's office, Dubuque, several days, the latter part of July and 1st of August.

Engineer A. T. Bohler was badly injured during July, while off duty, and is slowly recovering at this time. He is up and about and no doubt it won't be long before he will return to work.

Engineer D. M. Schaffner and wife are contemplating a trip to Tower, Minn., in the near future.

The Milwaukee R. R. Women's Club picnic, an annual affair, was largely attended by employees and their families on July 7th, at Eagle Point Park. A Safety First meeting preceded the picnic supper.

Wm. Ott, formerly second trick operator at Preston, Minn., received the agency at Mabel, Minn., on bulletin. A. R. Wilson is working second trick at Preston.

J. W. Hilliker, operator, is at present working second trick at LaCrescent, Minn.

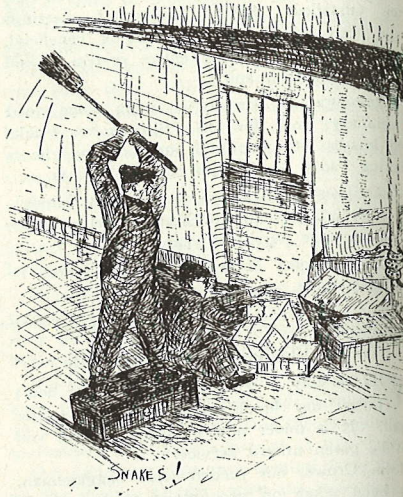
R. H. Kearney and family, from La Crosse, joined their son and family from Cleveland, at Chicago during July and made a trip to New York and other eastern points, where they have been sojourning the past several weeks.

La Crosse-River Division Items WE like the new dress of our Milwaukee Magazine.

Switchman Hiram Wells has returned to his work in La Crosse Yard after an extended trip through Oregon and Washington.

Auto accidents claimed another young life when Miss Ruth Witt, 19, daughter of Fireman and Mrs. Geo. Witt, Portage, was instantly killed when the car in which she was riding left the road, going into a ditch. Her twin sister, Ruby, was injured in the same accident.

Third Trick Operator C. L. Alleman in the Copeland Avenue Office, La Crosse, spent the first ten days of August in the northern part of Wisconsin, camping and fishing. Haven't heard about any of the big ones yet. He was relieved by Operator Rip Van Wite.



Carnival week in Portage—and on one balmy evening the Little Capitol Limited arrived from Madison as usual, right on the scratch. However, all was not as it should be. Passengers were crowded about the baggage car door, and cries of "Snake loose, look out he don't bite you!" could be heard, which led many to believe there was nothing less than a forty-foot Indian Python at liberty in the baggage end cavorting among the baggage.

The sight that met their eyes was Motorman Curt Hodge poised upon the Express Company safe ready for instant action, his trusty broom upraised, and Ollie Jorns, the baggageman, unloading very carefully piece by piece the accumulated baggage, mail and express, with one eye upon the corner where the reptile was last seen.

The pieces dwindled down, whereupon Toots Windus and his efficient helper, August, became the heroes of the hour by capturing the vicious reptile, which proved to be a four-foot prairie bull snake.

Ask Ollie Jorns and Curt Hodge about this.

A recent wedding of much interest was that of Miss Viola Brockman, daughter of Mr. and Mrs. Wm. Brockman, to the Rev. Oscar Klemp at Portage. They will reside in Cleveland, where Rev. Klemp is in charge of one of the churches.

Mrs. Ray Long, wife of Conductor Long, left on an extended trip to Seattle.

Night Caller Geo. Kaus claims he walked twenty-one miles one night recently. Caller Stewart Kelly claims he walked 23 miles. Andy Hayes didn't submit any figures. What is this, a contest?

Engineer George Ginder has taken one of the La Crosse Yard engine jobs.

Mr. L. C. Tackaberry, wife and son Roy are enjoying a trip to Seattle, Portland and Los Angeles. Mr. Tackaberry is our agent at Frontenac.

Two of our handsome La Crosse Division Brakemen, John Maloney and Ray Kawotsky,

recently prevailed upon a certain La Crosse young lady to play the part of charitable jinnety to Fourth and Main Streets. It is evident, however, that the boys lack knowledge as to the exact geographical location of this corner, for after a short and swift ride they were asked to vacate in the nearby town of Onalaska. Now the boys are complaining of being footsore and weary and attribute it all to this changing world which seems to decree that men, not women, walk home in '31. From the boys themselves come assurance that the public utility has won two permanent customers.

Rocky Mountain Division Northern Montana

Max

MR. AND MRS. ROSCOE W. JONES recently returned from their vacation which was spent in Alaska. They left Seattle on the S.S. Dorothy Alexandra, July 17th, docking at Victoria, B. C., for four hours, then proceeded to Ketchikan, where they visited the fish canneries, thence on to Skagway and on to Sitka, where they visited points of interest, seeing many relics of the old Russian habitation. They visited "Lovers' Lane," which is thickly dotted with Totem poles. Their trip on to Lake Bennett was very interesting, traveling on the narrow gauge railroad up the White Horse Pass and then to Dead Horse Gulch on a four per cent grade to an altitude of about 3,500 feet, this being the old trail into the Yukon. Their water trip through the glacier and icebergs, at times seemed perilous, they being within a half mile of the mountains of ice. On the way home they attended a large ball, at Ketchikan, given by the Order of the Eastern Star for the officers of the U. S. battleship Detroit, which was anchored in the bay. For a real vacation they commend the Alaska trip to their friends.

We have never felt that we were ever too busy to do our "bit" at anything, but the months of June and July were a little too much for us to get around to our monthly contribution to the Milwaukee Magazine account of the unusually heavy offering of wool at this concentration point. Lewistown station, like all of the rest of the stations on the system, is being operated with the minimum amount of help. Now that the wool is all shipped out, we are in a position to pick up the odds and ends that had to be neglected, our correspondence to the Milwaukee Magazine being among the things that were not kept up.

Funeral services for the late Conductor Joseph A. Rawls, who died in June, were held at the Presbyterian church. The Rev. J. E. Cox was in charge, and the Masonic ritual was carried out at the church and at the grave in the Lewistown Cemetery. The Knight Templars of which Mr. Rawls was a past commander, formed an escort of honor, and members of the Boy Scout, in accordance with a wish expressed by Mr. Rawls, who was interested in the movement, served as ushers. The funeral was largely attended and bespoke the high esteem in which Mr. Rawls was held. All of his co-workers who could possibly be excused from their duties, and a number of officials from this and adjoining divisions attended, Mr. Rawls having been one of the oldest in point of service on the Milwaukee Road and well known and liked everywhere.

Mr. Rawls had been ill for about a week and underwent an operation for a mastoid, from which he did not recover.

Mr. Rawls was 48 years of age and a native of Plattsmouth, Nebraska. He came to Lewistown 22 years ago, his last assignment being on the mixed run between Lewistown and Winnett. He was president of the school

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Name	Address	Occupation	Loss	Amount
Bert Alger	Clinton, Mont.	Section Foreman	Life	\$1,026.00
Olaf M. Johnson	Lombard, Mont.	Section Foreman	Life	1,011.85
Orville Hill	Bedford, Md.	Switchman	Life	535.25
Robert Cadden	St. Paul, Minn.	Roundhouse Foreman	Ulcer	192.00
Herbert L. Comstock	Miles City, Mont.	Station Fireman	Typhoid	247.97
Jake Berquist	Deer Lodge, Mont.	Br. and Tr. Builder	Life	750.00
Jack Dickerson	Chicago, Ill.	Chef	Diabetes	240.00
John Snider	Madrid, Iowa	Trackman	Life	642.70

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board at the time of his death, a position he had held since March, 1928. He was selected as a member in January, 1927.

Mr. Rawls was very prominent in Masonic circles, being a member of all branches and a past commander of Calvary Commandery, Knights Templar.

Mr. Rawls was married in September, 1914, to Marie Steiner, who survives him. He is survived also by four children, Noel, Joe, Jr., Frederick and Niles. A brother, Glen Rawls, of Butte, and another brother, Noel Rawls, of Los Angeles, as well as his parents, Mr. and Mrs. C. A. Rawls, of Plattsmouth, Nebr., are left to mourn his passing.

Claude Brown and Traveling Freight Agent Brisbane, from the office of Division Freight and Passenger Agent Randall, of Great Falls, were out in the "sticks" assisting with the checking of wool during the loading season.

Frank A. Curtis, boardman at Lewistown, is back in town and resumes his position after having been a delegate to the trainmen's convention at Houston, Texas.

William J. Retallick has returned after vacationing for three weeks with friends in Oregon. Former Cashier Charles H. Baker handled Mr. Retallick's position during his absence.

Mr. and Mrs. E. B. Cornwell and daughter, Helen, of Harlowton, were Lewistown visitors during Mr. Cornwell's vacation, part of which was spent at their old home in Milwaukee, Wis.

Mrs. A. M. Maxeiner returned from Dillon, Mont., where she visited for a week. She was accompanied home by her father, I. Cashmore, who was one of the early locomotive engineers on the Utah and Northern.

Conductor Lou Wandell and former Cashier Baker were among the members of the Elks' band of Lewistown, who left Lewistown in a special sleeper for the Elks' State Convention at Missoula, Mont.

Mrs. Robert Randall, of Great Falls, has returned from visiting with friends in Eugene, Oregon.

Division Freight and Passenger Agent M. E. Randall attended the hearing at Lewistown of the Stengle Transportation Company for a truck permit to operate between Lewistown and Harlowton.

Assistant Superintendent Fuller was joined at Lewistown by Mrs. Fuller and daughter, Margarete, having moved here from Spokane, Wash. They have taken the residence at 206 Hawthorne Avenue, formerly occupied by R. M. Alway.

