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MINNEAPOLIS ST. LOUIS CLEVELAND INDIANAPOLIS
Summer Vacation Lands and Lakes
Gallatin Gateway

to Yellowstone Park

Ray Myles

With the inauguration of the now famous Gallatin Gateway on August 1, 1926, The Milwaukee Road opened to the world a most scenic and picturesque entrance to this great National Playground.

Our Gallatin Gateway is a revelation and it is also an evolution. One can picture the time when the explorer and trapper blazed a trail along the sparkling Gallatin river. With the years and the increasing footsteps it widened. Then came the first imprints of the iron shod wagon wheel. Log bridges spanned the tiny brooks and creeks. Later came the more solid road. Soon the sharp turns gave way to long sweeping curves and a most modern roadway now carries the great rubber tired yellow motor coaches of the Park Transportation Company. Even since 1926 the improvement has gone on and on and today the Gallatin Gateway road is a mountain boulevard.

Greeting the traveler as he alights from the Milwaukee train at Gallatin Gateway is the magnificent Gallatin Gateway Inn. Here in the great west—at the very foot of the snow-capped Rockies, is a hotel, modern, perfectly equipped and with an air of comfort that has an immediate appeal.

Meals at the Inn are under the supervision of Mr. George Rector and the widespread fame of those meals is equalled only by those of our dining cars.

It is from the Inn that the Yellowstone Motor Coaches depart with their loads of expectant tourists and it is at the Inn that the tourists gather on their return to talk over and over the marvelous adventures of their trip through the Park of Wonders.

The lobby and lounge of Gallatin Gateway Inn are full of interest as the tourists prepare for the departure to the Park. It is an inspiring sight to watch and in a measure to partake of the excitement. From all points of the compass come these travelers. For some it is the first adventure from the daily hum-drum of an uneventful life; for others it marks another page in an already eventful existence, but for each it is an experience destined to become an unforgettable memory.

Away go the motor coaches en route to the Magic Land.

Through the typical western town of Gallatin Gateway and across the Gallatin river go these happy tourists now well on their way. Ahead looms what seems to be an impenetrable mountain barrier, but as they approach the rocky mountain walls seem to separate in welcome and soon they disappear into the historic Gallatin Canyon.

To the left is Sheep Rock, its perpendicular wall of yellow rising from the silvery waters of the Gallatin.

Now the motor coaches pass under the famous Gallatin Gateway Arch—marking the boundaries of the Gallatin National Forest—this arch that will for many years to come stand as a monument to The Milwaukee’s initiative in opening this most picturesque entrance.

Climbing high along the mountain wall our tourists soon reach Sage Brush Point with its magnificent view of the Canyon. Far below is the Gallatin river. And always that great sportsman—the trout fisherman.

Now the coaches swing by that landmark of the Gallatin—Karalet’s Camp. Soon to the right will loom Lone Mountain, a Montana reproduction of famous Mt. Rainier.

Then the Gallatin Rest Camp—a snug little resting place deep in the heart of the Canyon.

Away again go the motor coaches, while off to the right are the buildings of the well known Elkhorn Ranch.

The coats now cross the line into the Park and our tourist friends move along swiftly over fine roads—up hill and down—and before long are on the famous loop road of the Park.

Our great National Park is so well known that its appeal is universal. Many return time and time again to visit its wonders. To describe its phenomena is a task for a literary giant—to attempt a reproduction of its colors would require another Angelo.

One can scarcely call himself an American until he has seen this wonder spot of our great country.

—and a fitting prelude to this, Nature’s incomparable symphony is Gallatin Gateway.
Dear Editor:

When friend wife and I read your story in last June's Magazine, we determined immediately that we would take that advice about going again and get into our blood the real thrills of the park, the kind of thrills that stay with you down to the smallest detail, spreading out over the general picture like the gleams and glints of sunlight through the woods and the bright little dashes of color that mean flowers by a roadside in a beautiful painting.

We had the regulation two weeks and we determined to spend it all in Wonderland. We set out on The Olympian and had a fine trip. We met some people who were going to the park for the first time and so far as we could discover we were the only ones on that train who were making a "repeat" visit; so we had the pleasant anticipation of seeing in these first-timers just ourselves over again, the while that we ourselves were seeing sights that were familiar,—like greeting old friends from whom we had been separated, but held in keen remembrance.

At Gallatin Gateway Inn, we found some people whom we had seen there before, we had a wonderful breakfast and got away on the park coach to a splendid start. Two of our traveling companions, going in for the first time, were on the same coach and we looked forward to their enjoyment with almost as much pleasure as we were anticipating in our own.

In due time we pulled up at Old Faithful Inn just as the old monarch of the Geysers was putting on his specialty and it was grand to see it again. Up went that magnificent column of steaming hot water, on and on and up, and one hundred and twenty feet when it fell, and if it were really higher than when we had seen it before, but of course it was not. It was just the thrill of seeing it again. The sixty to seventy minutes between performances of Old Faithful gave us a chance to get comfortably settled in the charming Old Faithful Inn, have our dinner and be ready to dash out at the first rumblings that give warning of the next outburst. How we did start when those rumblings came, and it was as if we had never seen anything like it before when we rushed out to witness the display. That is the way of this bewitching place,—you know already the signs and portents of impending geyser action, but when the eruption comes you are astir again in the same way as when you first saw it.

Old Faithful was of course alight throughout the evening by means of a search light on the roof of the inn, and we could enjoy his acts while we sat in the cozy hotel lounge that looks out on the scene. At night we dropped to sleep by the flash-plash of the numberless restless waters up and down the Geyser Basin and the booming of Old Faithful on his regular round.

In the morning we were up and out early eager to call on our old friends the hundred and more geysers, great and small, that spangle the plateau and send up towering clouds of steam or gently spout and stew closer to the ground.

To see again the wells of boiling mud all colored up in rainbow hues bubbling and spewing with queer sputterings and grotesque resemblance to pots of cooking mush, paint pots of the old devil himself, they are called; and the numerous little geysers that broke away every few minutes and gave their little act, sending up clouds of steam which form varying shapes that do not require too great a stretch of the imagination to really see the resemblance to the form for which they are named.

We were fortunate that morning when we went out with the regular daily party to see some of the big geysers in action—Grand and Castle and the Giantess gave wonderful exhibitions, and as these larger ones do not operate on any regular schedule their coming adds immeasurably to the excitement of the day. Giant Geyser, the monarch of the Basin, does not play as often as his consort, but when he does consent to put on his act, you are fortunate enough to be on hand for it, you've seen the most magnificent display of geyser action in the known world. Well, we'll say it, moreover, of this entire Firehole Geyser Basin, there are no known geysers in the world at all comparable to this splendid aggregation.

The Basin is covered like a pavement with the deposit of these hot waters which also build themselves a cone around the mouth of their spout and the mineral elements in the waters color the pavement in spots and patches of the cones with gorgeous tints and shadings which the sunshine ravishes and gilds into one of the grandest scenes of beauty and marvel that the park contains.

After we turned into the Park at West Yellowstone, we were just as excited as if we had never seen any part of it before. We watched as eagerly for the first view of the great Geyser Basins with their countless spouting vents of steam, the distant view of some of the tall geysers in action and all the wonders of the weird valley—I say we watched as eagerly as if it were all undiscovered country—only of course we knew what to look for and did have a foreknowledge of the incomparable thrill of the magnificent sight. Coursing along close to the Firehole River, we made a few short stops for all to see the famous paint pots, and as we drove along up the valley, we passed some of the small and lovely little spouters, and to all of them we gave the greeting of old friends as we found ourselves back in their company again.

You see, we had time on this trip to take in all of the little details which the wonder of the first view had rather dimmed in our memory as we went in the picture of the Geyser Basin is rounded up into perfect memory that age and the passing of the years cannot dim.

We had elected to take the regular park trip of five days, while we could decide just which of the wonder places we wanted to return to, or which of the side trips we thought we would like to take, which we planned to do on horse back with a guide.

We had the morning of the second day in the Geyser Basin, and as we had already made the tour under guidance, we decided just to roam around and visit some of our acquaintances in the dictates of our fancy; so we let the party start off for the rounds while we loitered along the dazzling travertine pavements, watched some of the larger geysers get ready for action; some of them putting on splendid performances while we stood by; and when we reached the tall cone of Giant, we were full of hope that the old master was preparing for action; some time the hot streak would spurt up ten feet and higher and then sink back, keeping that up almost the entire morning—but nothing came of it, and so you see we shall have to go back to "The Park" yet again to witness the great sight of the Geyser Basin.

The drive from the Geysers over to Yellowstone Lake brought back to us in all its glory the splendors of the mountain scenery. Winding up over
the old master of the herd as he stood at attention slightly in advance of his feeding charges his antlers against the sky as his watchful eye and ear caught every sight and sound, ready to give the alarm if anything untoward was on the breeze. But they must have become accustomed to the stages and their occupants for while his sensitive nose was raised a little higher, as he scented the wind he did not sound the alarm call and the herd grazed peacefully on.

roar of the waters came up to meet us that the Falls and the Canyon were ahead.

As the great river gathers to make its first mighty leap the thunder of the cataracts came up to us like the pean of a great organ, and when the splendid scene swept into view, with instant accord we decided that Grand Canyon was to be the stopping off place for our vacation—without out to see other sights and scenes, to be sure, but always to come back to the majesty and magnificence of that glorious climax to all the Park wonders.

The Upper Fall pours over its precipice 108 feet like a laughing mermaid making ready for a real plunge, and then singing its great anthem it dashes over its 308 foot wall in a wild splendor of blue water and silvery spray, landing on the canyon bed to wind away a thousand feet below the rim, in a glory of color and impressive grandeur that beggars words. The gorgeous color of the pinnacles, rocky walls of the canyon cannot be put into language any more than can the spell of the scene be described.

Looking deep into the great depths where the old river is singing bravely as it rushes down its glorified bed. Deepest orange, carmine, grays and soft yellows mingle in a riot of color, enhanced in their beauty by the deep green of the verdure that here and there finds a precarious foothold on the steeply sloping sides and reaches its apotheosis in the dark hues of the pine forests that mantle the summits.

It is a place where silence holds sway and you steal away from the company to sit amid the overwhelming beauties and glorify the "Great Engineer" whose handiwork it is.

Here we summarily left the river and the great scene, and elected to follow our own sweet will. We wanted to get the Canyon into

Moonlight on Yellowstone Lake

The Falls and Grand Canyon of the Yellowstone

The myriads of flowers in this sunny valley make one long to carry a while and study them on their native heath. Uncle Sam says "must not pick," but he issues no ban on making friends with them so you may know what to call them if you ever meet them again.

As the Valley narrowed we, who had been there before, knew that the great spectacle of the Park was soon to spread itself before us. Foamy white caps gathering as the current increased told even before the

Mammoth Hot Springs
Summer in the North Woods
The Beauties and Blessings of the Land o' Lakes

IN THE far-off ages when the earth was young, a great ice cap stretched down from the polar regions deep into the North American continent and as it was slipping and sliding its slow way southward, it was grinding out deep holes and making high ridges with the dirt it brought down with it. And then when the ice at length was grinding out deep holes and making from the polar regions deep into the North American continent and while it was slipping and sliding its slow way southward, its seeming frailty were only seeming, or if we might go through to enter upon acquaintance with Mammoth Hot Springs and all the mysterious workings of Nature which have built up the marvelous terraces that shine and glisten in the sun as they rise to unbelievable heights. Here we refreshed our eyes and minds with the kaleidoscope of color that plays all about the limestone formations around the Springs and felt again the thrill of stepping gingerly out tremor over these strange crusts, giving respectful consideration to the fissures here and there, out of which little jets of steam are pouring and in whose mysterious depths the muffled hissing and grumbling evidences the eternal forces that work within the earth far down below the ken of man.

We loitered for a little while at Norris Basin, in some ways, the worst exhibit of the Park and probably the most recent development of this watery volcanic region; and we paused to study at close range the strange obsidian cliffs and rested our steeds a moment within ear of the whistlings and moanings that landmark that is called "Roaring Mountain" and we strolled around a while in the Middle Basin where the monster Excelsior used to play, and whose great pool still boils but seems to have forever ceased to send its great column of boiling water, sixty feet in diameter to a height of three hundred feet. We cast yearning looks toward this quiescent giant, but had to content ourselves with the play of some of its minor neighbors and visits to the Lower Basin to sit awhile in the presence of the Great Fountain Geyser and marvel over the slowly boiling Fountain Paint Pots.

Then, after two wonderful weeks we still had not begun to know Yellowstone Park,—but with the beginnings of something more than a passing acquaintance, we are even now planning to go again and visit the petrified forests, climb some of the heights, perhaps camp out in the sparkling atmosphere, visit some of the many charming little lakes and go fishing in the streams. It's our playground, you know. T. E. D.
said, than 518,000 acres of watery playground lakes and streams all forest-girt, in whose cool depths lurks the king of fresh-water fighting fish, the lordly muskellunge; here too are black bass and trout guaranteed to give the rigor of the game when once they are hooked onto your line; and there are pickerel, perch and pike in countless hundreds. If you crave fish and bacon diet, just bring along the bacon and depend on these waters to supply the rest.

The fishing grounds extend over the entire acreage of lake and stream, you are free to choose your own way to fish and if you find yourself in need of any particular accessory, or you decide that the tackle you have brought along is not quite what you want, you can supply yourself on the grounds. Every dyed-in-the-wool angler wants his own outfit, of course, and it is better to bring it along for various reasons, one of them being that you don't want to miss an opportunity to display your stock to the brother Walton who are gathered about the evening camp-fire.

Guides and boats are always available, and you can even rent an entire camping outfit if you wish. Rates are moderate and the supplies all that can be desired.

This particular section of the North Country is famed everywhere for the fishing and every year scarcely has the opening day of the season dawned before the smooth surface of the waters is cut by the flashing oars of the fleets outward bound to favorite spots for casting, trolling, or whatever, and the evenings around the camp-fires of the early season ring with the stories of the day; while the bacon sizzles, the coffee sends up its pungent aroma and the fish are frying.

Boy, what an appetite and what a day! It's great just to be alive when the season opens and the fish are biting.

But that is the way all through the season, the opening day, when you are sure of your "catch." You are sure of your "catch," of all their being that you don't want to miss an opportunity to display your stock to the brother Walton who are gathered about the evening camp-fire.

A special feature of the exposition is the production of an historical pageant, "The Dawn of Liberty," in which more than 100 persons will participate.

Upper Michigan

Since earliest times in this country, what we know as the Upper Peninsula of Michigan has been a land of legend and with a background of history that belongs purely to this North American continent. In the eye of imagination one sees the red men stealing softly on moccasined feet through the forests; hears the almost soundless dip of their paddles as their canoes ply the lonely waters where the loon's call alone breaks the stillness. Sees the white trappers coming in,—the picturesque corsairs du bois and the red men gradually going, waging a losing fight with the white invaders. Sees the woodsmen and the traders entering—sees the sound of axe laid to the age-old monarchs of the forests and the presence of the loon may be seen in the prospectors among the metal ribbed mountains and finally the entrance of all the attributes of modern life.

A grand playground, now, among its lakes and streams in the pure clear air that means health and strength to all people, amid scenic bounties of many types—the grandeur of high hills, beeting promontories that tower above the sweeping waters of the lakes and line the courses of the rivers; the splendorful picture of serene valleys and little streams and lakelets as numberless as their profusion in the forests of old, the picturesque coureur du bois and the red men gradually going, waging a losing fight with the white invaders. Sees the woodsmen and the traders entering—sees the sound of axe laid to the age-old monarchs of the forests and the presence of the loon may be seen in the prospectors among the metal ribbed mountains and finally the entrance of all the attributes of modern life.

A Special Summer Attraction

Minocqua, Wisconsin, plans to establish itself as the Capital of the Great Northwoods this summer.

The progressive people of that picturesque village in the heart of a land of pines and lakes are planning a great outdoor exposition and mid-summer festival beginning August 6 and continuing for four days.

Five acres adjacent to the Milwaukee Road station at Minocqua will be used to stage the exposition, which will include a zoological exhibit of animals that inhabit Wisconsin's north woods and also live specimens of the game fish abounding in northern waters as well as a collection of birds and wild fowl.

An Indian village will be erected and inhabited by a tribe of fullbloods and used as a background for their native games and occupations.

In addition to daily band concerts and amusement features there will be contests that will include casting, trap shooting, log rolling and wood chopping. Interesting and educational exhibits will be conducted by merchants and manufacturers.
The Pacific Northwest
Vacation Land

Off to the mountains, or down to the sea for vacation. If you have grown up among the highlands, mountains are like "the hills of home"; or if a lowlander, the sea, perhaps sings a home song to you, but wherever you came from, you'll find inspiration and rest and peace amid mountain scenes, and buoyant health in the bracing salty air of the sea.

At the west end of The Olympic trail every variety of vacation need is met with, for here are the great mountain ranges of the continent, whose snowy peaks lift up to heaven, glistering in the solitudes of the upper air; lakes and woods and streams on their slopes and in the smiling valleys, between; the great inland sea of Puget Sound with its hundreds of miles of winding shore line where the mountains come down abruptly to touch the salt water, or slope more gently back from the waterside before the upward climb begins. Everywhere it is an "Evergreen Playground," for the mountains below their snowy caps are cloaked in green—splendid forests under whose deep verdure are thousands of sparkling rills and streams, flashing in the sifted sunlight, dashing over rocky beds; cascading gayly or leaping over precipices in sweeping vails of white foam.

High mountain lakes where fishermen foregather for the battles of hook and line; and trout streams everywhere where cutthroat, dolly varden or rainbow and all the others are waiting to fight it out at the end of the line.

Here on the broad reaches of the Sound is endless enjoyment cruising in the smooth waters with motorboat or in the comfortable ferries and steamers which ply between Seattle and Tacoma and all the ports and places of call up and down the winding water avenues that open from the Pacific into the heart of this wonderful land.

To Miss a visit to Rainier National Park is to miss the West. It is one of the nation's superlatives, one of the most accessible. It has one of the largest glaciated areas, and is easily one of the most interesting sights on the highway between Seattle and Tacoma. It is a one of the most interesting sights on the highway. Ten miles of the line of approach to the Park, and on the slopes themselves. Some of them, like Nisqually of the primary group and Paradise of the inter-glacial class are easy of access and visitors under guidance may get out on the ice and take a glacier ride. If they remain throughout the season they might advance downward an inch or two.

The ice-wall, termed the "snout," of Nisqually Glacier is one of the interesting sights on the highway to Paradise Valley, the top most point reached by the road on the southern side of the mountain, where Paradise Inn, a luxurious Park home, is located with neighboring Paradise Lodge and a colony of bungalow tents, so that every taste and every pocket book may be accommodated and visitors provided with comfortable lodgings during the stay "in Paradise." Six miles within the "Nisqually" entrance to the Park is Longmire Springs, the location of National Park Inn, where there is a group of remarkable hot springs, and where lovely trails into the lower slopes of the encircling chain of mountains offers an excellent preparation for the more strenuous climbing that is done, with Paradise Valley as a starting point.

Paradise is thirteen miles beyond Longmire, over a splendid highway whose scenic splendor is of the most breath-taking variety. Timbered hills, far-reaching valleys and barren peaks piled in profusion and sudden glimpses of the mighty mountain itself as the road rounds a sharp point or enters an open space for a short distance. At the top of the world—Ricksecker Point—the vista is one of the most magnificent in the whole world. Far, far below two glacial rivers unite to flow on to the sea; ahead and all around are the serrated peaks of the Tatoosh Range and an overwhelming picture of the icy dome of the mighty mountain itself just over your shoulder; a rich carpet of green at its feet and its marble white slopes creased by glaciers and punctured by beetling cliffs and jagged rocky ridges.

Paradise Valley is 5,400 feet above sea level. Its upper side is touched by the eternal snows, while its lower reaches meet the dark wall of forest that covers the lower slopes of the mountain. Paradise Valley is like a vast amphitheatre in which great area Paradise River tears its swift course down to the precipice at Narada Falls and on whose meadows bloom during the later part of the season an abundance of alpine flowers in this country—daisies, anemones, columbine, erythroniums.
across the waters of the Sound present Olympic Range seen at sunset from an incomparable picture of majesty and others carpet the valley in tent guides are made onto of every kind at Paradise, high into the air, their mantles of snow, white and untrampled by hu­

tors of rock and great white peaks. The mountains to Lake Crescent lying at the foot of Mount Storm King—one of the most beautifully situated mountain lakes in the world. Here is the home of the Bearadale trout; the king of game fish, and the Crescent trout hardly less a fighter than the Beardslee. In the heavily forested mountains, animal life abounds; and the trails lead through the timber along cool trout streams with the scent of the pines, the singing brooks and the rustling breezes adding harmony to the picture.