District Storekeeper G. A. J. Carr, of Deer Lodge, accompanied by Storekeeper George Ellis, of Harlowton, were Lewistown visitors.

W. J. Thompson, operator at Lewistown Yard, was a delegate to the Eagles' State Convention at Helena. On his return Mr. Thompson was sporting a new free wheeling Plymouth car.

Arthur Keeler, roundhouse foreman, and George L. Wood, car foreman, have taken over the duties of the local storeroom. When Arthur gets squared around, with the improvements that he is making in the office building, it will look like a chain store. Everything that he will have to put out in the way of supplies will be in plain sight.

August G. Berge, cashier at the freight house at Lewistown, seems to have some special attraction at Harlowton, where he resided before taking the position in the county seat. It is Harlowton over Sunday most every week.

Jake Schaefer is back at his post at Lewistown after spending three weeks on the coast, he having visited his sister at Independence, Oregon, and took in the National Convention of the Elks at Seattle. While at Seattle he visited with several former employees of this division, among them being Leo B. Keyes, who wished to be remembered to his Lewistown friends.

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Iowa (East) Division and Calmar Line

J. T. Raymond

MRS. CHARLES LeROY of Los Angeles was the guest of Mrs. George Hennessey of Marion in August. She expects to visit a sister in Canada before returning home.

Mr. and Mrs. James A. Pringle of Marion were called to Chicago July 26th on account of the death of a brother of Mrs. Pringle. He was night yardmaster for the Chicago Belt Line and was killed by a large car door falling from a car onto him. Mr. and Mrs. Pringle have the sympathy of their many friends on the division in their bereavement.

Conductor Jack Dignan, who since his retirement has been living with his sister at DeWitt, Iowa, suffered a slight stroke on August 3rd.

Rocks in the embankment in the cut one-half mile west of Browns, that were getting to be a serious menace, are being blasted out and removed. This is about a three weeks' job.

Effective August 16th the territory of Mr. W. N. Foster has been extended to include the S. C. & D. Division, with headquarters at Perry instead of Marion.

Mr. and Mrs. W. N. Foster have moved from Marion to Perry. They have resided in Marion for a number of years and their change of residence is deeply regretted by their many Marion friends.

A very happy occasion was the farewell reception extended Mr. and Mrs. W. N. Foster and Mr. and Mrs. W. H. Applegate by the Milwaukee family of Marion. The affair was held at Thomas Park, Thursday afternoon, August 13th. One of the big entertainment features was the baseball game between two picked teams. A. J. Elder was the captain and pitcher for one team and Lyle King held the same positions for the opposing team. H. B. Christiansen and George Halsey were the catchers and did some brilliant work. W. E. Cooper umpired with Walter Foster as relief. The game was very close throughout and some of the close decisions of the umpire were questioned and at times the menacing attitude of the members of one team caused Umpire Cooper to request police protection, but afterwards Mr. Cooper withdrew this request upon being assured by a number of brawny fans that they would stand by him and see that he was not harmed. One of the outstanding features of the game was M. J. Skord's sensational home run batting and Willis Jordan's efficient work in the left field. Game was called at 6:30 p. m. for dinner at which time the Elder team claimed they had played nine innings with a score of 23 to 22 in favor of their side. This claim, however, was disputed by Captain King and team who maintained the score was 23 to 15 in their favor. There being no official scorer the matter remains in doubt. A very fine dinner was served by a committee of ladies composed of Mrs. Chester Cornelius, chairman, Mrs. L. A. Turner, Mrs. L. G. Hewitt, Mrs. Wm. Grassfield, Mrs. Geo. Hennessey and Mrs. W. K. Lothian. There were eighty present. The Fosters and Applegates were assured of the high esteem in which they are held by the Milwaukee family at Marion and the deep regret on account of their departure from Marion.

On August 5th Mrs. A. J. Elder and daughter Janet left Marion about 7:00 a. m. by auto for Perry to visit with Mr. Elder's mother. About eight miles from Perry the car struck some loose gravel and turned over, doing some damage to the car. Neither Mrs. Elder nor Janet were injured except for shock and were taken to Perry by a passing motorist. The

road had been recently repaired and loose gravel left in such a way that it was a wonder this accident did not result more seriously. Mrs. Elder must have been driving strictly according to safety first principles to escape so lightly in such a trap.

Engineer Will Bunting of Miles City, Mont., arrived in Marion August 11th for two weeks' visit with his sister, Mrs. Effie M. Miller.

Clarence A. Tolbert of Marion returned home August 11th after a month's visit at St. Paul and Chicago. Clarence's health has not been very good lately and he has concluded to retire. He has been serving as a clerk in the Marion freight house for some time. Previous to that time he had been a freight conductor for a long term of years and has a fine record for service given the Milwaukee Road. Clarence has many friends on the System that hope he may recover his health and enjoy many years of comfortable living.

On account of the master mechanic's office being moved to Perry, Walter H. Applegate goes to Perry. The change takes effect August 15th. There is general regret felt at losing Mr. and Mrs. Applegate from Marion. They have lived here for a number of years and are very highly esteemed. Friends hope for frequent return visits.

Mrs. Mamie Berryhill, formerly of the superintendent's office, at Marion, has been transferred to the Cedar Rapids freight office.

We hope the division will be well represented at the Veteran Employees Association reunion at Minneapolis September 14th and 15th.

The writer was present at the launching of this Association at the La Salle Hotel June, 1916, just fifteen years ago, and has a picture showing quite distinctly the features of every one of the seventy-five present on that occasion. The mutual benefit gained by both the Milwaukee Road and the Veteran Employees by the existence of this organization more than justifies its existence and future perpetuation. Anyone that is so fortunate as to be entitled to the privilege of belonging and attending these annual reunions should not esteem it lightly.

Roy Blackledge suffered a casualty while playing baseball at the Foster-Applegate picnic at Thomas Park. He slipped and fell, injuring his right hip. It is hoped that there will be no serious results.

Brakeman Clayton Frutchey passed away August 8th at the Government Hospital at Chicago, after a long illness from tuberculosis. Funeral services were held at Savanna on August 12th, the American Legion having charge at the grave. He is survived by his mother, a sister and two brothers, to whom the Magazine extends sympathy.

Marion relatives have received word of the death of Carl Woodcox, which occurred August 4th at his home in Chicago. Mr. Woodcox was overcome by the heat. He is survived by a wife and four children. Mr. Woodcox is a former switchman at Marion and Atkins, moving to Chicago several years ago, where he was employed as a switchman.

Passenger Brakeman W. R. Pollard received word August 7th that his oldest son, Charlie, was killed in an automobile accident in Missouri while on his way from home in Texas to visit his parents in Marion. The Magazine extends sympathy to the bereaved family.

Passenger Conductor J. F. Higgins was off duty a short time the latter part of July, due to sickness.

Passenger Conductor Thos. Nevins, who has been off about a month on account of sickness, resumed work July 31st.

Mrs. Willis Jordan of Marion spent part of August as a guest of Mrs. H. C. Van Wormer at her cottage at Ox Lake, Minn.

Milwaukee Terminals

Ann

A new member of the Milwaukee Road family is Marvin Jesko, son of Mr. and Mrs. Al Jesko, born July 10th. We were wondering why Al had to get a new hat, but now the mystery has been solved.

The boys at the Air Line Yard were glad to see Lawrence Egan after his long illness. We hope to see you back soon, Lawrence.

We now have inaugurated a shoe shine and hat cleaning department, sponsored by Harry Davidson, of the Traffic Department, who kindly solicits your business.

Ben Schwartz is back from his vacation up north with a nice coat of tan, and says he had a very good time.

We received an interesting post card from Switchman Roy Lewis, saying that he was looking for a muffler up at Amery, Wisconsin. Hope you find a good one this time, Roy.

Frank Stubbs and George Day are leaving for a trip through Gallatin Gateway. They no doubt will come back telling of the good service offered by the Milwaukee Road and thereby interest many other people to take the same trip. They are two good boosters for the Milwaukee Road.

Francis Brennan is taking a trip to Iowa and we each have our own ideas as to whom she is most anxious to see. We hope you have a lovely time, Frances.

Johnny Schuh was up in North Dakota for about a week and when he came back we hardly knew him he was so fat.

Mr. R. D. Miller acquired a nice tan during his vacation which we all envy.

Marriage must be agreeing with Milton Friedrichs, as he is picking up weight and looking fine.

Mr. C. A. Bush is on a fishing trip and we are expecting to get a box of sardines by mail most any day now.

I. & D. Items

M. G. B.

WELL, we got the rain we were looking for, it simply was our bad luck that we all decided to wash our cars—then the next day it rained. All we have to worry about now is the price of coal this winter and whether or not we need new coats. We are not talking depression any more because we read by Eddie Cantor that it is all the bunk.

To get down to business, the first warning we have is that anyone figuring on going fishing with H. B. Larson should be sure and bring artificial bait, as a fisherman he is a good crab catcher. He also drives his car on the same schedule as the S. F. S. X. (40 miles per hour) no restriction in heavy traffic or around sharp curves. Ask F. J. McDonald, he sat up all night to find this out.

Grace Moran, of the D. F. & P. A. office, is again going to Canada for her vacation. There must be quite an attraction there. Maybe we are missing something.

C. S. Pack, dispatcher, has been added to the force at Mason City. We are glad to have him with us.

Relief Agent C. A. Powell is relieving F. M. Chase at Hartley. Mr. Chase is away on his annual vacation.

Dennis Kinsella, carman, Mason City, was called to Pontiac, Ill., August 4th, account of death.

Mr. E. J. Sullivan, former traveling inspector, has moved his family to Milwaukee, Wis.