Comfortable hotels and cozy cottages at several spots on the lake's shore accommodate the many visitors who find in these peaceful places their ideal vacationland.

Other charming lakes and restful re­
treats are found all about; Lake Sutherland, three miles from Crescent is delightful while Sol Duc Hot Springs of nation-wide fame, is in the near vicinity. These medicinal springs lie at an altitude of 1,700 feet in a secluded place on the northern wall of the Range twenty miles south of Lake Crescent. Sol Duc springs were long held in reverence for their curative properties by the Indian inhabitants of the Peninsula; and since the arrival of white men, the news of their curative qualities has brought many visitors to benefit by them.

Olympic Hot Springs on the Elwha River, at an altitude of 2,100 feet, and twenty-one miles from Port Angeles, is also a favorite place for rest and cure.

On the south side of the Peninsula Lake Quinault is a favorite headquarters for fishermen, hunters, hikers and mo­
tories. Quinault a product of the gla­
ciers of The Olympic Mountains flows into the lake and out again on the op­posite side, on its way down to the sea. This is the starting point for explora­tions into the Olympic Mountain wilder­ness regions little known except by the forest rangers. A mountain chalet located at the base of Mount Seattle, one of the monar­chs of the range, is reached by pack train in two days, stopping at a rest station the first night out. For those who yearn for the wild life, this trip will be found full of thrills. Arrangements may be made for similar trips to some of the other mountains, all affording opportunities to experi-

The Olympic Peninsula

The waterways of Puget Sound lead to countless delightful vacationlands—reached by means of tranquil sailings over the dancing waters of the Sound and anchorings in secluded bays where the wooded hills and waters are united by bands of silvery streams.

The land to the west of the Sound water is the Olympic Peninsula, some of its northern portions so wild and un­explored as to be undiscovered country. Here are the magnificent Olympic Mountains, lifting their line of serrated peaks high into the air, their mantles of snow, white and untrampled by hu­man tread, for these are real mountain fastnesses, deeply forested slopes, massively indented and creased, massive tors of rock and great white peaks. The Olympic Range seen at sunset from across the waters of the Sound present an incomparable picture of majesty and beauty.

Silence and solitude prevail in The Olympics, the woodland trails are carpeted deep with soft pine needles, the deep mountain lakes lie peacefully in their dark setting and the calmness of deep peace is over all.

Silkspur and hundreds of others carpet the valley in a riot of lovely color.

There is entertainment of every kind at Paradise, daily trips under competent guides are made onto the glaciers and into the wonderfully beautiful ice caves. Mountain climbing on some of the nearby peaks of the Tatoosh, and fastnesses, heavily forested slopes, are made onto by bands of silvery streams.

The Olympic Peninsula

The land to the west of the Sound water is the Olympic Peninsula, some of its northern portions so wild and unexplored as to be undiscovered country. Here are the magnificent Olympic Mountains, lifting their line of serrated peaks high into the air, their mantles of snow, white and untrampled by human tread, for these are real mountain fastnesses, heavily forested slopes, deeply indented and creased, massive tors of rock and great white peaks. The Olympic Range seen at sunset from across the waters of the Sound present an incomparable picture of majesty and beauty.

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Eight
The San Juan Islands

The State of Washington has one county unique in all the federation of States—San Juan County, its entire area made of islands and winding water channels. These are the San Juan Islands or the Puget Sound Archipelago. One hundred and seventy-two islands make up the county's land area, many of them wild and uninhabited—rock-bound and mountain-set, they have a scenic beauty not found anywhere else in the United States. Scores of vacation resorts in picturesque settings care for every want of the visitor. Good fishing in the streams on the larger islands and sea-fishing and sea bathing everywhere. Thousands of miles of bays, winding channels and narrow passes among the islands afford cruising waters not equalled anywhere, where the surrounding scenic beauty is past description.

The Islands are in the warm belt of the Japan Current and while they are located just within the northern International Boundary Line, they are Washington State's "Sunny South"—where always the breezes are mild and the bracing salt air is genial.

Some of the Islands seem to be just forested mountains rising out of the sea—some merely the pinnacled summits of submerged peaks and others spread out in more friendly guise, with meadows, valleys and charming stretches of sylvan and rural loveliness. These last are the inhabited Islands, of which the island of San Juan itself is the most thickly populated and on it is the county seat at the village of Friday Harbor. There are prosperous communities on a number of the others, Orcas Island in particular.

San Juan Island has an interesting historical background for it was here that the British made their last stand against the terms of the Treaty of 1846 fixing the 46th parallel as the boundary between the United States and the British possessions. The Treaty was vague and the British construed the boundary line as following a course which left them in possession of the Archipelago while Uncle Sam took a different view of the matter and claimed the islands as his own.

Possession of the islands remained in dispute for several years while both British and United States Government maintained a joint occupancy of San Juan until in 1872 Emperor William the First of Germany was appointed sole arbitrator of the question and awarded the islands to the United States. Monuments now mark the sites of both British and American camps, and there are also some interesting reminders of earlier Indian occupation.

Ferry and steamer service of the Puget Sound Navigation Company affords opportunity for the delightful cruise among the islands with stops at the various resorts and summer camps located on the larger islands.

and from Bellingham a splendid hard road leads up into the forests and lower slopes of grand old Mount Baker, the farthest north of those isolated extinct volcanoes that rise in lofty splendor at intervals above the main range of the Cascade Mountains. Baker, which the Indians called Koma Kulshan, and which a later Spanish rover named "La Montana del Carmelo," or translated, "The Great White Watcher," and Captain Vancouver charted and named after his friend, Lieutenant Joseph Baker, of the English Navy—is 10,287 feet in height and wears a covering mantle of eternal snow on its summit, while its slopes support forty-four square miles of ice fields and twelve prominent glaciers.

Mt. Shuksan, a sister peak, 9,038 feet in height bares its head to the clouds in a sharp rock pinnacle; and its slopes are characterized by ice-filled gorges, frowning crags, massive rock faces and thundering waterfalls. These age-old monarchs in the center of the Mount Baker National are visited by motor coach to the lower slopes; and trails with competent guide service invite the adventurous mountaineer to indulge in some real mountain climbing, even to the summit of Mount Baker.
Charles W. Mitchell

A t his home in Milwaukee, on April 1st, occurred the death of Charles W. Mitchell, after a brief illness of pneumonia.

Mr. Mitchell entered the service of the company as brakeman on March 8th, 1881, and always remained in train service; and for more than forty years has been conductor on passenger trains operating between Chicago and Milwaukee.

He was elected president of the Veteran Employees Association at the time of the organization of that body in 1916 and has continued to serve in that capacity during all the intervening years. In 1923 when the Milwaukee Employees Pension Association was organized, he was elected one of its directors, and in 1925 was elected its secretary-treasurer, succeeding the late Mr. Grant Williams.

Few men on the railroad enjoyed a wider acquaintance and none possessed to a greater degree the confidence and esteem of his employers and co-workers. Sturdy and firm in his adherence to the right—loyal and true, was "Charlie" Mitchell, and his passing is a personal grief to his thousands of friends. He leaves a place not easily to be filled and a memory enshrined in the hearts of his colleagues of the Veteran Body by whom he was revered and honored as leader and friend.

He is survived by his widow, one son and two daughters, to whom the Magazine tenders the condolence of the Milwaukee Family. A great and good man has gone on.

Chris. J. Schweikert

On March 8th, 1932, Chris J. Schweikert, age 61, passed away at Finley Hospital, Dubuque, Iowa.

Mr. Schweikert entered service with the Milwaukee Railroad in 1887 as section laborer at Green Island, Iowa, and worked as section laborer, section foreman and extra gang foreman on Dubuque Division until March 11th, 1922. On that date, he took charge of extra gang on LaCrosse Division and remained on the LaCrosse Division as extra gang foreman until Sept. 6, 1925, when he was promoted to position of roadmaster on the Superior Division, which position he held until Oct. 17, 1931, when he was transferred to Marquette, Iowa. He is survived by his widow and two sons, Fred and Clarence, Clarence being employed as section foreman at Dubuque.

Announcement

On Saturday, March 26th, occurred the marriage of Vice President J. T. Gillick and Miss Mary Molloy of Chicago. The Milwaukee Family takes pleasure in offering the beloved Operating Chief and Mrs. Gillick hearty congratulations and good wishes.

N. A. Ryan

Appointed Assistant General Manager, Lines East

Effective May 1st, Mr. Norman A. Ryan received the appointment of Assistant General Manager, Lines East, succeeding Mr. E. A. Rummel, deceased.

At the age of eighteen years, Mr. Ryan entered railroad service in 1909, in the operating department of the C. B. & Q. Railroad. From 1909 to 1918 he served with the C. B. & Q., the Southern Pacific and the L. A. & S. L. Railroads. In the latter year, he entered the service of the Government in the Railway Transportation Corps, A. E. F., in France and served as private, corporal, sergeant and first lieutenant. On his return to the United States in 1919, Mr. Ryan joined the Milwaukee Railroad family, in the office of the General Superintendent in Chicago. He was appointed trainmaster of Milwaukee Terminals in 1920 and filled positions successively as trainmaster and assistant superintendent, Terre Haute Division; superintendent of the C. M. Division, the Milwaukee Terminals and of the greater Milwaukee Division.

Mr. Ryan is receiving the congratulations of his many friends and admirers of the railroad world, who look upon him as an operating man of marked ability and promise.

He is welcomed to the General Office Staff and will receive the hearty cooperation of all.

Appointments Effective May 1st

Mr. J. H. Valentine is appointed Superintendent of the Milwaukee Division, vice Mr. N. A. Ryan, promoted.

Mr. C. F. Elliott is appointed Superintendent of the Terre Haute Division, vice Mr. J. H. Valentine, transferred.

Mr. G. E. Passage is appointed Division Master Mechanic of the Hastings and Dakota Division, vice Mr. E. W. Hopp, deceased.

The jurisdiction of Mr. C. L. Emerson, Division Master Mechanic at Chicago, has been extended to include the Terre Haute Division.

William F. Powers

William F. Powers, a former resident of the Twin Cities and for thirty years an employee of the Milwaukee Road, died Thursday, April 7th, following an operation. Mr. Powers was born in St. Paul and entered the service of the railroad there in 1902. In 1912 he was transferred to Minneapolis as chief clerk in the freight department and in 1915 promoted to city freight agent at Detroit, Mich., returning to Minneapolis the following year to be grain and flour agent. During the war period when the railroads were under federal control Mr. Powers was assigned to the sale of Liberty bonds among the road's employees in Chicago assuming his former position in Minneapolis in 1920. Since 1925 he had resided in Omaha where he represented the railroad as traveling freight agent. He is survived by his widow and one daughter; his parents, Mr. and Mrs. W. F. Powers, of 515 Harrison Avenue, St. Paul, and a brother, Thomas E., assistant traffic manager of the Russell-Miller Milling Co., of Minneapolis. Funeral services and burial in St. Paul probably Monday morning.

James Sweeney

On March 10th, retired veteran employee James Sweeney, died at La Crosse, Wis., due to heart trouble.

Mr. Sweeney was born at Galena, Ill., and was 74 years of age on Jan. 17, 1932. For approximately 30 years he was engaged in railroad work with the Car Department at Marquette, Iowa, and a few years ago retired from that position. He made many friends while in his employment with the Car Department at Marquette, as he was a loyal employee and possessed a very jovial disposition.

He is survived by three sisters and two brothers, all of Waukon, Iowa.
The railroads are one of the largest single sources of income for the invested funds of the great public and semi-public institutions, and the largest source of revenue for the maintenance of Federal, state and county governments, asserts John Price Jones. Writing in Barron's, he amplified this statement, as follows:

"The number of life-insurance policies in force is approximately 12,000,000. To express it differently, one in every four persons in the United States owns an insurance policy. The beneficiaries of these policies will number approximately 60,000,000 persons, or half the total population of the country.

"The amount of ordinary and group life insurance estimated to be in force on June 30 last, was $91,680,998,000, a sum which is just about 30 per cent of the total present national wealth of the United States. And one-sixth of the total assets behind this colossal depository to provide future welfare of the economic stability of the country is in railway securities.

"One-Sixth of Savings Bank Assets

"Mutual-savings banks are estimated to have owned $11,000,000,000 of railway bonds on June 30 last. As of the same date, their total estimated assets were $11,000,000,000, so that 15 per cent, or about one-sixth, of all their assets were in railway bonds. These total estimated assets are the protection behind $9,976,000,000 of deposits held by the mutual-savings banks for 13,239,000 depositors.

"The member banks of the Federal Reserve System had total investments of $6,121,000,000, exclusive of United States Government and foreign bonds, on June 30 last, and $1,016,000,000, or 16 per cent of these total investments were in railway bonds.

Dependent on Railway Taxes

"The Class I roads together paid about 7 per cent of all the Federal corporation income tax in 1929. The combined indebtedness of the Federal, state and local governments as of that year is estimated at about $30,000,000,000, and the interest thereon was approximately $1,200,000,000. In a word, the railways were supplying one-third of the interest charge on the total public debt of the nation.

"There are today many counties and smaller subdivisions of government in the United States that have become almost wholly dependent on railway taxes for their support. In some states, for instance, there are counties which collect 50 per cent of all their taxes from the railways, and these are numerous cases in which they collect 82 per cent of all their taxes from the railroads."

Railroads and Motor Carriers

From Testimony of Dr. C. S. Duncan, Economist, Before Senate Committee Could Not Supplant Rail Service

If the railroads and all their properties were suddenly annihilated there would not be left a corresponding duplicate system of transportation via highway. There are relatively few and small motor freight depots, and what do exist are obviously wholly inadequate to meet the needs of the shipping public.

Carrying on from the horse-drawn truck and wagon, such motor trucks have tended to avoid the building up of depots, yards and such facilities, largely hauling from shipping floor to receiving floor. Thus, if all motor trucks were suddenly to vanish there would be left small vestiges of facilities to show that they had once operated. Likewise, this is true of motor buses with their small waiting rooms, if any, and their use of hotels at the travelers' expense on longer journeys. This lack of evidence of substantial investment adds to the public feeling of fundamental dependence on rail carriers. It lends substance to the statement that motor vehicles use the public highway as a place of business which enables entrance into this transportation field at very small initial cost.

The broad relationship of these two methods of transportation, therefore, may be summarized from this analysis as follows:

(a) Railroads are common carriers of freight, passengers and mail, with full responsibilities and with equipment and facilities to meet them. Motor truck vehicles are common carriers, contract carriers and owner-operated trucks, neither equipped nor able to meet the full transportation demands of the public. Motor buses are common carriers for the most part but equipped to carry only a small proportion of the traveling public and without complete facilities for the comfort, convenience and safety of this traveling public.

(b) A railroad represents a vast investment of concentrated capital that is fixed and must be used or lost. Motor buses and trucks and private automobiles may be obtained as independent transportation units at small cost, and enable individuals to enter the field of transportation.

(c) Railroads are a wholly private enterprise, depending upon revenues from transportation service to meet all operating, road maintenance and equipment maintenance expenses, and return upon investment. Motor vehicle operations are a mixture of public ownership as to the highway itself, and of private enterprise as to the vehicles operating over the public highways. As private enterprises, railroads are wholly responsible under regulation for maintenance of roadway and equipment for safety to the public. Motor vehicles depend upon a Government-owned and a Government-maintained roadway and meet such charges as may be imposed through fees and taxes.

(d) Railroads are indispensable to the public as a medium of transportation in time of peace and an element in public defense. As an indispensable agency of transportation the railroads must be sustained whatever the competition may be. Motor vehicles are a useful, if not indispensable, adjunct to this fundamental transportation by rail.

(e) Railroads and motor vehicles are directly competitive in commercial service, both for passenger traffic and freight traffic, wherever motor vehicles have extended their operations into the field of service offered by rail carriers.

(f) Where railroads and motor vehicles meet in competition in commercial service, this competition settles down to two points, namely, rates and service.

Here is the Government, on the one hand, the highway system of the Federal, state or local. As stated before, the state owns and controls the state highway system, with local county units and municipalities.

A broad comparison of the elements of expenses with respect to roads for rail carriers, and highways for motor vehicles is given in the following statement:

(a) For Class I rail carriers in the four year period 1927-1930

1) An average annual carrying and maintenance charge for road of $1,118,297,609.

Mr. Morrison, Ch. Clerk J. N. Peterson and Secretary Mrs. Mabel Costello

Seventy-Five Years Young

George R. Morrison, superintendent of the employment bureau of the Milwaukee Road, Room 234, Union Station, celebrated his 75th birthday anniversary Thursday, April 14. Mr. Morrison entered railroad service at the age of 13 and he has had a colorful career. His parents went to California in the gold rush of 1849. He was born at Wisconsin Hill, California, April 14, 1857. When he was 13 years old he went to the home of his uncle, A. H. Morrison at St. Joe, Mich., who was then vice president of the Pere Marquette Railroad.

George's older brother, W. R. Morrison, had preceded him and was working for the Pere Marquette as an operator. Young George went to work in his brother's office in 1870 as an office boy and messenger and was taught telegraphy by his brother. At 14 he was an operator at Stevensville, Mich. Later his mother and the children in the family came from California to settle in Stevensville. There, were five boys in the family and as soon as one mastered telegraphy he would take the place of the brother serving as operator at Stevensville and would in turn teach the next younger brother.

When the Wisconsin Valley Railroad was built into southern Wisconsin, W. R. Morrison, the older brother of George, was sent by the owners of the road to Tomah, Wis. to serve as Treasurer and Passenger Agent. In 1877 he went to Stevensville for George, who was assigned the task of being an operator, traveling auditor and in charge of the store department. When the Milwaukee Road created the Wisconsin Valley Railroad, George Morrison was appointed chief train dispatcher. During the 53 years that he has been with the company he has served as traffic dispatcher, assistant superintendent and superintendent. At one time five of the Morrison brothers were superintendents on five of the divisions of the Milwaukee Road.

At 75 Mr. Morrison is in excellent health and has indicated that he is not yet ready to accept a permanent pension. He makes his home at 1355 Bates avenue, Chicago, where two daughters reside with him.
An average annual payment of property and income taxes for support of Government of $1,487,992,434.

(2) An average annual carrying charge and maintenance of road and taxes on all property of $1,487,992,434.

(3) Public highway income from registration fees and gasoline taxes, for period 1921-1930 (except 1929 for which no information is available), approximately $4,051,126,000.

(4) Total disbursements in same period by state and local authorities for highway purposes $11,142,259,000.

(5) Special taxes mentioned in (4) on motor vehicles in this period were approximately 36.3 per cent of disbursements (in 1921-1929) 10.8 per cent.

(6) No taxes were levied on highways because Government property, and no interest paid on funds so invested.

It is obvious from these facts that the Government has paid out of general tax funds approximately 63.7 per cent of the construction and maintenance costs of highways used by motor vehicles. It is also clear from the annual figures that there is an increasing burden being imposed upon motor vehicles in the form of special taxes.

And yet, according to the latest available figures—1930—funds for highway construction and maintenance outside cities were derived proportionately 56 per cent from general tax fund and 44 per cent from taxes on all motor vehicles.

Motor Taxes Fail to Cover Upkeep

Taxes on all motor vehicles fell far short of paying highway expenditures even for rural highways, namely, outside incorporated places and outside thickly settled New England towns. In these taxes are those paid by the twenty-three million private passenger cars operated largely on a non-commercial basis.

These taxes also include practically all moneys paid by motor vehicles operating within city limits and not using the highways. At least forty to fifty per cent of these taxes should, therefore, be deducted if the amount paid by the users alone is sought. The rail carriers, on the contrary, have fully met all roadway and maintenance costs and have paid taxes on the roadway.

The analysis thus far has revealed clearly that:

A. There is one important element of expense in railroad operation that does not appear in motor vehicle operation, namely, a tax on "road" for the rail carrier and no tax on the highway for the motor vehicle.

B. All motor vehicles have paid only 36.3 per cent of the vast expenditures that have been made by the Government for the construction and maintenance of the highways in the period 1921-1930.

C. Rail carriers have constructed and maintained their own roadbed.

What additional cost, if any, has there been for construction and maintenance of highways due to commercial operations by heavy buses and trucks?

(a) With one exception, namely, the Director of the Bureau of Public Roads, in his statement:

(b) Highway specifications, largely following the formula of the Bates Road Tests in Illinois, 1920-1925, call for a road to accommodate heavy vehicles at a substantial additional cost for construction and maintenance.

(3) This additional cost has been calculated at $1,000 per mile or 15 per cent in South Carolina by Moorefield; as $121,371,000 from 1923 to 1929 and $9,913,000 annually in Illinois by Old: as requirements of double the strength for three-ton vehicles and three to five times as strong for vehicles up to fifteen tons by Marvin.

(4) These heavier vehicles constitute about 1.5 to 2 per cent of the total number of vehicles using the highways. For example, the Governor of the State of Virginia announced a cost of $10,000,000 for reconstructing bridges in that state to accommodate only two per cent of the vehicles.

(b) The apparent contrary opinion stated by the Director of the Bureau of Public Roads was on the assumption that only pneumatic tires of balloon tires would be used on motor vehicles. As a matter of fact, solid rubber tire motors are in operation throughout the country. He further asserted that the thickness of the road required by an automobile or very light truck would call for roads about seven inches at the edge and six inches at the center regardless of road, because otherwise the surface would "curl up like tissue paper in the rays of the sun."

The front heave would destroy them. This statement, however, is directly opposed to the results in the Bates Road Tests which form the foundation of the specifications in forty or more states.

If the analysis is correct so far, then another conclusion becomes obvious.

Heavy buses and trucks above three tons or equivalent, constituting about 2 per cent in number of total vehicles, should pay all additional costs resulting from road destruction on highways too light for such traffic and all additional costs of construction and maintenance of road built for them.

There is no evidence that any such sums have been paid or are now being paid by them.

Radio Artists on the Olympian

RADIO'S Master Showman of the Keys and the Queen of Song, Leo Sims and Ilomay Bailey, National Broadcasting Company stars, were recent passengers on the Olympian from Chicago to Minneapolis where they appeared as headliners at a Minneapolis theatre. The genial couple are radio fans as well as radio entertainers and found delight in "listening-in" enroute.

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John Shanahan

On April 3rd, at Hampshire, Ill., occurred the death of John Shanahan, for many years flagman at Hampshire.

Mr. Shanahan entered the service of this company in 1866, and was the proud possessor of a 72-year service button presented to him by Vice President Gillick. Funeral and burial at Hampshire.

(A MILWAUKEE ROAD LOCOMOTIVE TO THE RESCUE

"A Cream Cheese Plant Must Never Stop": Locomotive 2765
Toots and Steams to Meet a "Philly" Emergency

TOOTING a blast which shook the residents of Beaver Dam, Wisconsin, out of their slumbers at 1:30 A. M., a locomotive of the Chicago, Milwaukee & St. Paul Railroad Company arrived at the Kraft-Phenix Beaver Dam plant on the morning of Sunday, February 7th to do its bit to help the Kraft Beaver Dam organization to live up to its "religion," that a cream cheese plant shall never stop.

While one of the Beaver Dam boilers was being cleaned, the second boiler broke down, as boilers have a way of doing. It happened late at night when it was impossible to set up the spare boiler in time to start operations at 4:30 A. M. as usual. With all apparent roads blocked, H. K. Horth, president, and C. A. Ryan, superintendent of the C. M. & St. Paul R. R. Company at Milwaukee, started the locomotive for Beaver Dam and by 4:00 o'clock Sunday morning the locomotive was hauled on to the plant and things went on.
Good Housekeeping
TO ALL EMPLOYEES:
May is generally recognized as the clean-up month, when homes and premises are tidied up to make them look attractive and at the same time to clean up whatever refuse has accumulated during the winter.

May should have a similar significance to all railroad men, so that they will take the time to clean up around station grounds, in yards, around shop buildings, etc. Experience has proven that a great many personal injuries can be prevented by insisting upon and maintaining good housekeeping by clearing away the stumbling blocks, piling material in an orderly manner, so there is nothing left lying around for an employee to trip over. Stumbling and falling has resulted in many painful injuries, and that is why it is to your interest to keep things in good order. Don't wait for someone else to pick up something which may be in your way, but pick it up yourself, for, in that way, you may prevent the possibility of injury either to yourself or someone else.

These are just a few things about good housekeeping for you to remember, and they probably will be of value in making it possible to have a good safety record in the month of May.

M. J. Flanigan,
Manager Safety Department.

Safety on the Branch Lines
Chas. T. Tinney, Conductor Menomonee, Wis., C. V. and Wab. Division

The subject of "Safety First," has been so thoroughly covered by speakers, magazine articles, and other agencies that I will try to outline my remarks to its application on Branch Lines.

Perhaps you will not agree with my views, but I am basing my conclusions on eighteen years' experience as a Branch Line Conductor, for, unsafe conditions are more liable to exist and are harder to eliminate on branches than on the main or trunk lines, because on the latter, anything that is dangerous is viewed or used by the employees, some of whom will continually report it, and seldom a day passes but one or more officials see it and figure out methods of eliminating the danger. On the Branch Line, the same individual crews view it and often get so used to the condition, that they do not see the danger until something happens.

Unlike the main lines, the branches are usually constructed of lighter steel and at many stations, the passing tracks are used more and more every year for team and industrial purposes as the community grows. Trains composed of loads many times heavier than were in existence when the line was built, are handled daily. Crews working at night do not have any switch lights to guide them. Engines and cars must be constantly looked after as some of these lines do not have car inspectors and many industries located on small branch lines have a tendency to get slack and fail to keep their premises, so trainmen may work free from obstructions.

We believe it is just as necessary to practice "Safety First" on a branch as on the Main Line, but the methods to attain such conditions differ.

The trains should be carefully inspected whenever it is possible to do so. Anything that looks as if it may cause trouble should be then taken care of.

Trainmen on any train about to use a track where teams or industries are loading or unloading cars, should first make sure that everyone on that track is notified that the cars on that track will be moved.

Defective cars should never be sent to a branch line from any point where car inspectors are located.

I believe the best method of avoiding accidents is for the officers, employees and patrons of the railroads operating in that vicinity, to co-operate with each other in finding and eliminating the common dangers.

Every member of a train or engine crew, even though he is new in the service should see the train orders or call attention to any conditions or practices that appear unsafe, and different crews on any line should do their part in practicing "Safety First" by notifying each other about some danger so the others can or will be on the lookout.

When crews of more than one railroad use the same tracks for switching, it is well for the employees of all the roads to exchange opinions regarding any condition that may seem unsafe, and if necessary take joint action to have such dangers removed.

Officers and Safety Inspectors do not travel over branch lines as frequently as they do over the Main Lines, therefore the best way to get results is to get in touch with the men who are responsible for the unsafe condition. If an electric wire hangs low over the track, we call the Power Company's office. If the school children begin to flip trains, a word with the Principal usually stops it. When industries pile coal or other material too closely to the track, or leave rubbish where Trainmen work, we find the Straw Boss, if properly approached with sufficient time, the Superintendent will usually see that the danger is removed. Clean it up before his foreman hears of it. If results are not obtained in a Unsafe track condition is reported to the section foreman or Roadmaster, but even with the best results, men working on a branch must always be on the lookout.

One of the best assets to the Railroad Company as well as to the Employees and public, is the good will of the Newspapers in the towns along your run. This is especially true during the summer months, when so many automobile drivers try to beat the train over a highway crossing. We had experiences of this kind several years ago. Hardy a day passed, but some foolish driver barely got over the crossings ahead of the train. All our efforts seemed to be in vain, until a conductor from the other railway and I, asked the local paper for the use of their news column to jointly appeal to the public to use more care when crossing the railroad tracks.

(Continued on page 28)
The Black Hills of South Dakota

The Custer State Park

ONE of the more recently created summer playgrounds is the Custer State Park in South Dakota, including within its boundaries the most scenic and wonderful sections of the Black Hills.

Time was, and not so long since, that mention of the Black Hills conjured up the picture of a wild frontier, hostile Indians, the rough life of mining camps with gambling and guns the accepted thing, gold mines on every hill and every stream in the hills running gold.

When gold was discovered in the Hills in 1876, the entire region was Indian reservation and it was not taken over for the benefit of the gold hunters without determined and bloody resistance on the part of the red men. But the prospects were too valuable to remain static and so at length the reservation was opened.

Gold was first discovered in the Hills near Custer, but the gold in that particular vicinity as well as in many others has long since "paid out" leaving the principal seat of mining operations near Lead and Deadwood where the great Homestake Mine is located, the most remarkable gold mine in the world. Gold has been taken out of the ground in paying quantities ever since its discovery and in the more than fifty years since the Homestake was opened it has yielded over three hundred millions of dollars in gold; and it still continues operations without apparent diminution, seemingly inexhaustible.

In 1927 the Black Hills leaped into prominence as a place of summer importance by reason of that locality being the choice of a summer home by the President of the United States. Of course its beauties and wonders were not wholly unknown, but it was when President Calvin Coolidge picked on the State Game Lodge in Custer State Park as a desirable summer White House, that the eyes of the nation turned thither, and turned that way to find to its great astonishment perhaps, that in the heart of those massive granite mountains were scenic wonders and a marvelous beauty of upland and valley, lovely streams, woodlands and splendid vistas seen from great heights unsurpassed anywhere in the country. It is a land of magnificent contrasts, of grandeur and sylvan serenity. Massive peaks rise darkly on the skyline, pinnacles and remarkable rock formations greet the eye and sparkling streams and gladelets vary the scene.

The highest of "The Hills" is Harney Peak, 7,242 feet above the sea, its summit clothed in the dark verdure which has given the name Black Hills to this mountain range. And here is Rushmore Mountain standing out alone and unchallenged in rugged magnificence on whose precipitous sides are being carved the faces of Washington, Lincoln, Thomas Jefferson and Theodore Roosevelt, four great Americans whose contributions to their country give them right and title to be graved on the enduring faces of this great granite rock mountain. There are other heights of notable splendor, Roosevelt and Coolidge Mountains and a grand gathering of lofty

Splendid highways climb these heights and there is regular stage service for tourists to all of the notable places, historic and scenic. Excellent hotels provide accommodation for visitors and the clear mountain air, invigorating climate and the scenic wonders complete the thrill which brings yearly thousands of visitors to this new found playground.

Rapid City at the western terminus of the West I. & D. Division is the gateway to the Hills. An attractive town with hotel accommodations second to none, and from which the daily tourist stages convey visitors through to all the points of interest, including visits to the famous gold mines, the city of Deadwood, to the old town of Custer where on the village green stands the oldest cabin in the Hills, now maintained as a museum for relics of the pioneer days; to Rushmore Mountain; through the lovely glades and woodlands where fishing in the silvery streams is just nothing short of the perfection of sport; up into the weird wonders of the heights that surround great Harney Peak. A fine foot trail leads from Sylvan Lake Lodge at the base of the Peak, to its summit, but it has been decreed that no vehicle shall ever desecrate the rugged old monarch of the Black Hills.

The Black Hills are the only mountain groups between the Rockies and the Appalachian Range, except the Ozarks; and geology tells us they were the result of an ancient upheaval of the prehistoric ocean bed, their granite foundations being covered with stratified rock which in places has been weathered away completely exposing granite. Erosion is the jagged crags that appear in the vicinity of Harney Peak. Erosion also is responsible for the strange flat-topped Rushmore Mountain where the granite is completely exposed and is solid instead of being stratified.

Fourteen
VISITORS to America find themselves amused and puzzled at some of our inconsistencies. One of the most surprising is our paradoxical habit of lauding American institutions, customs, resources and products and then paying ridiculous prices for something second-rate or inferior from abroad. We swell with confident superiority among ourselves, but suffer an acute inferiority complex in comparison with matters European. Can you imagine a Frenchman, an Englishman or a German having that mental attitude? Perhaps the foreign label, like foreign diplomacy, keeps us guessing!

As an illustration of how this affects our mental habits, see how our native nomenclature is disappearing. In the days of a more robust Americanism we were satisfied to use Indian place names, to honor some public man or to commemorate some notable event when naming our places, events or institution. Now we speak of the “American Derby,” the “American Henley,” the American Rhine, the American Riviera, the American Spa, and so on. As though our horses, our oarsmen, our incomparable Hudson Palisades, our famous mineral springs, were unworthy of fame on their own merits! As though they must bask only in the reflected glory of their European prototypes! Isn’t it a rather left-handed compliment we pay them?

At this were just a matter of pride, or of convenience, we could afford to indulge it. In fact, however, it leads to serious economic loss. Thousands of Americans cross the ocean each year to take the mineral water cures. Millions of dollars are lost to American hotels, stores and American business generally because of a mistaken idea that European mineral waters are better than our own.

Right here in the heart of America, at Excelsior Springs, Mo., thirty miles northeast of Kansas City and reached by the Kansas City Division main line, easily accessible to the whole continent, are natural reservoirs of health, equalled by few, if any, in the world, and certainly not surpassed by any in Europe. Their Fountain of Youth is here at home, set in most delightful surroundings, and offering every facility for mental and bodily well-being that the most fastidious could desire. As the old proverb states it, “Fields far away are greener.” Our instincts seem to follow the call of distance. Many of the regular inhabitants of Excelsior Springs have been to Europe’s best watering places, have “seen them all” in fact, and find these, our own American waters, far more beneficial. Their return to Excelsior Springs each season is the best possible tribute to the excellence of its waters and its attractions as a playground. Happily their numbers are rapidly increasing.

At much less cost and greater convenience Excelsior Springs are within easy reach of every American family. The traveler leaving Union Station, Chicago, at 6 p.m. will enjoy a refreshing night’s sleep on the Southwest Limited and be in Excelsior Springs at 6:48 next morning.

There are a score of springs within a radius of half a mile, containing a unique variety of mineral salts, each with its own peculiar curative value. They vary from the mildly tonic to those with distinct and positive action on specific organs. Every individual will find a spring best suited to his or her particular needs. Thus, you rundown business men may revitalize your exhausted nervous system at one spring while a sufferer from chronic disorder of heart, stomach or kidneys will find certain relief, if not complete, at another nearby. Medical authorities agree that all the properties of Europe’s most renowned waters are found at Excelsior Springs, besides additional advantages not found elsewhere.

This famous health resort is at last coming into its own, and is generally recognized as America’s premier health and pleasure resort. It is an ideal spot in which to recuperate both mind and body. All the desirable features of an exclusive pleasure ground are here, appealing not only to the health seeker, but to those on pleasure bent. For that reason it is becoming more popular as a vacation center. Local authorities take every precaution to avoid the so-called “popular” features which are so distasteful to their more refined clientele. At the same time all attempted profiteering is promptly discouraged, so that exclusive-

Beneath the Trees, Excelsior Springs

Golf at Excelsior Springs
Splendid hotels provide luxurious accommodations at reasonable rates. Comfortable rooms with excellent board can also be had at private homes, in very desirable surroundings. At all the larger hotels, the mineral waters are available for bath as well as for drinking purposes. Prices generally are such that almost any pocketbook can be accommodated. Several of the leading hotels have very recently undergone change of management and general reorganization calculated to improve the service. Thus The Elms, the largest hotel at the Springs, has passed into the ownership of the Sp talk Hotel Company, a famous organization owning and operating a string of modern hosteries in many cities of the United States, including some of the largest and finest in the country. Djapp Hotel is also reorganized and is under new management, guaranteeing high class service.

Excelsior Springs is situated 1000 feet above the sea level, lying in the lap of the Fishing River Valley. The river itself is most aptly named, for it is, indeed, an angler's heaven. An ideal setting surrounds the city. Beautiful rolling hills, heavily wooded, and traversed by numerous streams invite the golfer, the fisherman, the horseman, and generally speaking, every lover of the outdoors in its less rugged mood. Two hundred miles of smooth highway invite the motorist, pleasant bridle paths, tennis, and golf offer wholesome outdoor sport. Indoor tastes are catered to in a variety of games. It is, indeed, a place for the zestful enjoyment of life for both young and old. The very air is snappy and invigorating, the atmosphere stimulating, the people progressive and up to the minute. Both the robust and the less vigorous will enjoy its varied attractions.

A typically American city has grown up around these famous springs. People from every state in the Union have come here. It is not to be described by comparison with foreign resorts, because it is unique, second to none other in the world. Americans who seek a fuller, healthier life, should visit here regularly. Many thousands have already formed the pleasant habit of taking the waters each year to renew pleasant friendships while retaining unimpaired reserves of physical and mental energy. It is not unusual for many of these to meet together on the six o'clock train leaving Chicago, forming a happy group on route and making the reunion the occasion for many pleasant reminiscences and future plans. A party on board, followed by cards and possibly another reunion at breakfast next morning, adds new pleasure to their annual trip.

The Dells of the Wisconsin

The valley of the Wisconsin River, interesting and picturesque throughout its length, has nothing to offer in any way comparable to that ten miles of its course where it seems to turn up on edge and wind a sinuous way through banks of towering rock that march out on the water in varied shapes, tall bastions, perpendicular cliffs, "chimneys," rounded nodes and sharply pointed promontories, and a whole armada of boat-shaped tors standing down-stream in echelon, which someone years ago, named "God Almighty's Navy Yard"; and the "Navy Yard" it still is. There are the Wisconsin Dells caves and deep clefts into the rock, and nooks and glens indent the shore, making in all one of the most remarkable exhibitions of water erosion in sandstone in this country.

Layers and layers of sandstone pile up from the river's bed standing out above the surface of the water in bold outline making a ten mile stretch of scenic glory that is not equalled from Niagara Falls to the western mountains; charming glens and deep gorges that lead away from the river into the hills tell the story of the waves once elsewhere than in the present river bed. A deep and picturesque ravine, its bed now filled with water, tells of an old detour, perhaps of the main river itself, while the forces were scouring out the present channel cutting its way through heavy rock and making an elbow turn, winding sinuously between narrow walls, narrowing in one place so that it would seem almost possible to jump the river's width; and a legend of old Indian days tells that Blackhawk, the Indian warrior chief, did leap the river here and hide in one of the caves in the rocky walls.

Lovely and picturesque everywhere are the Dells, with their strange rock carvings, grottos and glens and tributary canyons where occasionally smaller streams flow gently or course swiftly down rocky declivities. And farther away where no water comes, high up among the rocks are wonderful formations, ledges, table rocks, chimney rocks and great amphitheatres. Cool retreats, everywhere overspread with mosses and hung with rare ferns; with groves of birch and cedar and maple topping the heights and lining the slopes.

This region was once the home of the Winnebago Indians, the old reservation from which they have finally almost entirely disappeared, being at Portage, sixteen miles down river from the Dells. Scattering remnants of the tribe are still to be seen about the old hotel on the river and every summer they gather for rites and ceremonies of the tribe in one of the natural amphitheatres of the upper river.

This picturesque spot is easy of access from Chicago and other middle western centers, being but a few hours by train from Chicago, Milwaukee or the Twin Cities. The town of Wisconsin Dells is the headquarters for visitors and there are hotels large and small in the immediate vicinity, and lovely quiet retreats up-river, right in the heart of all the marvelous scenic beauties and wonders.

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The Out-of-Doors Again Moves Into a City

An Inland Empire Exposition

Spokane's 13th annual Sportsmen's Show is in preparation. It will be opened May 9 to 15 under the Union Station viaduct, in the space of an entire city block, thus giving the railroads, in the role of host as far as the grounds are concerned, a share in the triumphs of the big outdoor exhibition.

Started in a very small way by the Spokane Chamber of Commerce, the show has outgrown all available quarters until this railroad property was drawn up on, and it is now outstanding among Sportsmen's Shows throughout the country.

It was conceived with the idea of "selling" the people of Spokane and the Inland Empire on the value of their wealth in scenery, in stocks of game birds and game fish, in animals, in lakes and camping sites, and secondly of letting the tourist and traveler know of these assets as well.

As in other selling, so this is done by producing a sample. The steel pillars of the viaduct are covered with cedar bark, the heavy pine and cedar branches from these "trees" conceal the floor of the viaduct above. From over built up rocks at one end of the block, water dashes in a
The Hunters' Exhibit

mad fall, then in a swift stream across the center of the grounds. The banks of this stream are planted with hundreds of tons of bunch grass, rushes and willows, while on the water float ducks, geese, and swan quite content that the sample woodland is the real thing.

For fur bearing animals, deer, and game and rare birds in cages skillfully disguised to resemble thicket; seemingly feel the same.

This show has grown far beyond being Spokane's show alone. Coeur d'Alene, Cheney, Colville, Newport, Lewiston, Kalispel, Sandpoint send in their best specimens of mounted animals, their biggest fish, and anything that will tell of their possibilities as vacation, fishing, or hunting resorts.

The schools cooperate, the Boy Scouts, the Izaak Walton League, the military at Fort George Wright, the United States Forestry Department, the Washington state department of fisheries and game, and private and individual enthusiasts by the score work for weeks in advance, with the result that anyone in Spokane for this week in May will have the opportunity to see a distinctive and outstanding event.

Last year well over 87,000 attended, added ideas, and improved exhibits have raised the expectations to 100,000 for 1932.

Wrong Answer
Mrs. "Where have you been all evening?"
Mr. "At the office."
Mrs. "You must be made of asbestos-your office building burned down two hours ago."
He—"Phew, that's one time in my life that I'm glad to be down and out!"
She—"How's that?"
He—"That was my first airplane ride."