Mr. A. M. Martinson, division master mechanic, has been transferred, and he also is moving to Milwaukee. John Turney, from Sioux City, is coming to Mason City as master mechanic. This was effective August 15th.

F. W. Irons, operator at Ruthven, passed through Mason City August 12th, en route from Iowa City, where he had taken his little daughter for medical treatment. He was relieved by Operator L. J. Barnes during his absence.

Robert Murray, former pumper and station helper at Algona, died August 9th.

Mrs. George Igou and daughter, Dorothy, left Mason City August 7th for a visit with George Igou, agent at Rapid City.

Mrs. L. J. Desomery and daughter, Dorothy, arrived at Mason City August 8th, from Jackson, Miss., where they were visiting at the home of Mrs. Desomery's mother.

Mr. S. B. McCauley, captain of police at Sioux City, was at Mason City August 6th.

We have had three extra gangs on the division for some time, but the rail gang left August 12th, and things are beginning to settle back into the old groove.

We learned that Paul Olson, brakeman at Sheldon, was very ill the first part of July, and hope he is fully recovered by now.

The rail and river excursion to Guttenberg, scheduled for August 2nd, had to be called off on account of low river.

Frank Wenig, engineer at Mason City, is the proud parent of a baby girl born July 13th. Mr. and Mrs. Wenig introduce to you Carolyn Joan Wenig.

Conductor Henry Smith, of Mason City, was called to Freeport, Ill., July 14th, on account of death.

An old friend of ours showed up at Mason City from the wilds of South Dakota, July 21st—Clifford Smith, looking and acting the

same as ever. Even had his Chevy to make the scene more natural. He is now located at Pine Ridge.

John N. Hughes, of Des Moines, was a visitor at Mason City and Clear Lake during the golf tournament, July 18th to 25th.

Des Moines Division Items

Frenchy

MRS. T. E. SULLIVAN, aunt of Mrs. George Williams, passed away on July 19th at Ft. Dodge. Mr. and Mrs. Williams attended the funeral, which was held at Cherokee, her former home, on July 22nd. Mrs. Sullivan had been living with her daughter in Ft. Dodge.

A new underground crossing is being installed one mile north of Clive, on Highway No. 32.

Ray Dawson's many friends will be glad to know that he is still improving at Broadlawn Hospital, Des Moines.

Florence Ibsen, who has been granted a leave of absence to regain her health, is now at the home of her parents, Mr. and Mrs. Chas. Nelson, at Grimes. She will be glad to hear from her friends and see them occasionally. We surely miss her cheery smile in the roadmaster's office.

Conductor George Moore is confined to the hospital with stomach trouble. Was operated on recently and reports are that he is resting at the present time.

Conductor W. M. Jacobs has been on the sick list for several weeks, suffering with a bad knee. He is still quite lame and unable to work yet.

Mrs. Pat Padden and family left recently to make their home in California.

Mrs. L. E. Bates and daughters returned recently from an extended western trip.

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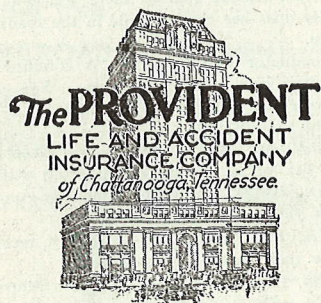
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Special Formula No. 134

Centralized timekeeping in Chicago, train and enginemen, was put into effect for Des Moines Division on August 1st.

Miss Helen Nolan, of Dubuque, was in Des Moines recently to have a tonsil operation and was the guest of her aunts, Mrs. L. L. McGovern and Miss Jean McGinnis, at the McGovern home.

Miss Maude French spent her vacation in Seattle and other western points. We understand she had a wonderful trip, has been receiving considerable mail since her return. Think we should check her list of acquaintances for a new face (male). (This service is free.)

Twin City Terminals Mechanical and Store Depart- ments

N. A. H.

It is rumored around that there will be a wedding in the Store Department soon. Hurrah! We haven't had excitement like that for a long time. The best part of it is that it is a double Store Department affair, as both Miss Elizabeth Murphy, better known as "Biddy," and Mr. Otto Neuwirth are a part of the Store Department staff.

In honor of this coming event, Miss Emma Zinn, of this department, and Mrs. Harry Dahl, formerly of this department, were hostesses for Miss Murphy at a miscellaneous shower, on the evening of August 11th. It was a grand re-union for all, as in addition to our present office force, which has diminished quite a little, we had with us several of our gone-but-not-forgotten girls, many of whom have already taken this unsteady step.

The bride-to-be was presented with a beautiful corsage bouquet, which when pinned on her light chiffon dress, gave her a real bride appearance. She received many beautiful gifts.

The early part of the evening passed very rapidly as we were all kept busy stabbing peanuts. After the prizes were awarded for the best and the worst peanut stabbers, we all proceeded to shock our hostesses by eating the peanuts. Nevertheless, a jolly time was had by all and I am sure if all our wishes come true, Biddy and Otto should be very, very happy.

Popsicles were the means of restoring the clerks during the hot spell; in fact, they saved the day.

The heat was so intense that our clerk, Al Down, made a threat that if it would rain when leaving the roundhouse at 5:00 p. m., he would walk all the way home in the rain. Fortunate for Al, it rained after he got home, so his threat was all in vain.

One of our girls wants to know why the driveways and walks around the plant aren't filled with "goofy feathers" instead of cinders. Evidently she would much rather fall into a bed of feathers than cinders.

Miss Vivian Britton, of the Store Department, spent her vacation on a trip—by train to Detroit and thence via the Great Lakes to Duluth. All of Vivian's anticipations were not in vain as she reported a wonderful time.

Miss Ivy Crogan was called home suddenly due to illness of her mother. After a week's absence, Ivy returned from her mother's home with good news.

Traveling Engineer W. C. Blase arrived back from his vacation looking tan and hearty.

Mr. John Turney, of Sioux City reports that it is 120 degrees in the shade in that part of the country and put in his order for some of Minnesota breezes.

Mr. Charles Erickson, formerly employed in the blacksmith shop, having worked here since 1893, died July 18th. Mr. Erickson has been on the Milwaukee pension list since March 1, 1929. His son, George, also is an employee, working in Minneapolis Shops.

Mrs. John Taylor, wife of machinist in Minneapolis Shops, died July 16th.

Mr. Frank Hemsey, former traveling engineer on the River Division, passed away August 4th, after a long illness. Death came rather suddenly as Mr. Hemsey was all ready for a trip to the northern part of Minnesota, where he expected to regain his health. We extend our sympathy to those who are left to mourn their loss.

Mrs. Thomas Halloran, wife of "Tom" Halloran, died July 18th after a brief illness. We all extend our sympathy to the family.

On July 29th the annual picnic for Minneapolis, roundhouse employees was held at the home of Wm. Boche, in Bloomington.

A large number attended this picnic and when we say a wonderful time was had by all, we are putting it mildly. The cats were prepared by Mrs. Wm. Boche and everyone was loud and long in their praise of her fine work.

The usual ball game took place and this was a source of enjoyment for the spectators as well as the players. The only cause for complaint seemed to be the work of the umpires, and while no one received any physical injury, the umpires were subject to some severe tongue lashings.

These two teams looked liked two champions playing, and while the players were all stars the performance of some of the players stood out above the rest. The pitching of John Jaskolka, the fielding of Mike McDermott and his unwillingness to bat, the hitting of John Moe and the base running of Bill Garrity, were some of the highlights of the game. We should also mention the star gazing of Walter Savage, in center field.

Bits of entertainment were furnished by Bill Boche and George Miller for the benefit of the boys while they were eating.

We all wish to thank Mr. and Mrs. Boche for offering their home for this outing and we thank Mrs. Boche for the excellent meal she prepared.

Everyone had a good time and all are looking forward to the time of the next picnic.

Kansas City Terminals

S. M. C.

THE sympathy of the Milwaukee family is extended to Mr. John Sweeney and family. Mr. David Sweeney, his son, passed away August 12th.

It is reported that an Englishman, a German and a Swede from the local office went out for a golf game. It "happened" that there were no green fees on that day, and the balance of the bunch have decided that instead of being English, German and Swedish, they are Scotch.

W. E. Johnson and O. E. Owens are packing their grips for the Minneapolis Vets' Convention.

Since Schutte's finger has gotten well it is reported that he certainly whacks the golf ball with those new clubs and that 275 yards "ain't nothing for Alex."

What is the matter with the local fishermen this year? We haven't heard a fish story to date. Talbott says when Miss Clifford goes fishing she never puts her line in the water except when she can see some fish.

E. C. Van Bushkirk, one of our old-time engineers, has had two very serious operations,

and while he is still at Research Hospital, it is reported he is improving.

Con Williams is a car short. Someone took Con's car, which was parked at the local office, and since that time Con has been riding the street cars.

Jas. Springer says that out away from the hustle, bustle of the city is the only place to live. Storekeeper Sellens and Lieut. Riley, of the Police Department, must have believed him because they are both suburbanites now.

Until Hal Reed was on the switching job he didn't know how much wheat Kansas raised. He says he knows now.

O. E. Baker, engineer, was called to Denver, Colo., account of his brother being injured. We are glad to report that the injury was not serious.

Glen Wright, son of Claim Clerk C. N. Wright, will soon return to Kansas City from the east where he has spent his vacation.

Coast Division

"Kirk"

LETTUCE and fresh vegetables started moving off the Priest Rapids Valley Line during the last month and will probably amount to a car a day for some time. Then there will be about 70 cars of early gem potatoes from the same source, which will move the early part of August. Another potato warehouse and storehouse is going up at Thorp, which means more business later on. Business "ain't" so rotten as it might be.

Trainmaster E. L. Cleveland was laid up the latter part of July with a case of tonsillitis and quincy. Either one would be bad enough, but

both at the same time is too much. Glad to say he is now back on the job, 100 per cent.

John Charles Fremont Negley, accompanied by Mrs. Negley and their daughter, Mrs. McCann, started on a motor trip, on the 11th, down through Portland and along the Columbia Highway, returning by way of the ocean and stopping at the different beaches. They will be gone a week or ten days. Charles is strong for motor trips and always has a wonderful time.

Had a nice long letter from Mr. McMahon from Miles City, the other day, telling us the low down on the Miles City office. Must be pretty warm over there in comparison to the nice weather Mac has been used to. Said he attended the rodeo and enjoyed seeing the boys take the nose dives. Also suggested Walt Evans send him his Legion button so that he could get grandstand seats to the Legion Convention over there, so if Doc will kindly oblige, I'll see that it is returned O. K. Haven't answered the letter yet as expected to see Mac over here soon, moving the family.

Just last week Assistant Division Engineer Guenther made a trip to Chehalis to look into the matter of moving the freight force into the passenger station, account leasing the freight house to the Puget Sound Butter & Egg Company. The deal was closed, material ordered, work done and today the first car of eggs, Chehalis to New York, is on its way. Expect to have some pictures and a few more details on this soon, but the Magazine could not wait for it this time. Business is looking up.

Mrs. Carotte took a boat trip to Victoria, B. C., last week, accompanied by her daughter, Cathryn, visiting in the home of Mr. and Mrs. F. J. Calkins. Clara reports a fine time, also that she didn't "have" a thing.

Section Foreman Ben D. Hiddleston has been assigned to section 67, Tacoma Yard, effective July 30th.

B. & B. Department have just finished the 85-foot steel girder, supported on concrete piers, with concrete floor in bridge FF 282, which is part of the new state highway.

Section Foreman Hans Hunsaid will move from Willapa to McKenna some time this month.

J. O. Hower, section foreman at Rochester, is on his vacation in the east, his place being filled by J. C. Cole, from Park Junction.

Section Foreman Jeff Fortney and family, from Kent, are spending several weeks' vacation in eastern Canada. His section is now being filled by Oscar Erickson.

B. & B. Department Clerk Joe Nordquist was called to Montana on business and Leo Kord, from Cedar Falls, is acting material chaser during Joe's absence. Understand Leo is quite a busy man lately, spending at least eight hours in the office and the majority of the balance of the 24 as a waiter or floor-walker—yes, it's a boy—with a date of July 9, 1931.

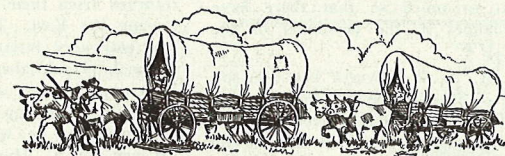
Roadmaster G. P. Hall is moving his family to Cedar Falls as the most central portion of his territory.

Section Foreman Jas. Woolverton is at the present time acting as foreman of extra gang in Roadmaster Davis' district and will later be transferred to the East Sub.

The Woolly weed burner has been operating in the Seattle and Tacoma Yards recently, which will be much appreciated by several yard clerks and numerous trainmen.

Chief Dispatcher Sam Whittemore is now back on the job and getting to look and act more like himself every day.

Trail Blazers



Every region, commercial community, or resort locality has been "discovered," developed and popularized by some indi-

vidual or institution. The railroad always has been a trail blazer; always will be. It has an interesting story to tell and it is telling this story through advertisements and travel books in a wonderful way. In this way, printing "broadcasts" the message of "trail blazers" in the most effective manner. One of the leading railroad printers is

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MILWAUKEE, WISCONSIN

Wire Chief O'Connor played sick several days this last month, Operator Dickinson pinch hitting while Mike was laid up.

Subscriptions are now being taken for the Women's Club membership for the ensuing year and a large increase in the number of memberships is expected. Send in your dollar to George Loomis, care of division engineer, and he will see that you have the regular engraved certificate.

Chicago Terminals

Guy E. Sampson

WELL, vacations will soon be over for this year and then all will be back into the harness for another year's work. And how one enjoys that couple of weeks away from the regular routine—different surroundings, different things to enjoy from those we are used to every week, seeing different people and everything, to put new life into one for work when he returns. And so now we start another year with a new determination to make some better records than we did last year.

Milwaukee Division Engineer Warren Swails, his sister, Miss Carry Swails, and Chicago Terminal Yard Foreman Lynn Corkill have just returned from one of the most enjoyable auto trips one could ever take. They left Bensenville June 26th and returned home August 10th, having covered over 7,000 miles by auto. They visited in Iowa, then went to Yellowstone Park, where they spent several days; then on to Seattle and up the West Coast into British Columbia; from there they headed east through the scenic Canadian Rockies to Winnipeg, thence to Duluth, the Twin Cities and on home. With very little auto trouble and much pleasure they enjoyed the entire trip.

James Burke, first trick train director at Bensenville, is on his vacation the last half of August. Relief Director G. E. Sampson is working in his place. James says he is not going far from home, but that little summer cottage located on the bank of a Wisconsin lake will be a great drawing card for Jim while away from the job.

The new Diesel engine No. 6100 is now in service at the west end of the train yard at Bensenville, and her steady putt, putt, putt can be heard the entire 24 hours, not even a minute off to take water. She sure keeps the boys stepping; so much so that there have been slight changes in the personnel of the crew.

Trainmaster R. A. Woodworth has been on vacation, and on his return he looked hale, hearty and happy, as though overtime, per diem and rush cars had bothered him to no extent during his absence. Well, that's the way to enjoy a vacation, get away and relax and forget your troubles, and when you come back, feel fresh and equal to any task that presents itself.

Yardmaster Wm. Tensendorf is also on vacation and Wm. Rands is holding down that important position at the east end of Bensenville yard nights.

Fireman Ed Garry, who took a 90-day leave of absence account of being able to work only about one day a week, has spent the entire time at the Garry summer cottage up near the Wisconsin River. Either his parents, some members of the family or friends from the terminal have been with him most of the time. Some place to be during the hot, dry weather Chicago experienced this summer. Up where the cooling breezes whistle through the branches of the tall pine trees and where the fish bite so freely that you dare not put a finger in the water for fear they will bite it.

Mrs. Eugene Lewin, who with the children are residing on their farm in Indiana, spent

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a week with her husband, who is switching in the terminal. Since the 26-day month for switchmen took effect in the terminal August 1st, Eugene will be able to take his days off at the end of each month and go down on the farm and visit.

Although we were promised some items from Galewood and Western Avenue, and we have waited til the last minute of the last day, and tomorrow is Sunday and we are liable to lose out altogether this month, still no items have showed up; so if our readers are looking for news from that part of the terminal we are sorry our aids failed us, but hope that next month they will come across with a good bit of news.

H. Austin, assistant chief clerk, Car Department at Western Avenue, and wife ask us to voice their appreciation of the sympathy and beautiful floral offerings extended by their railroad associates of Terre Haute and Chicago Terminals, during their sad bereavement caused by the passing away of their daughter. Burial took place at Terre Haute.

Bensenville Repair Tracks' wide awake foreman, H. L. Ewing, and wife, have just returned from their vacation, which was spent touring the East. They both declare that the trip was very interesting, enjoyable and educational. Hank always has his eyes (both of 'em) open for new safety first suggestions, and no doubt picked up a lot of valuable ideas on the trip that he will soon be suggesting to his men. O. K., Henry, we're with you on anything that will decrease still more the accidents on our own or any other railroad.

Wisconsin Valley Division

Lillian

J. P. GIBSON, agent at New Lisbon, is spending two months at Coney Island, N. Y. Mr. J. E. Schroeder is filling the vacancy during his absence.

Mr. Leo St. Mary passed away at his home on July 17th after an illness of a few months. Mr. St. Mary was formerly employed on the Valley Division, but for the past number of years has been employed as yard switchman for the Marathon Paper Mills Company. The division employees extend sympathy to his mother and brothers and sisters.

Katherine and Margaret Bernard are spending a week at Necedah visiting relatives.

The potato crops located on and around the Valley Division are reported to be the best ever and the farmers are expecting a large

crop as well as a high class variety. The weatherman has been very favorable to this part of the section sending sufficient rains and plenty of sunshine to produce a very satisfactory harvest.

Mr. and Mrs. N. P. Thurber, of Beloit, Wis., were the guests of Mr. and Mrs. M. M. Harrington for several days. Mr. Thurber visited the offices of Superintendent and Dispatchers. Both Mr. and Mrs. Thurber always receive a hearty welcome among their Wausau friends.

Jack Warner of Circle Pine resort, Lake Minocqua, demonstrated that guests at the resort need not go far to get their fish. Casting with a No. 8 spoonhook he hooked and landed a dandy 20-pound tiger musky within three hundred feet of the dock. The fish was hooked from the outside of the mouth and as a result put up a wonderful battle before he was brought to gaff. In the boat with Jack were his mother, Mrs. Clarence E. Warner, and his nephew, Jimmie Warner. The fish was put on display at the O'Leary hardware store.

Over the week end of July 4th we handled over 700 passengers on our trains leaving New Lisbon which made it necessary to run "The Fisherman," No. 101, in two sections. We had our regular special parties for the summer season and had one new party of 15 boys for Strongheart Camp. The special summer camps will start breaking up soon, Camp Osoha will leave Trout Lake August 19th; Dr. Monilaw's boys will leave Sayner August 20th; Red Arrow Boys leave Trout Lake August 25th; Dr. Ehrenreich boys' camp leave Kawaga; Mrs. Pinkhurst girls' camp, Agawak; Strongheart Boys, Woodruff; and Helen Janes, Warwick Woods, Sayner, leave August 26th. We expect a party of the Wisconsin Passenger Club, about 25, to reach Minocqua on September 6th for a week-end fishing trip. We trust they will have good luck, for they certainly are going to the right place.