The Land of Ten Thousand Lakes

MINNESOTA, land of "The Sky-Blue Water," land of ten thousand sparkling little lakes whose limpid waters reflect the blue of the sky and dance under the golden summer sun, or give back the deep green of wooded banks and the darker hues of rocky headlands. There are hills and valleys, little streams and great rivers, beautiful cities and charming retreats for rest and quiet.

The whole state is a playground "made to order by good Mother Nature's hand," and so easy to get to—centered right in the middle of the continent and only a night's ride from almost any middle west point, you can pack up any afternoon, hop aboard the Pioneer or The Olympian and be in the Twin Cities next morning ready to set out for your own little lake retreat, or to settle down in the beauty of St. Paul or Minneapolis with all of the comforts and luxuries of urban life united with the joys of boating, swimming, bathing, and fishing in the lakes right at hand within the boundaries of the cities themselves.

From St. Paul or Minneapolis you can, in an hour's drive or less, be on the beaches of some of the loveliest lakes in this entire country, with all the facilities and equipment for swimming and bathing or swimming over the waters in motor boat, launch or canoe; and then to turn your attention to golf or motoring over the miles and miles of boulevards in the midst of inspiring vistas of distant scenes and the trim landscapes of beautiful parks and homes.

SPOKANE AND THE INLAND EMPIRE

The title "Inland Empire" has been given to an immense and fruitful territory comprising a large part of the state of Washington lying east of the Cascade Mountains and lapping over into the "Idaho Pan-Handle," into Oregon and the western borders of Montana. It is a magnificent stretch of country where mountains and rivers, cool lakes and forests invite the soul of man to rest and enjoyment. The city of Spokane is the capital of this great Empire and encircling the city and the valley of the Spokane River is a chain of lovely lakes,—seventy-six within a radius of fifty miles, most of them easily accessible from town.

One of the gems of Inland Empire is Lake Coeur d'Alene high in the hills and forest-girt, wild, impressive and enticing. Miles of shore line on this great lake are steep and rock-bound, indented here and there by little bays where landing from a small boat is possible, and camping ground is available; or where a summer resident has built his cabin and is taking his outing on the edge of the forest primeval.

From Coeur d'Alene a cruise may be made up the Shadowy St. Joe River, through miles and miles of motionless water whose green, grassy banks are reflected with infinite integrity in the cold clear waters.

This is an Eden for fishermen,—in the numerous little lakes tributary to the St. Joe River are found in countless numbers every variety of game fish that inhabit mountain waters.

"Ten Thousand Lakes" is not a catch phrase or exaggeration, for Minnesota has them all and more, and each one offers its own appeal, its own attraction. Lakes of every description, clear and cool, fed by rushing streams and drained at last by the Mississippi River, the St. Lawrence, (Continued on Page 44)
Growing Strawberries For the Barreled Trade in Lewis County, Southwestern Washington

Lewis county farmers in the southwestern part of Washington, have adopted as a part of their farm program, a very exacting and highly specialized crop, namely, the production of the Marshall strawberry, which is marketed mostly as a late berry for the cold pack trade. These extensive fields of berries, of 5 to 50 acres, are the center of much activity throughout the summer months, as the work is mostly done by hand. Here at least the farmers have gotten away from a heavy investment in machinery for their operations.

Cultivation is begun early in the spring and is done by man and horse power using small inexpensive equipment. These large, fine quality berries are picked and stemmed in the field and then run over a grader, where many women are employed to sort and grade, for these berries are carefully graded, as are other western fruits, for the eastern trade. The sorting and grading operation presents a pleasing scene to the visitor at one of these plants where straw-berries are processed for the trade.

A steady stream of large highly colored berries pass along the sorting tables, and a continuous stream of berries, stemmed, cleaned and graded, pour out of the machine spouts into fifty gallon barrels. As the berries pour into the barrels, sugar is added in the barrel, making a mixture of two parts of berries and one part of sugar. When the barrels are full they are put into refrigerators where they are kept frozen until they reach the market in refrigerator cars, 120 barrels making a car.

The outlet for these barreled berries is the eastern markets, where they are used in making jams and in the ice cream trade. Production in this area runs about two tons per acre and the majority of farms where the berries are grown as a cash crop, have four to five acres.

The life of the berry fields is about four years, and a one-man unit is somewhere around fifteen acres.

While the crop does not offer a very large promise of increased business in the Milwaukee territory, it has the distinction of a crop which fits well into the farming scheme of Lewis county, and no doubt will be permanent and enjoy a gradual increase as conditions warrant.

What Have the Trucks Done?
Milwaukee Contributes to Relief of Drouth Sufferers

During the period from August, 1931, to date, the Milwaukee Road has contributed over $780,000 to alleviate the sufferings caused by drouth and the grasshopper plague to folks served by our lines in four of the western states. It would be interesting to know how much truck companies contributed to the needy in the areas above referred to.

Our contribution was made in the form of substantial relief by reductions in freight rates and free haulage to the Red Cross for feed for livestock, food-stuffs and clothing, and we are not done yet. We will keep on doing our share until such time as the folks are able to again provide for themselves.

In South Dakota alone, during the time referred to, our Road has donated nearly $700,000 to the people of the State in reduced freight and free haulage. In Montana, North Dakota and Iowa, our contribution has amounted to about $80,000.

Every day, shippers are learning that their best friends in the transportation field are the railroads. To be friendly, one must be ready to accept the advan-tages as well as the blessings of a people or a community. That the railroads are prepared to do.

The Milwaukee Road hopes that soon those communities it serves where drouth and pests have taken unknown toll will soon return to normalcy so that all may enjoy the fruits of prosperity. When that time comes, it will be a pleasure to count one's friends, for friends are made in the time of need.

Half of Farms Not Mortgaged

"More than half of all farms are free of mortgage debt," reports the Bureau of Agricultural Economics, U. S. Department of Agriculture.

The Bureau of Census reports that 58 per cent of the farms operated by their owners in 1931 were free of mortgage debt, compared with nearly 63 per cent in 1920.

Of all the mortgaged farms in 1931, only 6.3 per cent were mortgaged up to 50 per cent of their value and 25 per cent of the mortgaged farms were mortgaged for 25 per cent or less of their value.

Very likely no other single branch of the country's leading industries can show at the present time a better statement of mortgage indebtedness. All of which indicates that farming compares favorably with other industries in being able to pay for its legitimate investments and return to its management a living wage.

New Moses Lake Settlers

Three new settlers are moving to the Moses Lake country along our lines where they purchased 14 acres of fruit land through Edwin Leland, of Neopel. These men will start developing their fruit ranches this spring.

C. C. McCormick, Agricultural Development Agent, met these three new settlers recently and helped them work out their planting and building plans. Varieties of fruit to be set, irrigation methods, and cultural practices were thoroughly reviewed so that the new settlers may have the advantages of experience and take the short cut to success. Those who raise fruit in the Moses Lake country confidently expect that it will soon be known as one of the great fruit growing districts in the State of Washington.

Farm Homes in Demand
Best Citizens Looking Country-ward

Some one wisely said, "Nothing is more certain than--there will be a change." That there is a change of attitude towards land ownership is evidenced in the actions, investments and personal of folks on their way back to the lands.

Honest, industrious men and women all over this country are distinguishing between the allurements of white lights, big factories, apartment dwellings, and evening amusements from those of sun-kissed fields of waving grains and meadows, everyday work with God-given creatures, a home in the shade of great elms and fun
by the streams or on the emerald lakes in the land of opportunity. Farming is coming into its own again. It is taking its rightful place in society where man and his Maker join hands in providing the necessities for the dependents of each.

There are no signs on the gate of the farmyard reading “No Work Today.” One can tread the sward of Nature's carpet on the farm and not know the ache of burning feet. Milk, eggs, freshly cured meats, vegetables, and potatoes satisfy the hunger of empty stomachs. Man and woman, boy and girl each can contribute to the comforts, pleasures and contentment of a home.

As Edgar Guest says “It takes a heap of living to make a house a home.” And folks are beginning to realize that constant uncertainty, intermittent periods of income combined with everlasting allurements of unnecessary pleasures are undermining the home standards of many of our American people.

In serious consideration the farm home is receiving from some of our best citizens is given in a report issued by John S. Borden, in the Department of Agriculture and Markets, Madison, Wisconsin.

Letters indicate in nearly all cases an average to good education, an average knowledge of farming, and that the primary urge to return to the land is the desire for economic independence.

“The correspondence shows that less than one per cent of the prospective homesteaders should be classed as sub-marginal or slum types.” Borden says. “The majority of these farmseekers are thrifty and intelligent but have been made the victims of circumstances over which they have no control.”

Excerpts from some of the letters follow:

“Amar about to trade my house and lot valued at $2,000 for a farm in your State.” One of the letter men wrote from Illinois. The State Department reported to the veteran that the farm which was being offered him was sub-marginal and recommended against the trade.

“There are three families of us.” Another letter said. “We are Germans and know how to farm, but we want to get where there is cheap land, with good soil, a good school and a church. Our reason for leaving the city is lack of work and we must live.”

“I have been looking for work so long that I am getting tired of looking for work in the city,” another man wrote. “If there is some chance to get some land, I could work it and make a good living for my wife and three children.”

Montana to Irrigate More Land
Citizens Are Unitedly Interesting Its People in Water Usage

In Montana, comparatively few farmers and ranchmen have been using irrigation on part or all of their land holdings to insure themselves having sufficient feed supplies to carry, over winter of their livestock. Other ranchmen they could range on the uplands. Other ranchmen have turned to irrigation to successfully raise alfalfa seed, grain crops and farm produce year in and year out. Their ranches, this past record-breaking drought year, were like oases in an arid belt.

It was extra work to build the suitable systems, but it has paid these painstaking farmers to provide for watering their fields when water was most needed.

Several systems of irrigation are used in Montana. No one system will work in all sections of the State. And there are several adaptations of each accepted system that have been found to be very useful to those who have used them. In general, four systems are most widely used. They are the well-known storage basin system, having canals that feed the water to the land, the flood water systems, the system of using natural stream flow, and artesian well systems. Each is best in certain areas. Each, however, will produce the same results, namely, crops in the "off" years.

A state-wide organization of voluntary workers have banded themselves together into several working committees and are actively engaged in selling business to prospects, farmers, ranchmen, and all others the advantages of irrigation. They are almost making a town to town campaign, extolling the merits of irrigation backed up by the support of the press and county and state officers. The State has set to work, educating its people to appreciate the advantages of irrigation. Dan B. Noble, our Agricultural Development Agent in Montana, is lending these committees his active support, assisting them in every possible way.

Organic irrigation "drive" is in Montana, one cannot estimate what value may come from the united action. It takes no prophet to predict, in this case, that there will be many times the number of well-watered farms and ranches in the State in the near future.

The drive for larger acreages of well-watered lands in Montana is a good example of how a state may diagnose its own ills, act positively, and its citizens can apply the remedy.

Mineral Point Farmers Need Feeders
Many Cars of Cattle to Be Placed on Blue Grass Pastures

The Mineral Point, Wisconsin, area is one of the few famous blue grass pasture districts in America. For years grass fed cattle from Mineral Point have commanded a distinctive classification on the Chicago market. Often cattle fattened on these pastures have been sold to the packers at a considerable premium over those received from other feeding areas.

This year economic conditions are likely to greatly curtail the feeding efforts of many of the farmers in southwestern Wisconsin. If fewer cattle feed off the blue grass from the rolling hills of the Mineral Point vicinity, it will be a distinct loss to the feeders, the market and all others interested in the welfare of the community.

Already several of the most experienced and most successful feeders near Mineral Point are looking toward a supply of good steers that may be placed on feed by the contract method. In our conversation with these men, they have stated that they are not particular as to the type of contract to be used, only expressing a desire that it shall be fair and equitable. They are willing to feed good steers, and really finish them, on a gain basis, percentage basis or at a given acreage charge. In other words, they are willing to meet the producer on any equitable basis.

If any of our agents should know of any man or other cattlemen who would like to find a good home for cattle during the summer months, it would pay to get in touch with this Department at once. We will give the names of several well recommended feeders near Mineral Point who have the equipment, experience and feed to finish several carloads.

Agriculture Changing

Agricultural Economists Point to Signs

Some of the leading governmental agricultural economists look for a change in agriculture production from that of mass production to one of self-sufficing farming. They point to the fact that this change has already set in on many of the operated farms due to economic conditions and to the fact that part-time farming is on the increase.

In the 1932 Agricultural Outlook, issued by the Bureau of Agricultural Economics, the two concluding paragraphs are like a weather vane pointing in the direction of our next great agricultural movement that may mean considerable readjustment in the production of our farms. We quote from the most recent Outlook:

"The trend toward what may be called self-sufficing farming induced by the agricultural depression, conceivably may exert considerable influence upon production, because thousands of farmers who are finding no profit in their usual program of production on a commercial scale, have retreated, especially where this resulted in a significant reduction in cash outlay, and are producing more largely for home use."
Elegy in a Traffic Jam

The curfew tolls the knell of parting day,
And leaves the world quite unexpectedly.

A pedestrian plods his absent-minded way
And leaves the world quite unexpectedly.

"Private Rooney," said the cavalry officer,
"take my horse down and have him shod."

For three hours the lieutenant waited for his horse. Then, impatiently, he sent for Rooney.

"Private Rooney," he said, "where is that horse I told you to have shod?"

"Omigosh!" gasped the private, growing pale around the gills, "Omigosh! Did you say shod?"

The teacher was interested in the announcement by a little girl pupil that she had a new baby brother.

"And what is the baby's name?" the teacher asked.

"Aaron," was the reply.

A few days later the teacher inquired after Aaron, but the little girl regarded her in perplexity.

"Aaron?" she repeated.

"Yes. Your baby brother," the teacher prompted.

Understanding dawned upon the child's face.

"Oh, Aaron," she exclaimed. "That was a mistake; it's Moses. Pa an' Ma checked up and found we had an Aaron."

He Knew His Dog

He dashed into the police station at midnight explaining that his wife had been missing since 8 o'clock that morning and asking that search be made for her. "Her description," said the sergeant, "height?"

"I—I don't know."

"Weight?"

The husband shook his head vaguely.

"Color of eyes?"

"Brown."

"Do you know how she was dressed?"

"I expect she wore her coat and hat. She took the dog with her."

"What kind of a dog?"

"Brindle bull terrier, white face, and black legs and right front brindled, all but the tips of the ears."

"That'll do," gasped the sergeant. "We'll find the dog!"

Quake Note

A distinct earthquake shook disturbed a small western city and rocked the municipal building so that the councilmen, then in session, left without the usual formalities.

The clerk, a man of rules and regulations, was puzzled how to give his record the proper official tone. Finally he evolved this masterpiece: "On motion of the city hall, the council adjourned."

Traveling Man (to acquaintances watching hotel fire)—"Nothing to get excited about. I took my time about dressing; lighted a cigarette; didn't like the knot in my necktie and retied it; that's how cool I was before I left that blazing structure."

Bystander—"But why didn't you put your pants on?"

The man entered a cigar store, bought a cigar, and then left. Five minutes later he dashed back.

"That cigar," he shouted, "is simply awful."

"It's all very well for you to complain," said the storekeeper, "you've only got one; I've got hundreds of the damned things."

"He put on speed, thinking he could beat the train to it."

"Did he get across?"

"He was as soon as the tombstone maker has it finished."

May Prosecute

A Chicago gangster who killed his wife has surrendered to the police. The district attorney is going over the man's income tax returns, hoping to establish a case against him.

The policeman entered the cafe and with great dignity announced to a man at one of the tables,

"Your car awaits without."

"Without what?" retorted the rather loud-mouthed gentleman.

"Without lights," said the policeman. "Your name and address please."

Good Reason

The kindly old lady who was visiting the penitentiary looked up in a melancholy convulsed who sat on his bunk with his head in his hands.

"And why are you here, my poor man?" she inquired.

The convict raised mournful eyes. "They've got all the doors locked," he said simply.

First Traveler—"London is the foggiest place in the world."

Second Traveler—"Oh, no, it's not. I've been in a place much foggier than London."

First Traveler—"Where was that?"

Second Traveler—"I don't know where it was, it was so foggy."

Pullman Conductor—"What are you doing with those towels in your suitcase?"

Passenger (with presence of mind)—"Oh, they are some I used last time I was on the train, and I had them washed and brought them back."

The absent-minded professor was busy in his study.

"Have you seen this?" said his wife, entering. "There's a report in the paper of your death."

"Is that so?" returned the professor, without looking up. "We must remember to send a wreath."

The Great Race for the National Traffic Prize

The Motor Carrier entrant is able to make a pretty fair showing because the Judges neglected to see that he too put on the "Regulation Sack." The handicap is taxing the Railroads but the Public is aware of the situation and we may expect to see the entrants placed on an equal basis before long.

Twenty
Dear Little Folk:

Here is some news that all of you children should be interested in. We are offering a prize of a little PARKER PENCIL to the child who sends in the longest list of words formed from letters found in MILWAUKEE ROAD. Do not use, in each word, any more letters of one kind than there are in those two words. For instance, there is only one "M" in MILWAUKEE ROAD so you cannot have words containing more than one "M" and so on.

The winner's name will be published in the July magazine, so Aunt Betty must have all entries by June 1st. It is not necessary to write a letter accompanying your list, but be sure to write your name and address clearly.

Don't forget now—send in your complete list to AUNT BETTY, 113 North Third, Libertyville, Illinois, before midnight on June 1st. In case of a tie, another pencil will be given.

Your AUNT BETTY

Rogers had said she was anxious to hear all about it. As they walked up onto the porch the front door opened and there was a loud "Surprise!" It surely was a surprise and the children hardly knew what to do or say.

They played many games, among which was a May treasure hunt where they all hunted for the May basket and Dick, who found it, was given a beautiful knife for a prize.

About ten Mrs. Rogers served them ice cream and cake at the table which was decorated with a May-pole and tiny May baskets. When they had finished she told them they would have to run along as it was time for all of them to be in bed.

When all the others had gone, Jean and Jimmie rushed to their mother. "Who planned to have the party, Mother?" they asked in the same breath.

Mrs. Rogers smiled and said, "Well, I thought it was so very nice that you children had planned and made all your May baskets for the little poor children without even thinking about giving them to each other, that I would plan a party for you."

"Oh, Mother it was wonderful and I think your thought was twice as nice as ours," they exclaimed.

The Day Family

Did you ever stop to think on Sunday or Monday or any Day of the week how strange it is that those Days each week should have names just as we do? Well, why shouldn't they? They are a family, living in the Week House and their relatives are the Months and their ancestors are the Years.

The Days live all together, as I said before, in Week House, their family mansion since Time began. They are such a happy family that they stay home together most of the time. Long years ago they decided that they would take turns going outside, one at a time, so there would always be six of them left in the house.

Since Sun Day is the father of the family, it was decided that he should be the first to go out. As Sun Day left Week House, everybody in the world asked him why he was called Sun Day. And this is the story he told: "Long years ago people all worshipped the Sun and they prayed to it and feared it, but as the world grew wiser and the people no longer worshipped the sun as a god, still they could not forget the old reverence to the sun. So they called their day of rest Sun Day and they loved me then because they used me for resting their minds and bodies and for doing all the things that they liked best to do. I still am the day of rest and some people misuse me, but I think that in time they will get over that."

When Sun Day returned to Week House the moon began to come up, he told his family how everybody in the earth asked him how he came to be called Sun Day. So all the other Days recalled the stories that they had been told when they were young, about why they had been named as they had and prepared to tell them to the inquisitive people.

Mon Day, the wife of Sun Day and mother of the five Day children, was named from the Moon and her name really was Moon Day, but it was shortened to Mon Day. In olden times the (Continued on next page)
7512. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 10 requires 2 1/3 yards of 39-inch material if made with bolero. For dress without bolero, 1 1/2 yard will be required of the 33-inch material. The tie belt of ribbon requires 2 yards. Price 12c.

7520. Boys' Suit. Designed in sizes: 2, 3, 4 and 5 years. Size 4 requires 2 yards of 29-inch material. Price 12c.

7221. Girls' Dress. Designed in sizes: 2, 3, 4 and 5 years. A 3-year size requires 1 1/3 yards of 29-inch material; 1 1/4 yards of lace edging, requires 2 yards. Price 12c.


**Favorite Recipes**

Braised Tongue. Place a fresh tongue in kettle, cover with boiling water and cook slowly two hours. Remove tongue and cut away the skin and roots. Place in a deep pan and surround with one-third cup each of carrots, onion and celery, diced; and one sprig of parsley. Pour over four cups of sauce. Cover closely and bake two hours, turning after the first hour. Serve on platter surrounded by the strained sauce.