The little daughter of Mr. and Mrs. Walter Hanneman, who was injured in an automobile accident, is recovering from a broken leg and will soon be able to leave the hospital.

Mrs. Wm. Van Gilder and daughter, Helen, returned from a visit near the Wisconsin Dells. Miss Marjorie Van Gilder returned from a visit to Wittenberg. She was accompanied by her father, W. F. Van Gilder.

Mrs. Warren Essels spent a few days at Tomahawk and was guest at two delightful affairs. Mrs. Carol Siesennop entertained at a dinner bridge and Mrs. Harry Norenberg entertained at cards followed by a swimming party at Half Moon Lake and a picnic lunch.

Mrs. John McCloskey and son, John, spent a few days visiting at Minocqua.

A fish car, No. 9, was received from the C. & N. W. Ry., today, enroute to La Crosse, where fishing ought to be good.

Miss Dorothy Dexter is spending a few weeks at Minocqua and surrounding country.

Mr. Christopher and his party in business car 444 visited the Valley Division August 6th.

The medical car "Metz" arrived at Wausau August 12th for medical examination of employees.

Mr. H. L. Vachreau and family spent about ten days' outing at Manson Lake. H. L. V. said there was as much fishing as usual, but for some reason or other they wouldn't bite.

Last, but not least—the favorable comments received from G. B. H. Cleveland, on the Valley Notes, are very much appreciated, especially so because we cannot recall a single instance of it ever taking place before. A little interest shown on the part of the readers is very encouraging.

West I. & D. Division

Edna Bintliff

At last! Ye of little faith, we knew it would cool off in time. Life is worth living again and we are looking forward to the South Dakota autumn with its Indian summer and most of all with its pheasant hunting. And say, pheasants fattened on grasshoppers can't be improved upon. Talk about such delicacies as frog legs, pate de foie gras, or whatever you call it. Why they are not in it with pheasants fattened on grasshoppers. In fact we feel that South Dakota will become famous and that our railroad will become rich in shipping out these "pheasants a la hoppers." And there are some folks in the more unfortunate states, such as Iowa, Indiana, etc., who actually feel sorry for us. Can you imagine it?

Machinist Axel Petersen, and family, of Mitchell, are spending three months with their sons at Ketchikan, Alaska. We understand that Axel is going in for big fish.

Phil Hasslinger, of the freight house, is back on the job after a week in the Black Hills. Phil is most enthusiastic over the hills and the trout fishing in Spearfish canyon. As for us, we have only caught one trout fish in our lives, and that by the disgraceful worm method. But it must be fun if you really know how.

Miss Ruth McLeod, of Dallas, and Harold Lindahl, of Mitchell, were secretly married, but it leaked out some how, and Harold passed around the cigars. Harold is our young pipe-fitter helper at the roundhouse. Best of luck for a long and happy wedded life.

We have just received the information that our master mechanic, Mr. Martinson, has been transferred to Milwaukee. We have enjoyed your stay with us, Mr. Martinson, and wish you good luck and success in your new home.

Mrs. F. M. Higgins, wife of Fay Higgins, first trick dispatcher, Mitchell, is vacationing in California. Phyllis Higgins, their daughter, accompanied Mrs. Higgins.

Have you T. W. France's new book on "Golf Etiquette?" It is said to be well worth reading.

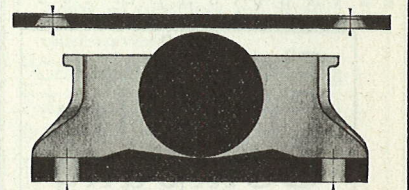
Fireman and Mrs. A. J. Anderson are the proud parents of a baby boy. Congratulations. Art tells us that the young man gained 17 ounces in one week. If he keeps on at that rate he will be as big as his dad some day.

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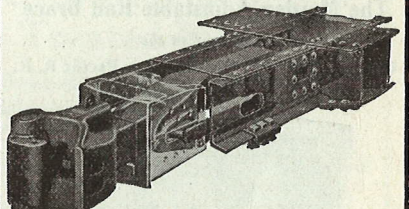
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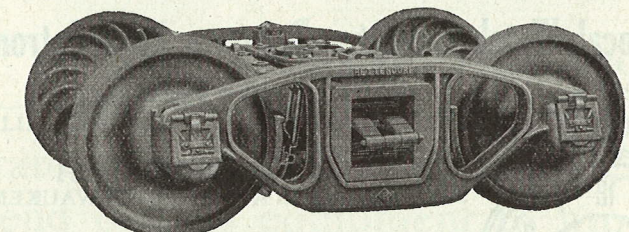
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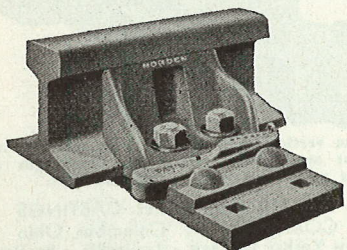
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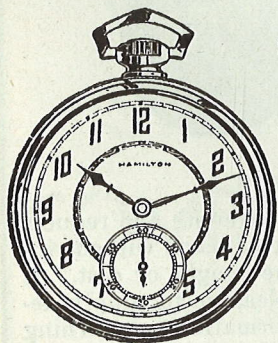
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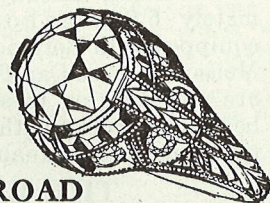


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We were very sorry to learn of the death of Mr. Bob Murray, pumper, at Algona. Mr. Murray had only been ill for about a week, we understand, and his death came as a shock to all who knew him.

Mr. M. Shook is back from Reedsburg, Wisconsin, where he has been visiting Mr. E. M. Stanton, former yardmaster at Mitchell. Mr. Stanton is in very poor health at this time, Mr. Shook tells us.

Mr. C. H. Bradbury has just returned from the west coast where he spent two weeks with his mother who has been an invalid for the past six years. Mr. Bradbury joined his family in Minneapolis and drove to Mitchell from that point.

Now that Lake Mitchell is open for fishing, the boys at the roundhouse enjoy being off Saturdays. Ole Anderson can tell the best fish stories yet.

Joan Searles, daughter of Mr. and Mrs. C. C. Searles, is visiting with her aunt, Miss Collier at Waterloo. Joan has only one criticism of the Milwaukee Railroad and that is that all trains do not carry a "newsy."

Engineer Dale and family have just returned from the Black Hills country and report a fine time, although Donnie is disappointed in that he did not catch even one trout. We know just how you feel, Donnie.

Mrs. E. O. Wright was called to Cedar Rapids, Ia., because of the death of her mother. We all extend our sincere sympathy in your loss, Mrs. Wright.

Emma Reyner, cashier, is back on the job after a vacation. Glad to see you again, Emma.

Mr. and Mrs. B. O. Snapp and family, of Auburn, Indiana, are visiting at the home of Trainmaster and Mrs. Wiltrout. Mr. Snapp is a brother of Mrs. Wiltrout's.

Charles Griffen and wife, of Mitchell, and Matt Anderson and wife, of Murdo, have just returned from Cleveland, Ohio, where they attended the convention of the B. of L. F. They all look fine, but are glad to be back home again.

Inspector Howard Bruyn has been absent from work for the past three weeks because of illness. We all wish him a speedy recovery.

You are liable to hear most any kind of a story around Mitchell this year, either about grasshoppers, drought or fishing. But here is a true one. Harry Binderup, our sheik, won the baseball pool the other day. A nice little sum we are told, and all delivered in green

backs. Wonder where Harry got that rabbit's foot?

Grasshoppers are being shipped out to Kansas City and St. Joe, for fish bait. They are also being shipped to Wisconsin to several hatcheries. We also understand that the west coast is asking for a shipment of the large, yellow variety for whale bait. A prize is being offered at the State Fair for the largest hopper available. When it is discovered, it will be preserved and sent into Chicago to be on exhibit for the World's Fair.

And so opening and closing on the grasshopper theme, we wish you all a happy September.

Kansas City Division
 C. M. G.

A large crowd attended the Milwaukee picnic on Sunday, July 19th, at Memorial Park. In the afternoon the usual baseball game was participated in by the men from the various crafts, while contests and games were provided for the women and children. Prizes were won by Mrs. Wagner, of Rubio, Iowa; Mrs. James Morlick, Madelyn Randall, Dorothy Lange and Mary Alsdorf. At 6:00 p. m. a picnic luncheon was enjoyed by all, the coffee, ice cream and pop being furnished by the Milwaukee Women's Club. Contests and games were scheduled to follow the luncheon, but due to inclement weather, were abandoned. W. L. Ireland and family, of Rubia, were awarded the prize offered for the family coming the greatest distance to attend the picnic. Mr. Ireland is the agent at Rubia. Mr. and Mrs. E. R. Davis, of North Clay Street, Ottumwa, were honored by the committee in charge as the family having the largest representation. Dr. S. A. Spilman, company surgeon, Ottumwa, age 79, was awarded the prize for being the oldest employee in attendance. Mrs. Mike Reynolds was chairman of the committee in charge of the picnic, assisted by Mrs. J. W. Sowder, president of the Milwaukee Women's Club. Mrs. Givens, Edward Dornisite and C. M. Goman were in charge of the entertainment.

First trick operator, Martha Brown, West Yard, was off duty for some time account of illness. She was relieved by Jno. Nolan, third trick operator, whose position was filled by Operator J. J. Judd.