Sauce for Tongue. Brown one-fourth cup flour, one tablespoon each of pickle and pimiento and one-half tablespoon vinegar. Then add one-fourth cup flour and blend until both are thoroughly browned. Gradually add four cups of water in which the tongue was cooked. Season with salt and pepper and add one teaspoon Worcestershire Sauce. One and one-half cups of stewed and strained tomatoes may be used in place of some of the water.

For dress beauties Two pounds of diced veal from the loin, and cover with boiling water, add one small onion, two stalks of celery and six slices of carrot. Cook slowly until the meat is tender. Remove the meat, add with salt and pepper, dredge with flour and saute in salt pork fat. Strain the liquor (there should be two cups). Melt four tablespoons butter, add the same amount of flour and the strained liquor. Bring to boiling point; season with salt and pepper and pour around the meat.

Potato Mounds. Remove the inside from three baked potatoes and force through a ricer. Season with two tablespoons butter, one tablespoon salt and a dash of pepper. Add the white of one egg beaten until stiff. Mould with a tablespoon, place on a butter sheet, brush over with melted butter and bake in a hot oven until browned.

Potato Fritters. Two cups hot riced potatoes. Add two tablespooms cream and two tablespoons of lemon juice, one teaspoon salt, dash of nutmeg and cayenne; three eggs and yolks of two, well beaten, and heat all until cold. Add one-half cup flour and when well mixed, drop by spoonfuls into deep fat. Fry until delicately browned and drain on brown paper.

Asparagus Salad. Marinate one bunch of cooked asparagus and chill. Place on a bed of crisp lettuce and arrange the following mixture to represent a band across the middle of the bunch: to the white of one hard boiled egg, finely chopped, add the yolks of one hard boiled egg forced through a ricer, one tablespoon each of pickle and pimiento and one-half tablespoon parsley, both finely chopped. Pour over a French dressing made with lemon instead of vinegar.

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**The Patterns**

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SPRING 1932, Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

7175. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires 6 1/2 yards of 36-inch material if made with the collar. Without the collar, 36, 38, 40, 42 and 44 inches bust measure. Size 34, 36, 38, 40 and 42 inches bust measure. Size 40 requires 1 1/2 yards of 35-inch material. Price 12c.

7499. Misses' Dress. Designed in sizes: 16, 18 and 20 years. Size 18 requires 4 1/2 yards of 36-inch material. Price 12c.

7507. Ladies' House Dress. Designed in sizes: 36, 40, 44, 46, 50 and 52 inches bust measure. Size 46 requires 4 1/4 yards of 33-inch material. For contrasting material 1/2 yard will be required. Price 12c.

7841. Ladies' Pajamas. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires 1 1/3 yards of 35-inch material. Price 12c.

7501. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 40 requires 3 1/2 yards of 39-inch printed or striped material and 1 1/4 yard of plain material. If made of one material, it requires 4 1/2 yards. Price 12c.

The Day Family (Continued from page 21)

people thought that the goddess of the moon, Diana, drove her chariot through the sky after the god of the sun, Phoebeus Apollo, had been across the sky by day. And so they began to associate the moon with the sun and finally considered her as the wife of the sun. And so Mon Day is the wife of Sun Day.

Tues Day, the eldest son, was named for the Norse god of war, Tyr, and his name which was originally Tyr's Day is now Tues Day.

Wednes Day was named for the great god Woden who kept two ravens on his shoulders so he could send them around the world when he wanted news.

Thurs Day was named for the powerful god Thor. Thor had a heavy hammer which no man could lift and he had a belt and iron gloves which when he had them on, doubled his mighty strength.

The only girl in the Day family is Fri Day, who was named for the Roman goddess Freya. The Day family had to name one of their children for her to keep her from getting jealous.

And the baby of the family is Satur Day, who was named for the Roman god Saturn. Satur Day told his father Sun Day that he wouldn't tell the people on the earth how he got his name, because the god Saturn was a terrible god and ate his own children.
Wausau Chapter
Mrs. A. I. Lathrop, Historian

The March meeting of the Wausau chapter was held at the club house, Tuesday afternoon, March 8. During the business meeting, a vote of thanks was given to last year's officers. The Secretary expressed appreciation for their efficiency and interest in club welfare. Mrs. J. L. Dexter acted as secretary, pro tem, in the absence of Mrs. Bert Nelson. Later, a card party was held, in honor of the retiring president, Mrs. Warren Essel. Favors at bridge were won by Mrs. M. W. Hargis; Harrington and Mrs. Frank Davie, and at five hundred by Mrs. William McEwen and Mrs. D. O. Daniels. In behalf of the club, Mrs. W. S. McCarthy presented Mrs. Essel with a guest pin. Mrs. Harry Norenberg and Mrs. Oscar Sutherland of Tomahawk were out-of-town members present. Refreshments were served by Mrs. Frank Mathes, Mrs. Frank Hanousek, Mrs. Albert Mohr, Mrs. Bert Nelson and Miss Julius Clark, the latter of Schofield.

Mrs. Bert Nelson, secretary, who was called to Baraboo, March 3, because of the illness of her mother, has returned home, reporting her mother is improving in health. Through the efforts of Mrs. J. L. Dexter, the new president, a mother's pension has been secured for a railroad family in Wood county. The fact that the father is an invalid and the child a victim of spinal trouble, was brought to the attention of the authorities. Arrangements for treatment for the child were also made.

Ladd Chapter
Mrs. E. J. Coss, Historian

The monthly meeting of Ladd Chapter was held April 6th with twenty members in attendance. Mrs. Taggart, presiding. After a short business session, the following officers were installed with Mrs. Davy Jones as installing officer: President, Mrs. James Valeson; First Vice President, Mrs. John Marietta; Second Vice President, Mrs. Forrest Blake; Secretary, Miss Frances Truchetti; Treasurer, Miss Victoria Roman; Historian, Mrs. E. J. Coss. The relief committee reported $45.50 for relief work.

The president appointed the following committees for the coming year: Mutual Benefit, Mrs. Jones and Mrs. Taggart; Membership, Mrs. M. W. Hargis and Mrs. R. Roemer; Fund, Mrs. A. C. Macomber and Mrs. J. Hopp; Ways and Means, Victoria Roman, Frances Truchetti. Mrs. Cross, Miss Walter Zied, Social, Mrs. J. B. Hill, Miss Talbot, Mrs. ubit; Purchasing, Mrs. Morgan, Mrs. Blake; Sunshine Mrs. Charles Conway, Mrs. J. Mariette, Mrs. Nethils; Auditing, Mrs. Bishop, Mrs. Sabatini, Mrs. Hamilton; Constitution and By-Laws, Mrs. Ray Johnson, Mrs. Ed Higgins, Mrs. R. Carruthers. After the meeting cards and bunks were enjoyed with Mrs. Pfyn and Mrs. L. Pfyn in room 500 and Mrs. Mariette and Mrs. Pfyn in bunks. Refreshments were served by the hostesses, Mrs. James Valeson and Mrs. Mariette.

Kansas City Chapter
Mrs. E. E. Blake, Historian

On ST. PATRICK'S night the Milwaukee Women's Club gave a dinner for all the Milwaukee employees and their families at the Northeast Masonic Hall. Mrs. James E. Nugent, the speaker of the evening, outlined some of the charitable work being done by the club, and made a plea for greater membership among the employees. Mrs. Harry Harlan, master of ceremonies, rounded the dinner to some lusty singing. The music was furnished by the Silver String Serenade.

Green table decorations and pink sweet pins made an attractive setting for the dinner.

Spartakus Chapter
Mrs. W. F. McDonald, Historian

The regular meeting was held March 8th with a good attendance. Mrs. Shook finished a very successful year and carried out a great ceremony in opening the new offices. The board presented Mrs. Shook with a pewter sugar creamer, as a token of good fellowship, which existed throughout the year in their work together. Mrs. P. H. Nee, the new president, appointed her committee and the meeting came to a close with a surprise tea served by Mrs. W. T. Emerson. The refreshments were delicious and the tables were tastefully decorated.

Saturday evening, March 12th, there was a pot luck dinner served for the families. About 100 attended and a jolly time was had by all.

Aberdeen Chapter
Mrs. Charles L. Boland, Historian

The last regular meeting was held Monday, March 28th, called to order by President Mrs. H. M. Gillick, who, we are happy to note, is once more able to take her place among us after being confined to her home many weeks because of a broken ankle. Though still far from complete recovery from her recent accident, Mrs. Gillick, as chairman of the relief committee, is again directing all relief work. A larger and more difficult field of endeavor than in past years, due to the many unemployed and smaller memberships has been a large and more difficult field of endeavor than in past years, due to the many unemployed and smaller memberships. Many of the families have been taken care of by our relief committee, and seventy-seven tons of coal distributed among them during the month of February. By next month we hope to give a complete summary of the winter’s work.

Mrs. Soike, chairman, Ways and Means, reported $25.15 from a card party, and $33.60 from club room rental. Also that the rent from the club rooms and the club dance in November together netted $58.27.

The dinner served to Professional and Business Women’s Club at our club rooms netted $24.47, and a card of appreciation from the members for the nice dinner served, was received. Mrs. L. E. Chamberlain expressed her gratitude for a card received from the club during her recent illness.

The club is very much interested in Chicago, that the club garden seed for anyone who has planting space.

We are justly proud of our large membership which now boasts 266 voting and 456 contributing members. However, with the customary help and splendid cooperation of everyone interested in this club and its development, we feel that a great many more will be added to our ranks as this work progresses. Since our previous write-up one of our very active and, I believe, charter members, Mrs. Ralph Kauppi, has been called to her new home in Chicago. Mr. Kauppi having been recently transferred.

Motion was made and seconded and approved that the club send a check for $25 to a family whose home was recently destroyed by fire; also approved donating club rooms one night to the Good Shepherd Children’s Home. A benefit card party and last, but by no means least, all present (about 80) were in favor of serving lunch at all future meetings.

This is significant, as many ideas are happily exchanged; important events planned and beautiful friendships begun over a cup of fragrant coffee.

The first president of our chapter, Mrs. J. E. Hillis, now of Montevideo, Minn., was a surprise guest of the evening, and favored the gathering with some interesting talk. We hope to have the pleasure of Mrs. Hillis’s visit again soon.

Concluding a pleasant evening, a delicious lunch was served by Medesmas Lowell Winters, Bert Smith and Ray Drum. Board of officers and chairmen for this year are:


At these notes are about to be forwarded, we are informed of the tragic death of Division Manager Earl H. W. Robinson of Mission, Minn., a devoted wife, little daughter and son, and other relatives. Our chapter extends its heartfelt sympathy in their hour of deep trouble and sorrow.

Mason City Chapter
Mrs. John N. Nelson, Historian

MASON CITY chapter held its regular meeting March 29th, the president, Mrs. Johnston, presiding.

Committee reports were as follows: Sunshine, Mrs. John Belfors, 16 personal and 7 telephone cards, $10.45. Mutual Benefit, Mrs. Henry Smith, reported 47 telephone calls, 15 personal visits and 3 letters sent; work done at cost to the club including scholarship, $95.02, and $115.80 at cost to the chapter.

Treasurer, Mrs. Jesse Mathewson, reported having had a picture framed, $110.45.

Ways and Means, Mrs. W. F. Ingram, reported $11.25 made at the March card party.

The Auditing Committee report was given at this time, also.

At the close of the reports, Mrs. Johnston named her committee chairmen and co-workers as follows: Constitution and By-Laws, Mrs. R. toy; Ways and Means, Mrs. W. F. Ingram, Mrs. M. J. Ramsey and Mrs. J. J. Burns.

Mrs. Johnston announced that Mrs. Carpenter Kendall and Miss Ettta Lindsdick would visit us at our next meeting date. It was voted to have a one o'clock luncheon without business meeting scheduled for 2:30 instead of 7:30.

The meeting was then turned over to the program, which consisted of a one o'clock luncheon and two card parties. Mrs. Soike gave a very interesting and enlightening talk on Japan and China. Mrs. Clark gave a short talk on the care of skin. A social hour followed.

On Tuesday evening, March 8th, the offi clan in rooms 500 and 500 party in the club rooms. There were sixteen tables and during the evening after the arrival of No. 22, Mrs. Carpenter Kendall and Miss Ettta Lindsdick came in for a few minutes.

After the prices were given out, refreshments served to about sixty, by the committee in charge.

Twenty-Three
Mitchell Chapter

MICHAILIANN CHAPTER met in its new club rooms on April 1st, with a good attendance. This being the first meeting of the club the meeting was opened by Mrs. J. W. and was preceded over to Mrs. Edna Blutfiff, the new president. Miss Lindsokg from Chicago spoke briefly.

We appreciate our new club rooms and are sure everyone will work with new enthusiasm. A membership drive has been completed with excellent results, adding several members to our list.

At 1 P.M. a very pretty luncheon was held in the Picadilly Tea Rooms. Miss LaVaughn Faulkner selected several pleasing selections and an address was given by Miss Lindskog. In the evening a Safety First meeting was held, the speakers of the evening including Mr. Henney from Minneapolis and Mrs. Ingraham. Miss Lindskog also spoke, after which several vocal solos were given by Mrs. Ingraham, accompanied at the piano by Mrs. McGeorge.

From 9 P.M. until midnight a dance was put on under the auspices of the husbands of the club members. About 550 were in attendance with visitors from several different places. Although this was April 1st, we are sure that everybody went home satisfied with the good entertainment of the evening.

We are hoping for a bigger and better Chapter this year and urge everyone to get back of our new officers.

Madison Chapter

Mabel Darby, Historian

ABOUT fifty persons attended the pot luck supper which was held in the club rooms Tuesday, March 8th. Mrs. F. Lieglois and her committee had arranged the tables attractively in honor of St. Patrick's Day. The supper was followed by the usual pot luck supper, Bridge and 500 were played.

On Friday, April 1st, the members of the club met in the club rooms and enjoyed a surprise party in celebration of the birthday of their president, Mrs. Rae Scheneker. An "April Fool" box, which was packed by Mrs. Bumns and Mr. Coleman of the freight office, furnished much amusement when its many wrappings were removed and a hambo Doll and some stick candy were revealed. Mrs. Scheneker, positive that the candy was another "April fool" trick, and determined not to suffer alone, passed it to the members.

The evening was spent in playing cards, prizes being awarded to Mr. and Mrs. Carl Knope, Mrs. Edward Zie1 and Mr. J. McNulty. The club extends sincere sympathy to Mrs. Carlin in the loss of her husband Robert Carlin, who passed away suddenly at his home March 26th. Mr. Carlin was a veteran Milwaukee employee and had many friends who will mourn his loss. We are very glad to hear that Mr. J. V. Conner has returned home from Rochester, Minn., where he has been treated and we hope he will soon be able to resume work.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

THERE Terre Haute Chapter held its monthly meeting, preceded by the usual pot luck supper, on March 17th. The tables were lovely in the St. Patrick's day color. Even some of the cakes took to the wearing of the green. Mrs. Brown, chairwoman of the supper committee with Mrs. Barnes, Mrs. Bair and Mrs. Burt as able assistants. Mrs. W. G. Bowen and daughter, Virginia, of Savannah, were guests whom we were very glad to see and hope to have with us again.

The business meeting was conducted by our president, Mrs. J. H. Valentine. The membership was reported to be 543 at the present time. The following officers were elected for the coming year:

President—Mrs. J. H. Valentine.
First Vice President—Mrs. C. A. Wilson.
Second Vice President—Mrs. Chas. Pearce.
Treasurer—Miss Emma Davis.
Recording Secretary—Mrs. Roberta Burtz.
Corresponding Secretary—Mrs. Harold Patton.

Social—Mrs. Homer Williams.
Safety First—Mrs. E. L. Cleveland.
Sunshine—Mrs. Chris Schmidt.
House and Purchasing—Miss Margaret Mori.
Auditing—Miss Florence Hall.

Davenport Chapter

Mrs. Ray Roenfeldt, Historian

THE Davenport Chapter met Monday evening, March 7th with our president, Mrs. E. A. Johnson, present. The club motto was repeated after which the reports of the secretary and treasurer were read.

On March 31st Mrs. E. A. Johnson held an afternoon card party at her home. There were six tables of bridge and five hundred played, and prizes were awarded for high score at each table. Refreshments were served by Mrs. Johnson. Our club realized the sum of $5.30 through M. Wommon Club was chairman in charge.

Mrs. Collins of the Membership Committee reported several new members.

The club extends sincere sympathy to Mrs. Robert Carlin in the loss of her husband, Robert Carlin, who passed away suddenly at his home March 26th. Mr. Carlin was a veteran Milwaukee employee and had many friends who will mourn his loss. We are very glad to hear that Mr. J. V. Conner has returned home from Rochester, Minn., where he has been treated and we hope he will soon be able to resume work.

Madison, S. D. Chapter

Mrs. Carl A. Berg, Historian

THE 32nd Chapter of the Milwaukee Railroad Women's Club was organized at Madison, S. D., March 22nd, 1932.

About 35 ladies met at the city hall in the afternoon to meet Miss Elsa Lindskog of Chicago, Secretary General of the club, who had come to organize this club. Twenty-five ladies were enrolled as voting members and seventeen men enrolled as contributing members.

The nominating committee's report was accepted and the following officers were unanimously elected: Mrs. M. L. Atkinson, president.

Mrs. Roy Wood, first vice president.

Tacoama Chapter

Mrs. C. M. Slichtam, Historian

OUR regular monthly meeting was held on Monday, March 28th. Approximately one hundred fifty members attended and the business of the evening was conducted by the new officers, Mrs. J. H. Valentine, Mrs. E. L. Cleveland, Mrs. Chris Schmidt and Mrs. Homer Williams.

The business of the evening concluded with the reading of the minutes of the last meeting, the committees' reports and the regular business of the evening.

The club extended to Mrs. Charles A. Smith, who is being awarded to Mr. and Mrs. Carl Knope, the club's highest honor, the club's highest honor.

The club extended to Mrs. Charles A. Smith, who is being awarded to Mr. and Mrs. Carl Knope, the club's highest honor, the club's highest honor.

This being the first meeting of the club for the ensuing year, the members were urged to get back of our new officers.
Mrs. Hans Westby, second vice president; Mrs. Joe Lawler, treasurer.

Mrs. Claude McAdams, recording secretary.

Mrs. Linda G. Garth, corresponding secretary; Mrs. Carl A. Berg, historian.

The following chairmen were appointed by the president:

Mrs. P. H. Pfeiffer, Constitution.

Mrs. A. D. Smith, Welfare.

Mrs. Fred Wagner, Sunshine.

Mrs. Ed Coen, Membership.

Mrs. Hans Westby, Ways and Means.

Mrs. G. G. Gregerson, House and Purchasing.

Mrs. Carl A. Berg, Program.

Mrs. R. E. Wood, Social.

Mrs. Thomas McGee, Auditing.

Regular meetings will be held the second and fourth Tuesdays of April and May until after the summer recess when the matter will be taken up to decide time and frequency of meetings.

The organization meeting of the afternoon was followed in the evening by a mixer for all railroad men and their families, with about sixty present.

Supt. Van Dyke, in his genial manner, expressed his appreciation and congratulations to the women of the organization and predicted a happy and successful future for the club.

Mrs. Van Dyke, president of the Austin Club, spoke of the activities of that Chapter and the wonderful accomplish.

Miss Lindskog outlined the work of the Chapter and explained that the prime purpose was to provide a pleasant home for the employees of the railroad and gave many helpful suggestions.

The evening was concluded an hour of informal visiting and the serving of refreshments by a committee of ladies headed by Mrs. A. D. Smith.

Alberston Chapter

Mildred Miller, Historian

The March meetings of our Chapter were held on the 9th and 23rd with our president, Mrs. C. A. Bolton, presiding. Routine business was transacted.

The old officers were all re-elected for the coming year. As our Chapter was started only last Fall, we all felt that those already in office should have a full year at their jobs.

We are still helping some worthy families who are very much in need.

The women have been busy painting our chairs and making little pads for them. We received a few more books for our library and are expecting some furniture from some of the other places where it isn't needed. Our club room would he brightened up and made more attractive by having our plant room moved to another place.

There were thirty-one members present. Recent additions to our ranks include Mrs. E. W. Soergel, Mrs. H. G. Gregerson, Mrs. M. H. Clower, Mrs. C. C. Herschleb.

First Vice President-Mrs. Wallace Wolfe.

Second Vice President-Mrs. Claude McAdams.

Recording Secretary-Mrs. H. P. Buswell.

Corresponding Secretary-Miss Viola Donahue.

Treasurer-Mrs. Geo. Humphrey.

Historian-Mrs. W. G. Bowen.

At the March 19th meeting the High School students presented a fine program of the Washington Bicentennial program, which was enjoyed by all. On March 7th the club served a dinner to about sixty students not in our Chapter.