A new night yardmaster has been appointed at West Yard, Roy Washburn, succeeding J. J. Crawford, assigned to other duties.

The last two weeks of August will be spent by Yardmaster C. W. Jordan at Walton Lake, located two miles northeast of Fairfield, which offers good fishing, swimming and golfing. Yardmaster C. W. J. will hold open house for all Milwaukee friends.

Agent J. W. Calvert and wife were called to Chanute, Kansas, on August 1st, account of the death of Mr. Calvert's brother.

On July 25th, at eight o'clock in the evening the marriage of Miss Nellie Dunham and A. R. Nicholson took place in their future home, 513 Appanoose Street, in the presence of thirty guests. Baskets and bowls of garden flowers adorned the living room where the ceremony was performed. The couple later departed on a trip to lake resorts in Minnesota. Mr. Nicholson is employed as a conductor.

Mrs. W. H. Vosburg and son, Chas, departed on August 12th for Mauch Chunk, Pa., to visit for several weeks in the home of Mrs. Vosburg's father and brother.

Engineer Frank Sinclair has as a guest in his home, his daughter, Mrs. Lawrence DeLano, and grandson, Jack, age 2, residents of Bellflower, Calif.

Art Anderson, of the local Engineering Department, has moved his residence to 831 West Second Street and is now occupying the James Gordon home, Mr. Gordon having moved to Kansas City.

Chief Dispatcher L. H. Wilson has been off duty for several days account illness. He is being relieved by Dispatcher H. G. Barnard.

Mrs. J. V. Tuomey was called to Harington, Kansas the latter part of July account the death of her sister. She was accompanied by her two little daughters, Mary Belle and Nancy.

Formal announcement has been received from Mr. and Mrs. Jno. R. Evans of Tulsa, Okla., of the approaching marriage of their sister, Miss Margaret Evans, of Ottumwa, to J. Christian Petersen, of Boone, Iowa. The wedding took place in the chapel on the campus of Northwestern University, Evanston, Illinois, on Saturday afternoon, August 15th. Mrs. Charles Troughear, an Alpha Xi Delta sorority sister of Miss Evans, was her only attendant, and Mr. Troughear, an Acacia fraternity brother of Mr. Petersen, served him as best man. Mr. Petersen is connected with the educational department of the Goodyear Rubber Company, and the couple will reside in Akron, Ohio. Miss Evans is the daughter of the late Jno. Evans, who for many years previous to his death last fall, was chief carpenter on this division.

J. S. Barlow is relieving Agent Kendrick at Conroy, who with Mrs. Kendrick and son is on a trip through Colorado, including Denver, Colorado Springs and Estes Park.

Dispatcher E. J. Klahn and Mrs. Klahn just returned from a tour of Yellowstone Park, where they spent two weeks vacationing.

L. R. Carbee, Washington, and Mrs. Carbee have gone to Chicago to visit for one week. During his absence Operator J. J. Judd will fill his position.

F. R. Moore, dispatcher, accompanied by Mrs. Moore, spent two weeks in July taking in some of the points of interest in Colorado.

Clyde Ward and family visited in Audobon, Iowa, during his two weeks' vacation in July. Building a garage and putting in a driveway were the two chief means of pleasure indulged in by Iver Carlson during his recent two weeks vacation. Iver says there is nothing like good, hard work and that his vacation was a most enjoyable one.

W. G. Davis, agent at Walford, and Mrs. Davis are visiting in San Francisco, Calif.

Mrs. J. W. Sowder and daughter, Norma, have gone to Independence, Mo., to visit for some time in the home of Mrs. Sowder's parents.

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

D. H. A.

ON account of illness we were unable to get our July news notes written in time, but we hope we will be forgiven, for this is our first offense in this line, and we are chuck full of news now, so will try to make up for lost time—only hope there will be room enough in the Magazine for all of it.

Death has again invaded our midst and taken from us Switchman Charles Bruce Dewey, who passed away on June 25th, after an illness of five weeks. He leaves to mourn his loss, a wife, son, Bruce, and daughter, Ruth. Also a host of friends who will miss his smile and cheery ways.

Another death in our Milwaukee family is Engineer Lester G. West, which occurred on July 6th, at Sanator, S. D., from tuberculosis.

He had been ill for several months and although everything possible was done for him, it was of no avail. He leaves a wife and three children. Deepest sympathy is extended to these two families in their sad bereavement.

Mr. Frank Schneider has been transferred to Harlowton, where he will be employed as machinist at the roundhouse there. We certainly hate to lose the Schneiders from our midst and we are going to miss them just lots. But we hope they come back to see us often. Harlowton has a regular Mobridge colony by now, so many of our people having been transferred there.

Mr. and Mrs. A. F. Manley enjoyed a visit from Mr. Manley's mother, Mrs. A. J. Manley, of St. Paul.

Mary Mosher, of the relay office, and her sister, Betty, are spending their vacation in Chicago. During Mary's absence her position is being filled by Dorothy Clark, of Selby.

Conductor J. V. Nord, who underwent an operation for appendicitis at the Mobridge Hospital, has now fully recovered and is back to work.

Ding Childers is relief agent at Rhame, N. D., during the illness of their agent, Mr. G. E. Leighty.

Mrs. Bess Bunker left August 4th for a vacation trip to Alaska. She sailed from Seattle on August 8th on the S.S. Aleutian. Her friends here planned a little surprise for her by sending a package ahead, containing little greetings, one to be opened each day during her trip on the boat. We anticipate a wonderful trip for her, our only regret is that we couldn't all go, too.

Mr. and Mrs. Emil Johnson and son, Dick, spent a few days at Big Stone Lake, Ortonville, enjoying the fishing, bathing, etc.

Mr. W. E. Harville left for Valparaiso, Indiana, where he will join Mrs. Harville and son, Clyde, they having spent some time there.

Mrs. Clara Alliger, of Rhame, exercised her seniority and displaced Geo. B. Youmans as agent at New Leipzig, N. D.

Alfred Mattson, of Chicago, is spending part of the summer visiting at the home of his cousin, Mrs. W. P. Ohern, at Waukegan.

W. P. Moran and Leo Swanton returned the other day all tanned and sunburned from their vacation spent at Otter Tail Lake, Minnesota. They were accompanied by their families, also

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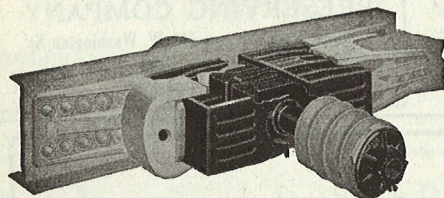


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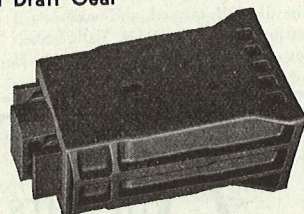
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Miss Marion Schibber and Louise Swanton. They all report an enjoyable time.

Yes, Helen Kirwan, I am coming up some time to see these aforesaid attractions. We, too, have some attractions, and the next time you come to Mobridge I have instructed Harold to bring you over so I can meet you, too.

Police Officer George Hand has been transferred to Miles City, his family moving there this week.

Nick Gahr, agent at Thunder Hawk, is suffering from hay fever and is being relieved by Clyde Phelps.

Mr. J. P. Rothman recently moved here from Spokane and is now working as first trick dispatcher. They have moved into the Chamberlain Apartments.

Another good family is leaving us—Mr. and Mrs. R. K. Knott, who have made Mobridge their home for a number of years. Mr. Knott's health has not been the best lately, so they are making this change in hopes it will be of some benefit to him. Sorry to lose you.

Mrs. Harold Winship and daughter, Frances, are spending their vacation visiting the Roy Kidd family at La Crosse, and with friends at Minneapolis.

Miss Claire Riffle, who recently graduated from the South Dakota University, is spending the summer with her parents here.

Roy Van Dyne is spending his vacation touring the Black Hills.

Geo. B. Youmans is relieving Hiram J. Kale as agent at Brisbane, while Hiram takes a trip around the world. He is not a flyer, either.

A claim prevention meeting was held in the Milwaukee club room here on Tuesday, August 4th. Officials attending were: Superintendent G. S. Hill, H. E. Riccius, W. E. Ring, O. E. Blake, and J. J. Foley, from Miles City; Safety Inspector E. B. Crooker, of Minneapolis, and A. M. Phelps, of Aberdeen.

Mr. and Mrs. J. P. Leahy took a trip to Columbus, Ohio, and on their return went through the Black Hills.

Sincere sympathy is extended to Agents Tracy Campbell, at Trail City, and Floyd Campbell, at Firesteel, on the death of their mother, who passed away on August 9th, from cancer of the throat.

Mr. and Mrs. J. P. Leahy have as their guests Mrs. Leahy's mother, Mrs. Bluhm, of Miles City, and her sister, Mrs. Scott Farnum, and daughter, Patricia, of Billings, Montana. They are motoring through and have just returned from a vacation trip to northern Minnesota.

C. M. Bono had the thrilling experience of being held up in the railroad yards on his way to the roundhouse. The thugs took four dollars and his flashlight. Bono says he was too frightened to even put up his hands, but they got his money just the same and threatened to beat him up for not having more. It is an experience that he would not care to repeat.

Robert and Wade Fuller had a swell trip through northern Minnesota with Mr. Norvin Ovrum, area scout executive of Aberdeen.

Mr. and Mrs. Bert Doud and son, Forrest, are visiting at the home of Mrs. Doud's parents at Spooner, Wis.