On February 26th a very lovely dance was given at the Odd Fellows Hall, the club house being too small to accommodate the crowd. A very enjoyable time was had by all. The sum of $250.00 was realized.

The April meeting was held on the 11th.

There were sixty-one members in attendance. Reports of the various committees were read and their committees appointed.

During the year, our Ways and Means Committee made a very successful campaign. This Committee was closed April 7th, 1932. It had been in operation eighteen weeks. The department was open one day a week from 9:00 a.m. to 12:00 noon.

This committee provided food for sixty-one families, on an average of five persons to a family. The amount spent was $1,000. They provided the families with potatoes, flour, rice, beans, corn, tomatoe, coffee, sugar, lard, oleo, soup, prunes, butter, yeast, syrup, peanut butter, jelly and matches; amount spent for each family was $14.77. This last month fifty-one families were taken care of; amount spent being $290.00.

On May 6th the Club will give a Gingham Dance, which is an annual affair.

Mrobible Chapter

Bess B. Bunker, Historian

O N WEDNESDAY evening, March 30th, the Mobridge Chapter held its meeting in the club room. Mrs. Dickey, president, called the meeting to order. As opening numbers, the club motto was repeated and Mrs. Robison's club song sung.

The secretary's report was read and approved. The report of the treasurer was read and accepted as read. Mrs. Swanton, treasurer, reported total expenditures for the year in the amount of $1,871.12.

An intermission was allowed for the program which Mrs. Manley had arranged. It was with pleasure that we learned that Mrs. Manley and Mr. Thompson were again on the program. They have added much to our programs during the year and for those who do not belong to our club we extend our thanks.

Martin Tobin was presented by Mrs. Manley in a group of fine readings. The first "The Cremation of Dan Magee," followed by "Opportunity," written by Mrs. Tobin sang most feelingly and beautifully one of her favorite numbers, "My Heber's Desire"; graciously responding to the applause of the members with an encore "Love is Like the Star." Mrs. Thompson was accompanist for Mrs. Tobin.

After these numbers, the business meeting was reconvened. Mrs. Paul Wilson reported that the books of the treasurer had been audited and found in a satisfactory condition. The resignation of Mrs. Leahy, as corresponding secretary, was read and accepted. Mrs. Leahy, who will make her home in Miles City, has endorsed herself to the members of this club. We have found her to be a sincere, efficient member. During the past year, as chairman of the ways and means committee, she has helped, through her efficiency and interest, to reimburse our treasury with very generous amounts. Our best wishes go with her.

Mrs. Claude Preston was duly nominated and elected to fill the vacancy caused by Mrs. Leahy's resignation. Mrs. Frank Williams expressed that her resignation be accepted. Same was accepted and Mrs. Bess Bunker elected to this office for another year.

Mrs. Moran expressed to all the members and officers her deep gratitude for their help and cooperation during the past year. Installation of the new officers followed, with Mrs. Floyd, our new president, taking the chair. Chairmen and members of the various committees were appointed by Mrs. Dickey.

The new officers were all chosen with thought and consideration of their capabilities and with the knowledge that there is hard work ahead of us to keep our club a growing, active organization.

Let us all get behind Mrs. Dickey and help her to make this a banner year.

Each passing year brings its share of forgetfulness—sometimes welcome—but there are memories which we cherish. Mrs. Moran, retiring president, land, just, faithful friend, will ever be remembered for her presence among us. We know her services are not over—that she will continue to give freely of herself, but in the words of simple folk we say "thank you" for what you have been to us. To the other officers who have served so well we add another "thank you."

During the social hour refreshments were served from a daintily appointed table, with Mrs. Dickey pouring. Acting on the refreshment committee were Mesdames H. A. Mosher, Emil Johnson and R. C. Herschleb.

Sanborn Chapter

Mrs. E. H. Allen, Historian

A MEETING of the Sanborn Chapter was held on Wednesday evening of March 30th in the Club Rooms, with Mrs. Inga Fippinger, president, presiding.

The election of officers took place at this meeting which resulted in the following being elected to serve the club the coming year:

President, Mrs. J. C. Wiley; First Vice President, Mrs. J. W. McGinnis; Second Vice President, Mrs. Dale Diak; Secretary, Mrs. Bert Merriam; Treasurer, Mrs. Elythia Stevens; Web...
Mr. and Mrs. Fred Hurlbut; Constitution and By-Laws, were read by the secretary. The president asked for yearly reports of last year's officers. Treasurer's report, $349.00; paid out, $135.00 for relief work.

Mrs. A. J. Elder reappointed all committee chairs of the club.

Morning
Field grass a glowing sheen,
Pearls dripping from every blade;
And chuckles soft and low.
My eyes see the morning;
My heart feels the newness,
And smiles on all below;
And chuckles soft and low.
My eyes see the morning;
My heart feels the newness,
And smiles on all below.

L. E. Johnson of Brewster, Minn.; Mr. and Mrs. Ingraham of Mason City; Mr. and Mrs. W. B. Peterson of Sheldon.

Mrs. W. F. Scoville, Ways and Means chairperson, reported their annual reports. Sunshine chairman, Mrs. W. Smith, reported 138 personal cards, 34 telephone calls and 59 cards of good cheer and sympathy.

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Remarks were also made by Mrs. W. F. Scoville, Ways and Means chairperson, reported their annual reports. Sunshine chairman, Mrs. W. Smith, reported 138 personal cards, 34 telephone calls and 59 cards of good cheer and sympathy.

Mrs. A. McCallum reported $711.53 spent for welfare work, 71 telephone and 36 personal cards mailed.

The entire corps of officers was carried over for the ensuing year.

The food sale proved to be a success, over $23 was realized. Mrs. Fred Arnold was in charge. We wish to thank each and every one who so generously made donations for our food sale.

After the meeting, a social hour was enjoyed, playing cards, and cash prizes awarded. Mrs. Stackpole having won the first prize, donated same to our treasurer. A delightful lunch was enjoyed by all.

Twin City Chapter
Mamie Rasmussen, Historian

The regular March meeting of the Marion Chapter was held April 7th at the home of our new president, Mrs. Fred Diehl. The meeting was called to order by our club president, Mrs. Fred Diehl. The meeting was called to order by our club president, Mrs. Fred Diehl.

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Just One Minute!

You can read this in one minute!

By the time you reach the last line, property worth $1064 will have been destroyed by fire somewhere in the United States.

Minute after minute, day after day, on the average, this appalling pace keeps up, to a grand yearly total of $560,000,000.

What the showing will be this year, and in the years to come, depends, in large measure, on YOU.

Ninety per cent of all fires are preventable, for they are due to carelessness.

Take a look in your cellar, your attic, that closet. Clear out the rubbish,—the old stuff stored away because “maybe some day you’ll find a use for it.” Many fires about the house are born in trash piles.

Every American home has its treasured possessions whose worth cannot be computed in terms of money and can never be replaced.

A minute’s thought now may save the patient accumulation of a lifetime from the ravages of fire.

After all, it’s chiefly a matter of protecting your own dwelling and those whose presence there makes it HOME.

Isn’t it worth a minute to you?

What Silent Whistles Mean!

EVERY time the Montana railroad commission, or any other similar body in any other state, grants a license for a bus or truck line paralleling the existing lines of railroad, a step has been taken to silence forever the whistle of the 5:15.

And do people realize what it means to put the railroads out of business?

There are counties in Montana where the railroads pay all the way from 15 per cent of the taxes to as high as 80 per cent. In western Montana the counties of Mineral and Sanders simply could not function without the taxes of the railroads. Yet year after year we see bus lines and great truck freight carriers, eating into the business of the railroads. All over America 5:15’s are going. They are being licked, but some day we will wake up to our folly.

The idea of granting a license to a bus and freight line from Butte to Browning by way of Helena and Great Falls, simply means that in a few years the Great Northern line from Great Falls to Butte will be practically abandoned. There are changes contemplated now which will greatly reduce the train service. A gas car may be the only service soon between Great Falls and Helena, perhaps between Great Falls and Butte.

The next step will be the abandonment of the road for passenger service.

Then how the counties will jump and how the office holders and taxpayers will yell. Communities are beginning to appreciate the railroads when they are taken from them.

The Milwaukee road cut a short branch line out of service the other day. It ran up to a little county seat in Wisconsin. The railroad is prepared to abandon it entirely. Then it was that some politicians realized that the branch road, which everyone scorned and which the politicians helped out of business in favor of the bus lines and freight trucks owned by their friends, was the largest source of school taxes. The county seat is now shrieking for help.

Down in New Zealand and over in Australia, where the government owns the railroads, a drastic step was taken last December. In Australia the premier simply refused to permit the granting of licenses for bus and truck lines, while in New Zealand there has never been granted and there never will be for a good many years, a license to operate a bus line in competition with the government owned railroads.

We do not own the railroads in the United States—praised be Allah—but we are dependent on them, in more ways than one. This editorial simply points out what is going to happen to the railroads of Montana, what is going to happen to the county incomes and the funds of our schools, when the whistles of the locomotives are still. Just stop and think, where will we be when the 5:15 runs no more down the long line of shimmering steel—Helena (Mont.) Independent.
Most accidents happen when someone—laborer, helper, mechanic, foreman or manager—does not care enough. Neglect of orders; foolish horseplay; improper handling of loads on trucks and cranes; the poor and defective shoe; the turned up, ragged or holey overalls; lack of protection to the eyes in performing certain classes of work; obstruction on floors and aisles. All of these are different forms of carelessness that swell the list of preventable accidents.

The greatest enemy to safety, then, is carelessness. What is the remedy for that? In our personal life or in our business projects, safety has always revolved around caution, and caution is also the only safeguard which has proved effective in reducing the number or the severity of accidents. Whether caution is evidenced by the provision of mechanical appliances by the employer, or by his careful attention as he directs his men, or whether it is shown in the regard for his own safety and for that of his fellow-workers; the sense of caution must be recognized as the chief factor in accident prevention.

The surest cure for the carelessness of men is an education in caution, example, counsel and discipline. It would be expected that the employer would be quick to recognize that he should practice caution in his work, for he must know that the results of a foolhardy action must fall upon his own head, and that he and his family will be the chief sufferers. Yet the habit of taking chances has been handed down from generation to generation of workers, by whom accidents are considered too much as a matter of course; they must be taught that most accidents are avoidable by carelessness.

Education in caution may be carried still further by force of example of those who are in charge of workmen. When the superintendent applies his wit and energy to the remedy of every hazardous condition found in his plant, whether it is a mechanical defect or an unsafe method of work; when foremen or sub-foremen show appreciation of the safest way of handling or placing materials; when they wear proper shoes and use goggles where goggles should be used; when they see to it that no menacing obstructions are left in the path of workmen; these examples must show the sincerity of the executives and must excite others in a keener regard for the hazards of employment.

Even though some hazards hover threateningly over men's heads and some accidents come, the spirit of caution that pervades the well-ordered shop develops a sense of preparedness that deflects or lessens these hazards, whereas a careless disorderly or undisciplined condition intensifies the risk.

Electric Hazards and How to Prevent Them
By H. J. Palmer, Electrician, Sioux City Shops

(Paper read at West Iowa Division Safety Meeting, Sioux City, Feb. 16)

Electricity! What is it? As near as science has been able to determine, electricity is matter in motion—a power that can be controlled better by mankind than any other power or force. Electricity is man's most powerful servant. When handled by thoughtful and careful men it can be made to do whatever man wishes in the known field for electricity. However, electricity is a most dangerous power when handled by thoughtless and careless men. It is like a snake in the grass, silent but deadly, and will strike when you are not looking for it.

Electric hazards are many and they lurk in places least expected. The most dangerous electrical appliance in a railroad shop is the familiar extension cord. More accidents have occurred through improper handling of light cords than any other appliance—not that the cord itself is dangerous, but the manner in which it is used and the care some workmen take of it. It is not uncommon to walk through a shop and see cords lying on the floor—some of them in pools of water. Workmen will not stop to pick it up when pushing a truck, but run over it, with the result that the insulation is broken. Sometimes a bar is thrown across it, cutting it, with the result that cord has to be replaced, and the splicing of a cord weakens the insulating qualities, as the tape used in insulating the splice will absorb moisture, and if picked up by the splice a shock will be received. Strict instructions have been issued that a cord must not lay on the floor, but be hung up between outlet and points of work. These instructions should be enforced. Brass shell sockets or any other metal fixtures should not be used on extension cords.

The following list of DON'TS have been compiled for consideration in the home as well as at work. It is just as important for the men of other crafts to know these rules as men electrically employed.

No. 1—DON'T attempt to remove or replace a fuse until the line switch is pulled out.

No. 2—DON'T pick up an electric wire unless you can see that both ends are free.

No. 3—DON'T hold on to any metal part of any electrical appliance such as a socket, fan motor, flat iron, etc., while at the same time any part of your body is on contact with a ground connection, such as a radiator, bath tub, water pipe, or in fact anything leading to the ground.

No. 4—DON'T take hold of a brass shell socket to renew or remove a globe while standing on cement floor or the ground. Take hold of key or use a dry cloth to hold socket with.

No. 5—DON'T use metal covered socket in roundhouses or shops for any purpose. Use molded mica or porcelain.

No. 6—DON'T stick tools or anything into a lamp socket to see if there is current. (I once saw a machinist remove a globe that had failed, and stuck a file in the socket to see if there was any current. He found out—at the cost of a severe shock and a badly burned hand.)

No. 7—DON'T tamper with, or try to make repairs on electric appliances. (Read Safety Rule No. 16.)

No. 8—DON'T pass under a lead suspended by a magnet crane.

No. 9—DON'T form a habit of using more than one hand while operating electric apparatus.

No. 10—DON'T leave switches in a partially open or closed position. Force them to extreme open or closed position always.

Of nearly all accidents arriving from contact with electric wires and electric machinery, it may be said that the majority are caused by lack of care rather than lack of knowledge.

A Shop By the Tracks
By Robert Gates

I. Pigeons.

"Sam Elder ran the lathe ahead of me.
Eight years, they say, he's worked there by the door.
His work is all routine and nothing more
Than changing parts. His mind and eyes
Are free
And wander out to where the pigeons soar
Back in the sun and on a white blue sky,
And white as drifting snow-swirls when they fly
Across the walls and settle on the floor.

"It seems a funny thing," he sometimes said,
"That all the years that I have put in near
This door where I see pigeons fly around
I wonder if the same birds will be here,
Flying across when I'm laid under ground."
Making Safety First a Habit
Edward H. Heidel, Gang Foreman,
Milwaukee Locomotive Shops

Just what is Habit? The dictionary says:
"A tendency toward an action or condition which by repetition has become spontaneous."

We all know that a good habit is as easily formed as a bad habit—and that good habits work always in our favor.

If then we can make the safety-first idea a spontaneous action or a habit, it goes without saying that fewer and fewer accidents will be the result.

To this end a set of safety rules has been distributed. These rules, if rightly understood and practiced, will practically eliminate the possibility of accident.

And in order that these rules shall be correctly interpreted, meetings of small groups of men are called weekly. Here the various rules are read, discussed and explained, in connection with bulletins and correspondence received pertaining to violations, whether an accident has occurred or not.

By this personal contact with a small number of men, an opportunity is given to bring home to each man the importance of keeping the safety idea uppermost in his mind at all times—and if we can accomplish this we are well on the road to making the idea an established habit.

It is certainly very gratifying to notice the cooperation and enthusiasm evidenced at these group meetings when once the rule under discussion is thoroughly understood.

It is only through constant repetition that a habit is formed—and with this thought in mind we are constantly impressing upon these groups the responsibility which is theirs—not to themselves alone—but to their fellow men, to keep in mind as well as to put into practice their knowledge of the safety rules—making them realize at the same time the fact that accidents and injuries can not and will not occur if the safety idea has become a habit with them.

When once the idea has become thoroughly established, experience has proven conclusively that the mind will respond spontaneously in any emergency with practically no thought having been given in the moment of danger.

We feel that these personal contacts with small groups of men are responsible in no small measure for some of the gain made in the safety record at this point, and while we are proud of this record, we are by no means satisfied with it—and will not be until we have succeeded in making the safety idea a habit in every sense of the word.

LAVA SHADOW PICTURES
FOR PETE'S SAKE! WHAT HAPPENED TO YOUR HANDS?

AW, MY WIFE WOULDN'T GO TO THAT PARTY TILL I GOT MY HANDS CLEAN WITH A BRUSH AND TWO KINDS OF SOAP
I FINALLY SCRAPED THE DIRT OFF, AND BOY, OH BOY!—MOST OF THE SKIN WENT TOO!

SAV! DON'T YOU KNOW THAT ALL THE REST OF US USE LAVA SOAP? LAVA LICKS GREASE IN NOTHING FLAT AND PROTECTS THE SKIN!

WHY HAVEN'T YOU TOLD ME BEFORE? LAVA SOAP, EH? ME FOR A STORE—RIGHT NOW!

LAVA SHINES THE DARKEST PAIR OF HANDS... in less than a minute!

If it's an awful battle to get your hands clean. If your soap won't work in hard water. If you have to scrub so hard your skin smarts—here's a tip. Wrap your paws around a big healthy cake of Lava Soap. Watch its thick, heavy lather chase off the greasiest dirt in less than a minute!

Lava contains soft powdery pumice which works the grease and grit loose. Its creamy lather lifts out the last trace of dirt. And a generous supply of glycerine in each cake soothes and protects your skin.

Lava Soap is mighty handy around the house, too. It quickly cuts burnt-on grease from pots and pans. It puts a real shine on wash basins and bath tubs.

Next time you go near a grocery store, drop in and ask for Lava Soap. It comes in two large sizes—5c and 10c.

LAVA SHADOW PICTURES
BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LKG-52, Cincinnati, Ohio.

LAVA SOAP takes the dirt—protects the skin

Twenty-Nine
### Our Business Getters

<table>
<thead>
<tr>
<th>Name and Division</th>
<th>City and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fern Reid, Chicago Terminals</td>
<td>Discovered broken rail while walking track 7.30 a.m. April 17</td>
</tr>
<tr>
<td>Operator, Sohn, Monroe, LaCrosse</td>
<td>Reported dragging brake beam on passing train, March 24</td>
</tr>
<tr>
<td>W. A. Hatt, Brakeman, 2nd Div.</td>
<td>Reported dragging brake beam on passing train, March 14</td>
</tr>
<tr>
<td>W. A. Hatfield, Operator, LaCrosse</td>
<td>Reported dragging brake beam on passing train, March 24</td>
</tr>
<tr>
<td>W. A. Hatfield, Operator, LaCrosse</td>
<td>Reported dragging brake beam on passing train, March 24</td>
</tr>
<tr>
<td>Fay Chenoweth, Sec. Foreman, Haskins, LaCrosse</td>
<td>Reported stopping passing train account superintendent</td>
</tr>
<tr>
<td>A. W. Heimbach, Conductor, Milwaukee Div.</td>
<td>Found broken arch bar in train April 18</td>
</tr>
<tr>
<td>G. W. Lewis, Z. O. Fulthaus, Beloit</td>
<td>Five boys all discovered a brake beam down and notified the conductor</td>
</tr>
<tr>
<td>Richard Berdolts, Crossing Plankman, Eyewick, Wis.</td>
<td>Reported dragging brake beam on passing train to crew, and the beam removed</td>
</tr>
<tr>
<td>J. F. Quinn, Conductor, D. &amp; I. Div.</td>
<td>Reported broken arch bar in train at Davis Isab., March 23</td>
</tr>
<tr>
<td>Walter Brown, Car Inspector, Benesville, Ill.</td>
<td>Discovered broken rail to West yard, April 2</td>
</tr>
<tr>
<td>Robert Scott, Yard Clerk, Minneapolis</td>
<td>Found N. &amp; D. eastbound main bad due to a derailment</td>
</tr>
<tr>
<td>Edward Andree, Brakeman, Iowa Div.</td>
<td>Reported broken rail between Collins and Rhodes, March 15</td>
</tr>
</tbody>
</table>

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Palmer Landen, Pipe Fitter, Tacoma, furnished a tip resulting in securing some revenue business through to Iowa points.

N. J. Weber, General Yardmaster, LaCrosse, secured four revenue passengers, LaCrosse to Chicago.

**Our Business Getters**

General Passenger Agent W. B. Dixon furnishes the following list of employees who have interested the interests in securing business for us.