Although a little late, we do not want to forget to mention about the activities of Cupid, who has been more than busy among our young people this spring. Miss Ruth Mosher was married to Alvin Weishaar on May 24th, and Mose says it's catching like the measles, for on May 30th, Mr. Arthur Mosher was united in marriage to Miss Norna Skaug. On June 13th Miss Cathryn was married to Mr. Howard M. Kloven. We extend congratulations to these happy young couples.

Mr. and Mrs. Walter A. Horn and Mr. and Mrs. W. H. Skinner have returned from a vacation trip through the Black Hills.

Mrs. M. J. Folsom is a guest at the home of her daughter, Mrs. H. H. Rinderneck.

General Office—Chicago Vila

SEVERAL of the Milwaukee Railroad boys spent two weeks at Camp Grant with the I. N. G., and the Union Station was agog on the morning of Saturday, August 1st, when they entrained. Some good-byes were said on Friday evening—Bill Molitor, of the Engineering Department, for one, bidding good-bye on that day, and then appearing in the office on Saturday morning in civilian clothes much to the surprise of the office force. However, we learned he was "honorably excused" ('tis said Bill doesn't like beans and the captain let him off), so vacations that were changed to accommodate the U. S. army were back in the original order again, much to the delight of Chester Wennerberg, who proceeded to Marinette, Wis., to enjoy the pleasures of the family summer home. As a result of this arrangement, Bill has on hand a goodly supply of recently purchased army apparel. (Here is a chance for some of the I. N. G. to pick up a real bargain.)

We are most happy to write of the recovery of Assistant Chief Engineer Holt's son from a very serious mastoid operation.

If you have not perused Mr. Gillick's "Our Magazine" on page 13 of the August issue of the Magazine, I am suggesting that you do it now.

Another veteran has been added to the list. Have you noticed Ben Perlick's twenty-five-year service button. Congratulations, Mr. Perlick.

Sincerest sympathy is offered to Mr. M. Breselaur, of Mr. Ellington's office, in the loss of his wife, who passed away on August 9th.

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

Nora B. Decco

AN item of interest omitted in last month's news was the wedding in Michigan, in June, of Miss Tillie Larsen and William Fink. Mrs. Fink is a sister of Mrs. Vanderwalker, and Mr. Fink, a well-known fireman of this division. They will make their home in Three Forks for the present, and the division offers their best wishes to this happy couple.

Although we have not heard the details, we understand the young daughter, Miss Vivian, of Conductor Vanderwalker, and Mr. Tom Gordon, of Deer Lodge, were married in that place early in July. Mrs. Gordon is the only daughter of Mr. and Mrs. Vanderwalker, and had just graduated from high school in that city. Mr. Gordon is an employee of the post-office there, and we offer them our best wishes for happiness.

Robert McCulloch, son of Mr. F. A. McCulloch, of the freight office in Bozeman, was

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married August 2nd to Miss Margaret Aakjer, of the same city. They will make their home in Bozeman and the R. M. Division offers the best of wishes for their future happiness.

Miss Iris Goble, of the local hospital force, and Conductor Charles Steel, of this division, were married in Bozeman July 27th. Mr. Steel has been a popular employe of this division for many years, and is president of the Labor National Bank in Three Forks. Mrs. Steel came to this city from Helena some time ago and has for several months past been on the nursing force of the Milwaukee Hospital here. The division offers the best of wishes for happiness to Mr. and Mrs. Steel.

Can you beat that for weddings, all in one Magazine? If any got by me I am sorry, but I was away from the front for a couple of weeks and as Conductor Roach says they had to wait till I got back to find out what is going on, can you beat that, too, and I don't "never know nothin'?"

Well, I washed a little gold in a pan of black sand, and it looked pretty good, too, considering; then I wrapped a gold nugget in my handkerchief and lost it, and I put another in a bottle and lost that, and came home and bought one in a window to make a watch charm out of—well, maybe I have lost that now—I'll have to look. One day I spent half the afternoon trying to talk an old man out of selling me an old rocking chair off his front porch, no I didn't do it. Another day I helped try to locate better ground for the fuel department of the Headwaters Navigation Company, then I forded the Jefferson River and climbed a high mountain, just like Lewis and Clark, and I looked into so many old houses in Virginia City, I felt fit to write all about log walls and early American chairs for "House and Garden"—the outdoors part of this country isn't so bad after all.

Conductor Tommy Fairturst has another son, born at Bozeman August 10th. Congratulations.

Fireman August Kunze and wife have a new daughter, also born at the local hospital August 10th. Congratulations here, also.

Mrs. Homer Chollar, wife of Fireman Chollar, has returned home from a visit with her sister at Bend, Oregon.

We are glad to see Conductor Ed Boyer, who has been off the working list for a long while due to illness, back to work again. He is at present on the switch job at Bozeman.

I read in the local weekly newspaper where Robert Schultz, of the Rocky Mountain Division, was a traveling plumber for the Milwaukee. Well, I never did know what his title was—I thought it was everything, when anyone wants anything done, no matter where or what it is—"for goodness sake get Bob Schultz"—and he does it. I guess traveling plumber is as good as anything, though.

We regret to write of the death of the infant son of Mr. and Mrs. McAndrews, of Lombard, which occurred at the local hospital the latter part of July. The little child was only a few days old and we offer our sympathy to the family.

Mrs. A. McDonald and family have gone to California for an extended visit. Their oldest son, Joe, has been quite sick and the change of climate is hoped will benefit his health.

Mrs. George Spaulding has returned home from a trip to Rochester, Minn., where she accompanied her sister, Mrs. Van Hosen, of this place, who was a patient at Mayo Brothers hospital.

One of the park runs has been pulled off and the remaining run makes connection with No. 16 in the evening here, lays over night and leaves for the Gateway on arrival of No. 15 in the A. M. Passengers who arrive on No. 16 or who wish to leave on No. 15 have been handled by automobile for the past few days.

Switch Shanty Reminiscences

(Continued from page 20)

from the headlight. Poor Kelly. He woke with the terrifyin' screech of the whistle in his ears and the caboose flooded with light.

"Well, as you might know, he did just what most of us would do. With a prayer on his lips and with strength that one has in times like those he made one mighty leap from his bunk, and seeing the engine, out of the tail of his eye, sprang through a window, takin' the screen with him.

"And what a sight he was. He wasn't hurt none, save for a scratch or two, but was he

mad? Quick as a wink he knew what had happened and he took after Haggerty, who didn't get out of sight, for he was on the side where Con landed. And Con in his night shirt, Haggerty headed for the cinders and Con had to give up for he couldn't stand the goin' on his bare feet.

"We slept with the crew on the extra that night and Con didn't speak to either of us for more than a week. I don't think he ever forgave Haggerty altogether but he never mentioned it. But that wasn't what I started out to tell you. It's a ghost story I have for you, and a true one, too.

"'Twas one night in the early fall when the grain was movin'. There was three crews of us tied up till mornin', and our cabooses were spotted together. The whole of the crowd were in our car listenin' to a boomer spinnin' yarns about roads where he worked. Finally the conversation drifted to dead people and ghosts and the likes when up speaks the night operator, who'd come over to sit-in with us a while, to tell us the tale of a haunted house on a bit of a knoll, not a half mile from the tracks.

"It seems like a scoundrel who lived in the place had come home one night, crazy with red-eye, and murdered his wife at the door of their place. They hanged the fellow, as I recall it, and the cottage stood there vacant, as nobody ever claimed it and nobody would go near it. Like most of those places, the house soon got the name of being haunted and there was many a tale of the townspeople about seeing lights in the place and hearin' strange noises at night and all that.

"Now up to this time Con hadn't said a word when finally he jumped to his feet and says, 'Go long with you, there's no such things as haunted houses and ghosts and that; I'm goin' to bed.'

"Well, sir, that started an argument for fair. The boomer tells Con that he'll bet him half his next pay check he's afraid to sleep in the haunted house for the rest of the night. And blamed if Con didn't take him up. There was great to do, with the wagerin' and agreein' on this and that, but in due time Con started up the hill promisin' to signal us with his lantern from the bedroom window.

"Bold as anything Con stalked into the cottage, though the night operator confided to us that he'd asked the loan of the agent's pistol that was kept in the ticket office cash drawer. In a little bit we got Con's signal from the window and then the light disappeared. I was for turnin' in, but the boomer insisted that we wander over to the foot of the hill and wait developments. So we did that. I guess it was most an hour before anything happened. Then we heard a shot and a moan like it came from a lost soul. And on top of it all, down the hill came Con a-limpin' and hobblin' as fast as his old spindles would carry him. And in his underwear, too, for Con often said no sober man would sleep with his clothes on.

"We got the story from Con, and in his own words 'twas this; says he: 'I wasn't a bit scared when I went into the place and save for a little dust here and there it was as spick and span as my own mother's house. The bed was made and it looked like a comfortable one. I put out my lantern, for the oil smelled up the place and I slipped out of my jeans, and between the covers for a good night's rest. Somethin' I'd ate didn't set well, and I had a horrible dream. I woke with a cold sweat breakin' out on my head. The shadows on the wall, from the moonlight comin' in the window, terrified me a bit, for I wasn't fully awake yet. And then I saw a queer lookin' hand comin' from under the foot of the bed. It kept comin' up farther and farther

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For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale—High-class Bostons, Pups and Grown dogs. Black Hawk Kennels, 2426 12th Street, Rock Island, Illinois.

For Sale—An Improved Willis Planimeter, reads M. E. P. direct from Indicator diagram; gives areas of regular and irregular circles or diagrams in square inches, feet, and yards, without any computation; packed in velvet lined leather case with book of instructions that retails for \$24.00. Will sell for \$5.00. A. A. Hagenah, care of Aud. of Inv. and Jt. Fac. Accts., 288 Union Station.