<table>
<thead>
<tr>
<th>Name</th>
<th>Division</th>
<th>City by</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. P. Hilsen</td>
<td>Agent, 1st Division, St. Paul</td>
<td>St. Paul</td>
</tr>
<tr>
<td>H. R. Wacht</td>
<td>Conductor, 1st Division, Los Angeles</td>
<td>Los Angeles</td>
</tr>
<tr>
<td>J. J. Brubaker</td>
<td>General Manager, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>Miss Alice Treborn</td>
<td>General Manager, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>L. S. C. Biddle</td>
<td>Secretary, 1st Division, Los Angeles</td>
<td>Los Angeles</td>
</tr>
<tr>
<td>S. M. Division</td>
<td>Superintendent, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>W. B. Brown</td>
<td>Engineer, 2nd Division, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>H. E. Biddle</td>
<td>Secretary, 2nd Division, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>F. H. V. S.</td>
<td>Engineer, 2nd Division, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>L. B. M. Miller</td>
<td>Superintendent, Minneapolis</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>R. E. Schmitz</td>
<td>Secretary, 2nd Division, Minneapolis</td>
<td>Minneapolis</td>
</tr>
</tbody>
</table>

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Palmer Landen, Pipe Fitter, Tacoma, furnished a tip resulting in securing some revenue business through to Iowa points.

N. J. Weber, General Yardmaster, LaCrosse, secured four revenue passengers, LaCrosse to Chicago.

G. Pyette, District Accountant, furnished a tip resulting in a prospective passenger from the east to Tacoma.

Lee Ward, Assistant to Port-Master, Seattle, furnished tips on shipment from Spokane to Seattle, resulting in securing the haul.

Wm. Dalgleish, Blacksmith Helfer, Tacoma Shops, brought a prospective patron to city line office, Tacoma, and ticket was sold to her, Tacoma to Sioux City and return.

H. A. Fack, Dock Checker, Seattle, furnished tips on two passengers planning to use the bus, Seattle to Spokane; but who purchased tickets via our line.

Foreman Macklin, Seattle Freight Depot, furnished tips on shipments from Watertown, Mass., to Seattle.

H. E. Hatch, Assistant District Accountant, Tacoma, furnished tips on prospective passenger business, Tacoma to Pittsburgh, Pa.

C. J. Pfannenberg, Shop Accountant’s Office, Milwaukee, furnished tips on passenger and notified the business, Chicago to Kansas City. Business was secured.

A. S. Scott, General Foreman, Tacoma Shops, furnished tips in connection with conversion business to Spokane, D. I. Dobler, Brakeman, Tacoma, furnished valuable tips on business, LaCrosse to Seattle.

Warehouseman Fox, Seattle, furnished traffic tip in relation to shipments from Tacoma to Anchorage, Wash.

Cobert Ott, Fireman, LaCrosse, secured one passenger from LaCrosse to Fond du Lac; and one to Chicago. Ott is steadily employed, and writes that he goes to the station and tells him to do what he can to secure business for the company.

Clara C. Carro, Superintendent’s Office, Tacoma, furnished tips covering prospective passengers, Tacoma to eastern points.

Following Western Union telegram received by Vice President Gillmore March 28, 1932:

“May we extend our sincere thanks for the courteous cooperation afforded us by the Milwaukee Railroad, in the handling of our recent shipments of fuel oil; although we experienced some difficulty in getting these shipments to the Mil…”

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**Thirty**
waukegan from connecting lines once they were received on your rails they simply flew. Would appreciate if you extend our thanks to Messrs. H. J. Slack, R. T. McSweeney, and M. J. Leen. (Signed) C. J. Murphy, President National Fuel Oil Company.

The National Fuel Oil Company of Chicago receive an experience that is general with patrons of the Milwaukee in the Chicago District. In fact, our service everywhere is frequently complimented by patrons, all due to strict attention on the part of everyone of us who has to do with the movement of loads. A satisfied patron is the biggest asset we have.

Clark E. E. Barker, in the local freight office, Austin, secured the routing via our line on two cars of granite from Chicago to Austin. The Traffic Department at Milwaukee, command Yard Clerks Wallace and Zurling for securing the routing on four carloads to and from Milwaukee.

General Agent Prien has some nice things to say about Locomotive Engineer Gorski, at Milwaukee, who furnished information on two passenger cars of granite from Chicago to Austin. John H. Humphrey, Engineer, I&D Division, was instrumental in securing movement of two cars of stock for movement, Perry to Chicago. Shipper had previously used a competing line.

Frank Voeltke, Iowa (West) Division, secured three cars of stock for movement, Perry to Chicago. March 19. Conductor Leo Bohrer, Iowa (West) Division, was responsible for sale of two tickets, Mason City to Chicago, March 19. Chief Clerk J. S. Sege, Superintendent's Office, Tacoma, furnished information on two passengers from Rhineloch, N. Y. to Tacoma.

On March 19, Yardmaster Weber, at LaCrosse, secured four round trip tickets LaCrosse to Chicago.

Through a "traffic tip" furnished by Freight House Foreman Frank Voeltke, Wausau, we were able to secure the routing on two carloads from Milwaukee to Madison. The Passenger Department, at Madison, command Mrs. Brethen, Stenographer in the freight office, Madison, for her cooperation in influencing four people to use our line Madison to Seattle, enroute to a convention at San Francisco when they could have secured a lower rate on another line.

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W. W. Black
H. E. Scott
Jack Trentham
Jack W. Schilling
John Q. White
M. J. Leen
J. F. Roland
H. M. Keller
John E. Affeldt
E. J. Freels
Frank R. Fassinger
R. T. McSweeney
Paul Dore
M. J. Leen
Frank F. Wagner
Jose Pala
Al Staa
Green Deeny
T. E. Barker
George Gless
E. H. Baekman
J. M. McGarr
L. Seibram
R. J. Schilling
M. J. Leen
B. J. Schilling


to AMERICA

Edgeworth has found its way into most of the countries of the world. This is a matter of truth to say that pipe smokers of foreign nations have "discovered" Edgeworth. They have found, too, that Edgeworth is always the same. To literally millions of men Edgeworth has been the happy ending to the quest for real smoking satisfaction. If you are not contented with your tobacco, try Edgeworth.

In his letter, Mr. Russell states that he, like any experienced pipe smoker, prefers to "rub up" his own tobacco, smokes Edgeworth Plug Slice. This is the form in which Edgeworth originally appeared, but it is also available as Edgeworth Ready-Rubbed, all ready for your pipe. Both Edgeworth Ready-Rubbed and Edgeworth Plug Slice come in all sizes from the 15 cent pocket package to the pound humidor tin. If you have never smoked a pipe, and would like to know its joys and "standards", the Edgeworth Plug Slice flavor, send your name and address to Larus & Brode Co., 108 S. 224 St., Richmond, Va., and they will send you a free trial packet of Edgeworth.

You are invited to tune in on the Edgeworth Radio Program every Thursday evening at eight o'clock, Eastern Daylight Time. The WJZ network of the National Broadcasting Company, see your local newspaper for time and nearest station.

ENGELAND SENDS HER PRAISES TO AMERICA

Britisher Calls American Firm "Benefactors to Human Race"

The Englishman is everywhere acknowledged to be a keen judge of fine tobacco. It is a matter of pride that the makers of Edgeworth Smoking Tobacco, right down in our own Richmond, Virginia, are proud of the product from Mr. W. J. Russell of Newton College, Devon, England.

Larus & Brode Company
Richmond, Virginia, U.S.A.

Mr. Russell has just purchased and begun to smoke some of your Edgeworth Plug Slice. How long it has been possible to obtain this delectable tobacco in this country I do not know, but I am so delighted at having discovered it that I want to record my appreciation of it and of the firm that produces it. I had not realized that a tobacco so superior to any other was obtainable. The discovery has pleased me so much that I am constrained to write to you, whom I regard as a pipe-smoking member of the human race.

Please accept, gentlemen, my sincerest thanks.

Yours faithfully,

W. J. Russell

ENGLAND SENDS HER PRAISES TO AMERICA

Britisher Calls American Firm "Benefactors to Human Race"

The Englishman is everywhere acknowledged to be a keen judge of fine tobacco. It is a matter of pride that the makers of Edgeworth Smoking Tobacco, right down in our own Richmond, Virginia, are proud of the product from Mr. W. J. Russell of Newton College, Devon, England.

Larus & Brode Company
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W. J. Russell

Edgeworth has found its way into most of the countries of the world. This is a matter of truth to say that pipe smokers of foreign nations have "discovered" Edgeworth. They have found, too, that Edgeworth is always the same. To literally millions of men Edgeworth has been the happy ending to the quest for real smoking satisfaction. If you are not contented with your tobacco, try Edgeworth.

In his letter, Mr. Russell states that he, like any experienced pipe smoker, prefers to "rub up" their own tobacco, smokes Edgeworth Plug Slice. This is the form in which Edgeworth originally appeared, but it is also available as Edgeworth Ready-Rubbed, all ready for your pipe. Both Edgeworth Ready-Rubbed and Edgeworth Plug Slice come in all sizes from the 15 cent pocket package to the pound humidor tin.

If you have never smoked a pipe, and would like to know its joys and "standards", the Edgeworth Plug Slice flavor, send your name and address to Larus & Brode Co., 108 S. 224 St., Richmond, Va., and they will send you a free trial packet of Edgeworth.

You are invited to tune in on the Edgeworth Radio Program every Thursday evening at eight o'clock, Eastern Daylight Time. The WJZ network of the National Broadcasting Company, see your local newspaper for time and nearest station.

Thirty-One

SPORTS

General Agent Passenger Department, B. J. Schilling and George Gless of the Passenger Traffic Department, were sponsors of the "OLYMPIC TEAM" in the National Railway Bowling Tournament at Chicago.

A total of 2,706 pins for three games was accumulated by the "Olympian Team," as shown by the following score of the members.

<table>
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<td>185</td>
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DOUBLEs

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<tr>
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<td>M. J. Leen</td>
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SINGLES

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<tr>
<td>B. J. Schilling</td>
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<td>126</td>
<td>252</td>
</tr>
</tbody>
</table>

Our Freight Auditor's Bowling League

Listen to your children and you shall hear Of each one of us gathered near Faith is President Christ "Arrow Points," they say Whose leadership was courageous in every way, Second is Foster, our eminent Vice-President, whose head-featured book too much was evident. Next Secretary Lucas, whose ability to handle our funds needs no scandal. Our Captains next in line are Duffly, his size being so fine. Weyforth, guided missiles for a surprise. Patrick, handled a team worthy of a prize. (Continued on Page 48)
WELL, well, the S. C. D.'s most beautiful
wear has arrived, and what a rara, Dick was
the lucky one around here to get the first de mon-
stration of its wonderful riding qualities and he
certainly seemed well pleased, but let the rea·
time first one to get a ride in it, we wonder.

At the office, none of his fingers.

The list this month, It seems as though
the so called "grape" got a mighty good grip on
them, and several others came down smiling
and seeming quite5 miserable enough to
warrant staying at home.

The oyster business on Willapa Harbor
is growing, more people going into this industry, which in years gone by was
a very flourishing one, when the native oysters
were cultivated, and which now bids fair again
to become a leading industry of this section, due
to the introduction of the much larger Japanese
oysters. A considerable number of carloads of
seed oysters have already been received over our
summer shipping, coming from the West, and
many thousands of boxes of the baby oysters
have been "planted" in the shallow waters
around the Willapa Harbor which seem to be
quite well adapted for our culture. Our line
seems to be favored in this business because we
are able, if the oysters direct to the oyster-
men's houses, due to our large service to South
Bend; unfortunately, we cannot share in
the large outward movement of oysters because we
don't have passengers or express service
on the Willapa Harbor branch.

We regret to have to chronicle, in this con-
nection, that Mr. Charlie Loun, the general agent at Raymond, recently had a painful attack of
indigestion (from which he had a frequent sufferer) due to an excursion with friends to
Bay Center, the center of the oyster industry, and there partaking of a midnight lunch of fried
oysters, dumplings, steak, and salad; all to no avail, of course. We are sorry for
the curious oyster lover.

We haven't heard any special news about the
activities of Messrs. Kendall, Agent at Chehalis,
and the other agents in this district.

THE DIVISION NEWS-GATHERERS

Gay E. Sampson ........................................... Train Director, Bensenville,
Villa M. Graves ........................................... Engineering Department, Chicago
A. M. Dryer ............................................... Fullerton Avenue, Chicago
John T. Raymond ......................................... Dispatcher, Marion, Iowa
Robert W. Smith ......................................... Care of Asst. Supt., Davenport, Iowa
E. L. Sacks ................................................ Care of Trainmaster, Dubuque, Iowa
Louise Miller ............................................. Care of Storekeeper, Dubuque, Iowa
M. G. Brabyn ............................................. Care of Superintendent, Mason City, Iowa
C. M. Gehman ............................................ Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford ........................................ Care of Asst. Supt., Kansas City
C. M. Brownling ........................................ Care of Superintendent, Green Bay, Wis.
Elden Story ............................................... Care of Superintendent, La Crosse, Wis.
L. J. Lightfield ........................................... Ticket Office, Beloit, Wis.
Julia Bartows ............................................. Care of Car Department, Milwaukee Shops
Cora R. Quinney ......................................... Deating Room, Milwaukee Shops
Mrs. Ed. M. Bliss ......................................... Care of Trainmaster, Mitchell, S. D.
E. Swenson ................................................ Care of Superintendent, Savannah, Ill.

However, we are pleased to note that he is out
and on the job again.

For a few days the section men were on full
crew allowance again and this gave an opportu-
nity for Fred Niskine, an old-time Milwaukee
roundhouse employee at Raymond, to work for the
railroad once more. However, the spurt did not
last more than a few days and it will not be
until this is in print that the crews will be on
their normal strength again.

Jim Brennan, the section foreman at Burt,
one of the good old school of Hibernian track-
men, was off for a few days for medical atten-
tion to his eyes. Jim can tell you tales of real
hardship from the time he railroaded up in
Alaska; our winter scene here appear very tame
and harmless to one who has been a real sour-
dough up there.

Frank Ziel, the handson and popular conduc-
tor on the Willapa Harbor Graveline Limited,
and Mrs. Ziel have taken advantage of the long
summer holidays and several occasions to visit friends in Chehalis, where they
formerly resided, when the gas car used to tie up
there.

Mr. Ed. Spiegelberg and Miss Lottie, wife
and daughter of Fireman Ed Spiegelberg of Ray-
mund, were recent visitors to Portland—that is,
Mr. Spiegelberg was the visitor, while Miss Lu-
tine is employed there. And probably won't be
home much from now on as the Pacific County
Game Commission has declared open season on virtually all fish for the remainder of
the year, and Ed is one of the most passionate
fishermen we have in those parts.

The same thing will no doubt be true of Dan
Smith, the handsome Car Foreman at Sunset
Depot; he is due in Oregon with Indian "tack" and
he probably won't be home much from now on as the Pacific
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fishermen we have in those parts.
branch of the Washington Cooperative Egg and Poultry Association, in conjunction with Mr. Burton at Dryed, has worked up quite a feed business in the vicinity of Dryed and Doby (they are close neighbors) and to accommodate this business our company is leasing the old house at Doby (as present no longer in use) to the "Co-Op" for warehouse purposes. This ought to result in a good increase of business.

A new logging firm is operating at a spur between Bradford and Dryed and is shipping out quite a few cars a week. Everything helps and every sign of improvement in the lumber business hereabouts is welcome as can be. Conductor Burt of the Willapa Logging Railway and his men and bosses are still operating the logging train of that company between Fern on the Northern Pacific and the Raymond or Sunset Dumps on our line. It is rumored that logging operations will soon be resumed at Burt on our line.

The best crossword puzzle expert on the Willapa Flacker Branch is William Walgren, the good-natured engineer at Raymond. We do not know how he does it, but he gets the average sixty-word each puzzle in about seven minutes flat, if he is not disturbed. "Leave it to Bill," is the motto for all other cross-word addicts at Raymond, who are served by an extra hard one, and he seldom disappoints them.

Twin City Terminals

Establishment of a district rather than a divisional accounting system on the Milwaukee is bringing many employees into the fold and making the divisional office at Minneapolis a more important center. The second floor of the Milwaukee station is now being remodeled to accommodate the new offices, where the accounting for the Milwaukee lines in Minnesota, Northern Iowa and South Dakota will be handled. Employees who have been in the division office at Minneapolis, Austin and Aberdeen are now being transferred to Minneapolis to handle the work in the new office.

T. Schwanz, Bob Noe and Helen Gleich, who are now working at LaCrosse, will move to the office at Milwaukee, Wis.

Mr. Harvey Lohboll of the Cashier's office, who has been on the sick list for some time, was a welcome visitor at the office last week. We all are glad to see him and hope that he will be back with us again soon.

The many members of the Veterans of Foreign Wars in the local office are busy these days advocating the immediate payment of the service certificates. The signature of Henry L. Stevens, commander in chief of the American Legion, is a traitor for his false statement to President Hoover that the American Legion was unable to backs up in the case of the so-called bonus by the Minnesota American Legion, was roundly applauded.

Word reached these offices last week that the Willapa Logging Railway had a fire at the sawmill and that they were not able to accommodate the new business in their yard. They are building a new yard to the "Co-Op" for warehouse purposes.
Iowa (Middle and West) Division

Ruby Liehmans

ON APRIL 1st a transfer of car foremen was made. Charles Trask, who has been foreman at Perry for eight years, was transferred to a position in St. Louis. Mr. Seck came from Savanna to the position which Mr. Trask held. The change brings the Cheeks back to their old home, as Mr. Cheek was foreman of the line there until three years ago, when he was promoted to a foreman's position. Mrs. Trask, who has been an active worker in the P'O'W'W'W' Women's Club, will be missed by the ladies with whom she has worked so faithfully since the organization of the club in Perry. Mr. Trask was the toast of the ladies at various parties given before they left Perry.

News of the death of Master Mechanic Earl S. Elsner, who has been on the Des Moines division crews operating into that city, will be missed by many friends on the Iowa division. Special train service was furnished in March from home at Davenport and a close personal friend, Mr. Trask held. The change brings the Cheeks back to their old home, as Mr. Cheek was foreman of the line there until three years ago, when he was promoted to a foreman's position. Mrs. Trask, who has been an active worker in the P'O'W'W' Women's Club, will be missed by the ladies with whom she has worked so faithfully since the organization of the club in Perry. Mr. Trask was the toast of the ladies at various parties given before they left Perry.

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Mrs. Charles Strassman and Mrs. Simon Gorman.

Mrs. Strassman is visiting at the home of her mother, Mrs. Simon Gorman.

Miss Miriam Ingraham, daughter of Superintendent W. F. Ingraham; Robert Bost, son of Division Engineer M. A. Bost, and Galen Neuswander, son of Chief Dispatcher L. R. Neuswander, have returned to Iowa City, Minnesota "U" and Ames, Iowa, respectively, after spending the Easter vacation with their parents at Mason City.

Conductor Bill Ross has lots of friends recently. We understand he has money to burn, which is quite a novelty.

Mr. and Mrs. W. J. Johnston, Mr. and Mrs. M. A. Bost and Mr. and Mrs. W. F. Ingraham, also Mr. A. A. Beerman, went to Mitchell April 1st to attend the Joint Safety First and Women's Club Meeting, held there on the first. From all accounts, the meeting was a great success.

Mr. and Mrs. Lewis J. Allen of Chicago have been to Mason City, the first two weeks in April. Mr. Allen, who is from Mr. Lodge's office, has been working in the Mason City office, and Mrs. Allen, whom we remember as Mabel Bird, has been renewing old friendships.

Mr. Art Holmgren, formerly Chief Clerk in the Store Department at Mason City, visited the local offices there, April 11th.

Mr. C. T. Jackson, Mr. J. Dougherty and Mr. W. F. Ingraham went over the division, April 12th, in connection with the track work to be done this summer.

Mrs. E. M. Paul, agent at Elkader, has returned to work, after spending six weeks' vacation in California and Mexico. She informs us she enjoyed her trip immensely.

Bank widening work train commenced work.

<table>
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<tr>
<th>Income Protection</th>
<th>Good Service makes Good Friends</th>
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<td>Continental</td>
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The "Continental" (The Railroad Man's Company) has served Railroad Men for over a generation—

Its income protection contracts make friends.

Its friends may be found on every railroad in the United States and Canada.

For your convenience your paymaster will, if you desire, collect the premiums for your income protection from your pay.
A Veteran Company

American travelers have been enjoying insurance protection under the Accident Tickets of The Travelers Insurance Company for 67 years. Your grandfather bought one when he took a river steamer, a train or a stage coach. You can sell Accident Tickets to all travelers and protect them against accidental injury.

Insurance benefits are paid to 3,339 people every business day by

THE TRAVELERS INSURANCE COMPANY
HARTFORD, CONNECTICUT

See the Railroad Ticket Agent

Your Local Watch Inspector Deserves Your Patronage!