For Sale—133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds and other buildings, also 3-room house; half mile to good grade school. 5 miles from Colville, Washington. Plenty of wild game. Price \$3,000.00 or will trade for a smaller place near Tacoma, Washington. Write 7442 S. Tacoma Ave., Tacoma, Washington.

For Sale—Four nicely marked, pedigreed Boston terrier male puppies. F. J. Jiran, Groton, South Dakota.

Wanted—Locomotive enginemen, in all railroad terminals, to handle a very needy article among enginemen. New on the market, and good profits. Will send sample to first man interested in each terminal. B. R. Skinner, 319 S. 4th Street, Aberdeen, South Dakota.

For Sale—My seven-room house (four bedrooms), in village of Golf, Ill., sixteen miles from Chicago on C. M. St. P. & P. One-half acre ground covered with shade trees and shrubs, orchard, small fruits. All modern conveniences. Hot water heat with oil burner. Two blocks from C. M. St. P. & P. station, thirty minutes to Union Station. A. L. Eidemiller, 809 Union Station, Chicago.

HERE'S A SNAP FOR A RETIRING RAILROADER—Five-acre irrigated fruit and chicken farm. 19 miles from Spokane and ½ mile off Trent Highway, in the famous Spokane Valley. Buildings—Four-room living house, 1 40ftx20ft. chicken house; 1 32 ftx18 ft. chicken house; 1 20 ftx18 ft. chicken house; also a stable. More than 265 bearing fruit trees. All taxes amount to about \$27.00 per acre per year. About \$400.00 cash will handle this tract, balance \$100.00 per year and interest. Giving it up account old age. H. B. Smith, 1818 S. Hatch St., Spokane, Washington.

For Sale—Chinchilla and Flemish giant rabbits. Some black Flemish giants. One dollar each. Address Marlow N. Stotts, Perry, Iowa.

For Sale—Six room house on corner lot, 70x125. Furnace heat. Address 1115 S. Sheridan St., Spokane. Price \$2,000.00.—no interest. Write or call H. B. Smith, Terms, \$200.00 cash and \$25.00 per month, 1818 S. Hatch St., Spokane, Washington.

For Sale—English call ducks, \$6.00 trio. S. R. Wood, Freeborn, Minnesota.

For Sale—Three choice lots on northwest corner South 64th and G Street, Tacoma, Wash. H. J. Whatmore, 618 White Bldg., Seattle, Wash.

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—Perfectograph, comple, almost new. \$15, prepaid. Address Donald Gustafson, Neola, Iowa.

Save-I-Silk—My marvelous new product will lengthen the life of your silk hosiery so that it will give three times the wear. It toughens the fiber of the silk without damaging the fabric or tint of the hose. One package sufficient for 6 pairs of stockings. Agents wanted. Price, 25c per package. C. L. Sundberg, 226 N. Helin, Sioux City, Iowa.

and it was quiverin'. I called out for whoever was under there to speak and I reached for the gun I had under my pillow. There was no answer and I called again, and said I, "Speak now or I'll shoot!" Then I said, "If you don't speak I'll shoot when I count three." Half sittin' and half layin' in the bed, I pointed the gun and counted, "One, two, three!" pulled the trigger and shot off half my big toe.

"Well, men, that's all there is to tell today, for I hear the branch line pullin' in and I'll be lettin' you get to work—and a safe trip to you."

Our Business Getters

G. P. F.

AGENT KALKER, at Mankato, commends the activities of Brakeman Paul Fleischman, who, Mr. Walker states, has been helpful in securing freight shipments for the Milwaukee Railroad and in July secured a carload shipment of beverage, Milwaukee to Mankato.

Agent Gallagher, at Mason City, reports that Conductor R. P. Harmon is responsible for one round trip ticket between Mason City and Chicago; also Conductor W. H. Stewart, one passenger, Mason City to Dubuque.

There is a young man employed in the station at Green Bay, named Michael Madigan. On his way to work one day recently Mr. Madigan noticed a stranger with a grip in his hand waiting on a street corner for a street car. Mr. Madigan offered the stranger a lift and upon approaching Washington and Walnut Streets, the stranger asked to be dropped, telling Mr. Madigan he was taking a competitive railroad to Milwaukee. Mr. Madigan, however, sent this passenger over our line. Superintendent Meyer states there

are a number of others like Mr. Madigan on the Superior Division.

In the month of July, employees at Union Street Station secured business as follows: Receiving Clerk R. Norcross..... 9 shipments Receiving Clerk F. M. Black..... 15 shipments Receiving Clerk J. Harvatt..... 3 shipments Receiving Clerk R. Reiner..... 3 shipments

Also the following business secured and reported by office employees:

C. L. R. C. Clerk T. McGrath..... 2 cars
C. L. R. C. Clerk M. Gerard..... 2 cars
R. C. Clerk R. Siroky..... 1 car
Rec. Clerk R. Norcross..... 1 passenger—Chicago to Minneapolis
Stenographer M. C. Smith..... 1 passenger—Chicago to Milwaukee

In addition to the above, Chief Clerk Petersen and Mr. Seiler reported nine cars to General Agent Casey's office, on which we were short-hauled and entirely eliminated from the routing.

Superintendent Elliott, at Milwaukee, reports Yardmaster W. A. French influenced diversion of a carload of feed over our line, Milwaukee to Kansas City.

General Passenger Agent Morken, at Minneapolis, commends Yard Foreman Stanley in securing passenger, Minneapolis to Detroit.

Agent Gallagher, at Mason City, commends Mr. Roy West, employed in the freight house, account one passenger from Mason City to Rapid City. This passenger had previously made arrangements to go via a competing line.

The Traffic Department commend F. Wallace, yard clerk at Muskego Yard, account securing two carload shipments that had been routed against us.

The Traffic Department at Milwaukee com-

mend Yard Clerk Ray Benthien account securing number of carloads from Cleveland, in our care, on the Terre Haute Division, destination Milwaukee.

E. D. Wolfe, member of the company's Police Department, furnished General Agent B. J. Schilling with information leading to securing two passengers to Seattle, from Chicago.

Donald Harrington, cashier, Everett, Washington, was influential in securing three round trip tickets to St. Paul, and one round trip to Sioux City and return.

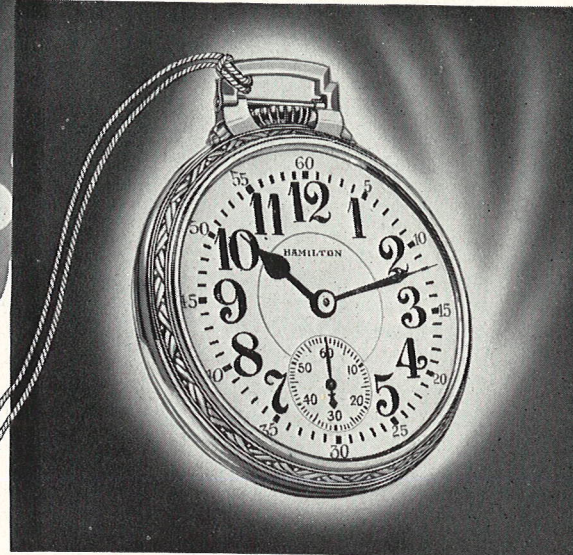
Frank Dougherty, yard conductor, Everett, Washington, furnished information to City Passenger Agent at Everett, which led to securing a passenger from Albany, New York, and our line to Everett.

Mr. A. G. Vogenthaler, coach carpenter, Dubuque Shops, secured three round trip tickets to Rapid City, South Dakota, on July 1st. Although Mr. Vogenthaler is not working at this time, he remembers the "Milwaukee" just the same.

Although Charles Siegel, veteran steam shovel engineer, has retired, he still has the Milwaukee Road interests at heart, as is evidenced by his success in persuading one passenger going from Milwaukee to San Francisco, Calif., and return, to use the Milwaukee Road from Milwaukee to Omaha, leaving July 9th. This party had intended to go via the C. & N. W. Road, but due to Veteran Charles Siegel, traveled over the Milwaukee Road instead.

There has never been a time of greater need for employees to put forth every effort to secure additional business, both freight and passenger, and every man and woman on the railroad is urged to co-operate with our traffic representatives to the fullest extent.

Here it is!



The New HAMILTON "992" Elinvar

A great watchmaking achievement that brings Automatic Safety Control to Railroad Timepieces!



The great new Hamilton "992" Elinvar has arrived, offering to the railroad man outstanding improvements never before obtainable. Just as automatic train control is bringing increased safety to railroad operation, so the new Elinvar watch gives the railroad man stronger assurance of accurate time

under the most trying conditions. It places in your hands a new factor of safety in guiding the traffic of the nation.

Railroad watches have always been subject to three great enemies of watch accuracy. These enemies are: temperature change, rust and magnetism. Hamilton has worked for more than five years to perfect a railroad watch that would give reliable time service in spite of these hazards.

By the use of a remarkable discovery of science, the Hamilton "992" Elinvar has been perfected. This watch has a new, rustless alloy steel—"Elinvar"—in the hairspring and a new, rustless, mono-metallic balance wheel.

To the railroad man—who must have accurate time under widely varying conditions—the Hamilton "992" Elinvar offers three clean-cut advantages:

- The "992" Elinvar is practically unaffected by temperature changes.
- Moisture will not produce rust spots on the hairspring.
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Think what this means to you! You can depend on your "992" Elinvar for accurate time regardless of temperature changes. Your watch repair bills will be greatly reduced because of the elimination of rust on the hairspring. You can carry your watch close to electrical equipment without fear of damage from magnetism.

The new Hamilton "992" Elinvar will become even more famous than its celebrated forerunner, the "992." We urge you to see it as soon as possible.

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