F. H. BARTHOLOMEW
2352 Madison Street 1-1 CHICAGO, ILLINOIS

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

MILTON PENCE
23 E. Madison Street 1-1 CHICAGO, ILLINOIS

The above are Official Watch Inspectors for

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

WEST COAST WOOD PRESERVING CO.
is successor to timber treating operations of
Pacific Creosoting Company and J. M. Colman Company
Both of Seattle, Washington
Plants located at EAGLE HARBOR and WEST SEATTLE
Main Office: 1118 Fourth Avenue, SEATTLE
News of Milwaukee Terminals

ENGINEER August C. Hinz has a room-full of trophies which he received as prizes at card clubs in which he holds membership. He is trying to get Fireman Daniel Donahue interested in cards, but he is too busy.

Switchtender D. L. (Spice) Hennessey was confined to his home for four weeks by illness, returning March 12th. He claims to be one of the boys in blue in the Union army, who defended Little Round Top at Gettysburg against Pickett's charge July 3rd, 1863.

Engineer Wm. H. (Bill) Ellis is confined to the hospital at the Soldiers Home with illness. He is one of the oldest-timers from the Madison (P. D. C.) Division with a service date as Engineer of January 9th, 1873. He retired about ten years ago from active service.

machinist Foreman William Haddick found that he had a host of friends on election day. Anyone who voted for Bill voted for a real man.

On March 24th occurred the death of Machinist A. B. Bierbach at the Milwaukee Protestant Home for the Aged. For ten years he was one of the directors of the Wisconsin Building and Loan Society. For thirty-two years he was a member of Loyal Order of Moose and treasurer for a number of years. He was one of the oldest workers for the company and respected by all who knew him. He retired about two years ago after fifty years of faithful service with the Milwaukee road. Funeral services were held March 31st, with burial at Evergreen Cemetery.

Milwaukee Division Engineer William H. Ivins was awarded a gold badge April 3rd by the Brotherhood of Locomotive Engineers for forty years' membership. Superior Division Engineer J. A. Parkinson was also awarded a similar badge at his home on 35th Street.

Dispatcher Charles Horsch has returned to work after two weeks' vacation. Yardman William F. Murray has returned from the South and is on the job at Milwaukee shops yard.

Engineer Wm. M. Furcy has been confined to his home with illness all of the month of March.

One of our yard masters keeps a roll of sand in his office. Safety First is his explanation.

Mrs. E. A. Ward, formerly agent at Astigo, is our new agent at North Milwaukee station. Welcome to the Milwaukee Terminals, Mr. Ward!

Agent E. E. Ross of Chestnut Street station received a birthday card on his birthday, March 23rd that was unique. It was the idea of Weigh Master Frederick Butt. The shippers from this station agree that a picture of this card in the Magazine would be a business getter for the Milwaukee road.

In the passing of Milwaukee Division Conductor Charles W. Mitchell April 1st, the Milwaukee road loses one of the oldest and best known employees. He was president of the Veteran Employes Association from its inception, also secretary-treasurer of the Milwaukee Employes Pension Association. He was 76 years of age and a veteran of 51 years' service. A large number of employees attended the funeral April 4th. Burial was at Forest Home Cemetery. Truly it could be said of Charles Mitchell that he was one of nature's noblemen.

Mrs. Julia Telling Campbell died March 15th. She was the widow of deceased Engineer George Goodwin Campbell, Madison (P. D. C.) Division, and well known to the older employees.

Mrs. James Reily, wife of our wrecking train foreman, returned home from California March 26th, fully recovered in health.

Engineer Gustave Ohm is a real soap salesman. His business card says: A Bar or a Car Load.

Union Depot Passenger Agent William Rode died March 21st. He had been an employee for fifty years when he retired about two years before. He was a member of Wauwatosa Lodge No. 267, F. and A. M. Funeral April 24th, with excaunation at Forest Home Cemetery.

Fireman Charles Graf returned from California April 7th, where he had been to visit a sick cousin, Miss Keren Mortier, the actress. She is the cousin of Northern Division Engineer Charles J. Sholes.

We hope that some of the old boiler makers will visit General Foreman Franklin T. Lits of the Boiler Shops, who is reported seriously ill at his home on 35th Street.

Rocky Mountain Division, Northern Montana

Max

The traffic meeting held at Great Falls was one of the most enthusiastic and pleasant gatherings that have been held in a long time. It was presided over, in turn, by Superintendent of Road and Division Freight Passenger and Passenger Agent Randall, of Great Falls. Forty officers and employees were present. The idea that every member of the Milwaukee family should be on the lookout for business was thoroughly discussed. It was pointed out that employees should acquaint the people they trade with that they are working for the Milwaukee Road. Each employee should become acquainted with the head of the firm with whom they trade. A friendly word would be well received by any merchant from an employee boasting for their employer. Mr. Sorensen said, "There is a daily opportunity for each employee to help in the matter of securing traffic by being courteous to the people with whom he comes in contact." It was also stated that suggestions from patrons in regard to improvements should be made known.

Trainsmen should have a wonderful contact with shippers of live stock, if they are well treated they will always go back and recommend the Milwaukee Road to their friends.

After the meeting a delightful lunch was served by Maudmanns Railway, Brighten, Brown and Hawkins.

Assistant Superintendent Fuller presided over one of the best attended safety first meetings known ever in the Northern Montana Division. The principal speaker at a largely attended meeting was the railroad situation. The address was published in full in the Denton Recorder.

R. P. Lips, of Seattle, Wash., representing the mutual benefit department of the Order of Railway Conductors was a visitor to the division.

S. G. Spring has gone to the main line being assigned to freight service between Harlonton and Three Forks.

H. T. Simms, who has been a patient in St. Joseph's Hospital, at Lewistown has taken charge of the freight engine at Great Falls.

A. L. McGrath, who has been on six months leave of absence, has returned from New York. Miss Ellen Fritzen, who has been employed in the office of the superintendent, at Butte, has returned to Lewistown.

Ben Stephens, traveling agent, of the western weight and inspection bureau, visited shippers in Lewistown, Hanover, Heath and Harlonton who have agreement weighing arrangements.

Tom Hamill, traveling agent of the freight claim department, covered the territory during April.

Dale B. Middleton, extra clerk on the Rocky Mountain Division, who makes his home in Lewistown, was at Butte as warehouse foreman. He is now relieving H. Lucas, who had the misfortune of having his hand lacerated while cranking a model T Ford.

Cultivate only those habits that you are willing should mas-ter you.

We were very proud of our fellow workers, Messrs. Humphrey and Schaefer, who strung which adds strength and reduces the number of parts without increasing the weight or cost. It will be a pleasure to supply the above information concerning these, the finest of cabooses.

THE BETTENDORF COMPANY

The BETTENDORF Swing Motion Caboose Car Truck

with CAST STEEL TRANSOMS

There are, already, approximately 6,000 cabooses equipped with Bettendorf Swing Motion Caboose Car Trucks. We are now offering these cabooses with cast steel transmissions — a valuable feature.
around on Easter day in new spring suits, C. H. Boker, formerly cashier at Lewistown, is in Seattle, Wash., where he expects to locate. W. L. Reeer is doing relief work at Three Forks.

Edward J. Smith, formerly warehouse foreman at Bozeman, has taken a similar position at Lewistown. W. J. Retallic, whom Mr. Smith 'bumped,' took the job as checker.

Other changes at Lewistown involved Guy L. Kester, in Seattle, Wash., where he expects to locate. From checker to baggageman and F. M. Bailey, all additions that may be offered from time to time.

WHERE THEY ARE NOW

Former Superintendent Bowen is very happy in his position at Bellingham, Wash. He says, while he liked Montana that there is no country like the state of Washington.

Thomas R. Gilmour, formerly chief clerk at the Lewistown freight station, is now traffic manager for the Arro Oil and Refining Company of Lewistown. He has so improved himself in traffic work that he is licensed to practice before the Interstate Commerce Commission.

A. T. Bowen, better known as "Ted," Traffic Manager for the Maple Leaf Refining Company at Coutts, Alta. "Ted" worked in the local freight office at Lewistown, in the office of the division freight and passenger agent, at Miles City, and in the general freight department at Seattle.

Leo B. Kers, formerly efficient car and claim clerk, is with the Schroeder Claim Bureau at Seattle, Wash.

"Jimmy" Campbell made a fine move when he went into business for himself in Seattle, Wash. H. W. Jackson, who was rated as one of the best warehouse foremen in the west, is now located at Lodi, Calif., in charge of a large commodity of a Rock company.

Mr. and Mrs. Biglow Ely reside at Portland, Ore.

R. B. Frank is employed by the store department.

R. A. Lovedland, formerly a conductor on the old Northern Montana division, has returned to Lewistown from Detroit, Mich., where he was employed on the Detroit Toledo and Ironton.

Archie Holman is employed by the State Highway, of Montana.

H. R. Walotske is located at Portland, Ore., as traveling freight and passenger agent.

Tony Schmaus

Tony Schmaus here shows what the well-dressed man in Berlin (Wisconsin) is wearing. By the way, it is rumored that Tony Schmaus has sold the cow and moved to Milwaukee where he 'll try his luck in politics. How about it, Tony? Going to verify it?

On March 23, while No. 264 was moving through Camp Douglas, Operator Fred Rohde flagged the train account noticing brakes sticking on car thirty car lengths from the caboose. The train was brought to a stop and the trouble corrected before any serious damage resulted. Mighty glad to see such interest on the part of our employees.

Frank Harrington, 71, a former La Crosse resident and for years a conductor between La Crosse and Milwaukee, died in Calgary, Alberta, Canada, of tuberculosis. Survivors include one sister, Mrs. George Behe, La Crosse, one brother, Eli Harrington, and the widow, Mrs. Clara Harrington. Funeral services were held in Milwaukee.

Recently a River Division passenger brakeman made a special trip to the telegraph office to get some information on a freight train for one of our stock ships. Have not been able to find out his name but in case he reads this, want him to know that we appreciate his action.

Mrs. Herman Ambros, daughter Helen and son Harold are in Los Angeles.

Car Foreman A. H. Hendricks at Winona resumed work on April 1st after returning from a two months' vacation trip to California. Mrs. Hendricks and son joined him.

It is not for us to judge, of course, what motives prompted Wm. O'Bevan to take his life by hanging. His body, suspended by an electric light cord in the garage, was discovered by a sister in law, when she went to call him to breakfast on the morning of April 4th. Mr. O'Bevan was born in London, England, January 15, 1843, but had been a resident of Winona for fifty years. For the past twenty years he had been employed as Car Clerk and Station Laborer at Winona, where he held April 5th. Internment in Woodlawn Cemetery.

Tonny Schmaus

might look like one, but you bet I'm no circus animal. I'd have to carry the extra feed I'd have to carry." Harry says.

Mr. Patrick H. Sullivan, cashier at Tomah for the past 25 years, passed away at his home on March 31st after a prolonged illness. He was 68 years of age. He was born at Caledonia, N. Y., and came to Wisconsin with his parents and brother at an early age. After learning telegraphy, he held positions as telegrapher and agent at various stations on the La Crosse division, and has forty-five continuous years of service to his credit. In September 1892 he was united in marriage to Miss Agnes Conlin of Columbus. Wm. Sullivan's widow, is survived by a son, Earl, of Tomah, three brothers and two sisters. Internment at Columbus.

La Crosse-River Division Items

Eclectic

By THE time this reaches the press, all the members of our Accounting Department will be doing business in their new office at Milwaukee Shops under the District Accounting Bureau. Sorry to see them go, but suppose it's progress.

Operator William Hayes is back on the job at Portage after an attack of the flu.

Station WLE

Eclectic

If close enough, you might even hear me discoursing on the vagaries of fate because of my daily duties being added upon to the ex-

Shall you happen to wander near the stock yards at Portage when there is stock in the yard, pay me the familiar figure of our stalwart

Parable Fireman Inspector. Mr. Harry Har- nish. If close enough, you might even hear me discoursing on the vagaries of fate because of the many duties being added upon to the ex-

Of having to carry feed for the animals. "I

Thirty-Eight

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Station WLE

Eclectic

May bells and birds merrily ring and sing as we all join in the glad chorus of con-

gratulations to Mr. and Mrs. Anthony Gaertner, of La Crosse, Wisconsin, upon the birth of their third child, a little girl, born April 13th.

Mr. and Mrs. Anthony Gaertner, of La Crosse, Wisconsin, upon the birth of their third child, a little girl, born April 13th. The baby was welcomed by her brother, Frank, 4, and sister, Nellie, 10 months. The family will move to their new home in July.

The 5-mile long walk will take the men about 2 hours. The walk will start at 9 a.m. and be finished by 1 p.m. All are invited to join in the fun and games. A picnic lunch will be served at the park.

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Spring is in the air. UIE Holcomb is all set and ready to go back to Tomahawk for the Big One that got away from him last summer.

"Hike!" is an expert when it comes to angling; takes on an early and cold date when she has sunk all her dough in her wardrobe for vacation and then finds her vacation set at an early and cold date when the heart (pitying) papillifera haven't even decided on vacation since summer is not nigh; but ahoy, blue skies ahead! Ain't it a grand and glorious feeling when women can even make their Bosses change their minds.

With pride and envy we announce the intended vacation trips of Rose to Los Angeles, Calif., and Miriam to the refreshing, salt breezy Atlantic City. Dest wishes girls for a wonderful trip; and Rose, leave some spots in the proverbial man hunt.

"HaIlk" is an expert when it comes to angling; makes her mark in the proverbial man hunt. One that got away from him last summer.

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FLEMING COAL CO.
STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of West Virginia Smokeless & Bituminous Eastern & Western Kentucky Illinois and Indiana Bituminous Coals

Under all conditions and at all times, T-Z Products give unequaled service.

"Crecent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

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

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

Thirty-Nine
Fullerton Avenue Building
A. M. D.

MARY MANEY, our nurse, at the time this is being written, is a very sick person. We understand her all time is at home. It is sincerely hoped that by the time this appears in print she will be back with us again.

Charlie Doides, of the Auditor of Station Account's office, is the proud possesssor of a bright and shiny Ford. You may see him each evening streaking down Fullerton Avenue with two fair occupants enunipped in rear.

Florence Wiggins, of the Compting Bureau, spent a spring vacation at Hot Springs, Ark. Pretty soft, what?

Chas. Petersen, of the Auditor of Expender's office, ruined his golf for the next two months when a ladder on which he was working collapsed. Charlie sustained a broken collar bone. We believe there should be a law against ladders.

A party was held on March 15th in the Fullerton Avenue Club Rooms, Miss Kiehler, who has left the service. Those present were Dorothy Wilson, Mildred Znek, Mrs. Maxy Martin, Mrs. Grau Bureau, Josaphine Lazare, Harry Foster, Dorothy Lathan, Evelyn Lehmann, Mrs. Lee Freedwill, Irene McDonald, Evelyn Martin, Carrie Hammlermiller, Katherine Mau, Phle Leader, Emily Lukes and Luna Duwe. We hear there was plenty of good food portioned as well as our Milwaukee girls know how to prepare it, alter games were played and prizes given.

Miss Clem Barber of the Ticket Auditor's office is taking a thirty-day leave of absence due to ill health.

All these bridge games Pete Meyer, of the Ticket Auditor's office, has been playing lately have surely been making him absent-minded as he recently put his lighted pipe in his pocket and set his coat on fire. How about hiring an escort with a fire extinguisher, Pete?

We are glad to see two familiar faces with us again in the Ticket Auditor's office. Eddie Belsahn of Elgin and Clarence O'Brien are back on the job again after being absent several months.

Frank Darnstod, who some years ago was in the Interline Dept. of the Ticket Auditor's office, passed away very suddenly April 7th. His death was caused by hemorrhage of the brain. Frank left the services of the Milwaukee seven years ago to become affiliated with Swift & Co. packing house, but of late years he has been with the Burlington general passenger department. We hear with his passing with great regret.

The majority of the girls in the building anxious to become affiliated with a Greek letter sorority? The Tau Gamma Sigma, a national sorority, with seven chapters in Chicago, would welcome additional members or groups of girls who would rather organize chapters of their own. The girls must be between the ages of 18 and 25.

The sports origin of the Delta Gamma High School eight years ago and is chartered under the State laws of Illinois. Its purpose is mainly for social and athletic activities.

Those interested are requested to reply to Emily Gannon Lukes, Grand President, located in the Ticket Auditor's office.

The Live of a Perfect Hand has grabbed a number of our girls including Ruth Nixon, Marie Striegl, Margaret McCarthy, Dale Zinga, Cathrine Harkins, Mary Carleton, Mary Caples, Alice Parker and Verna Serrino, who call themselves the
“Easy Aces.” They hope to perfect themselves in the art of playing bridge and meet twice monthly in the club rooms. Target practices, however, are held elsewhere and in private. It is hoped these young women succeed, not only in the game but in maintaining their friendly relations. Should either one or more of them show up some fine morning bruised or otherwise incapacitated it will be difficult for them to explain how it happened, because we will remember that they play bridge.

Mr. Ben Reinert, of the Freight Auditor's office, was “Master of Ceremonies” at the bridge and bunco party given by his Boy Scouts, Troop No. 64, Saturday evening, April 29th, at the Myrtle Masonic Hall. Many members of the Statistical Bureau were home with beautiful prizes.

The Misses Florence and Agnes Gloden spent a very enjoyable week-end in Minneapolis visiting relatives.

Accounting employes in the building have been very successful in obtaining leads on Freight and Passenger business for the Milwaukee. For instance, J. A. Strohmeyer, Freight Auditor's office, together with A. F. Petri, Auditor of Station Account's office, have secured a movement of about 900 passengers from Chicago to Moline in connection with Turn-Verein convention. Other employes who have turned in traffic tips are the following:

Name
Herbert Mueller, Asst. Comptroller.
B. F. Douglas, Car Accountant.
C. F. Prell, Auditor of Station Accounts.
C. A. Brown, Auditor of Station Accounts.
Chas. Gardner, Auditor of Overcharge Claims.
Ann Johnson, District Accountant at Tacoma.
Roger Sturgess, Car Accountant.
Sadie Middleton, Mail Bureau.
B. F. Bruner, Car Accountant.
Joseph Gray, Auditor of Station Accounts.
F. W. Connick, Auditor of Station Accounts.
J. A. Delie, Auditor of Station Accounts.
B. F. Junker, Auditor of Station Accounts.
J. G. Kreiter, Freight Auditor.
H. E. Sailer, Auditor of Station Accounts.
G. H. Halsey, Auditor of Station Accounts.
M. K. Darnell, Auditor of Station Accounts.

No doubt, these names will be found elsewhere in the magazine but we wished to be sure they would not be missed by employes of this building.

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

TRAINMASTER A. F. Manley was called to St. Paul by the death of his mother, who passed away on April 1st, after an illness of several weeks.

Mr. A. P. Leach has been transferred to Miles City as night roundhouse foreman, Mr. N. W. Goggins of Miles City coming here to take his place. Mr. and Mrs. Leach have made numerous friends during their stay here, who are sorry to see them go. Our best wishes go with them.

Mrs. Leo Middleton spent some time visiting at the home of her mother at Freeport, Ill.

Edwin Carlson of Miles City exercised his seniority, who displaced George Hilton as first trick car clerk; thereby making several changes in the yard office. George Hilton is now working second tricks; “Toppy” Rindermayer, third; Herman Wall displacing Harold Fuller as call boy. When is all this bumping going to stop?

Auditors C. L. Kellar of Mobridge and Frank Langer of Aberdeen checked the freight and ticket office on March 14th and 15th.

Mrs. Emma A. Cornell has resumed her duties as agent at Selfridge, N. D., after a three months' leave of absence. Her position was filled by Mr. R. S. Lewis.

Miss Jordan Middleton united in marriage to Elaine H. Miller on Wednesday, April 6th, at the home of the bride's parents, Mr. and Mrs. Leo Middleton. The bride was attended by her sister, Mrs. Leslie Howe, as maid of honor, Mr. Edgar Miller, brother of the groom, acting as best man. These popular young people have a host of friends, who extend congratulations and best wishes for a happy married life.

They left on an auto trip for points west and will be home to their friends, April 15th.

We were shocked to hear of the sudden death of Joseph A. Prunelle, agent at Lemmon, S. D., who passed away on Saturday, April 2nd, from appendicitis, after an illness of two days. Mr. Prunelle was a native of Iowa and entered the employ of the railroad in 1893, at the age of 19 years, and had been in continuous service since that time as telegraph operator and station agent. He went to Linton West in 1907 and had been agent at Lemmon for the past 15 years. He was prominent in church and Masonic circles, and funeral rites were conducted by the Order of Knights Templar, at Slater, Iowa.

Conductor Clay Zimmerman and wife, of Aberdeen, have just returned from a two months vacation trip, spent with their son at Los Angeles, Calif. They also visited friends at Portland, Ore., and Logan, Utah. They report a very enjoyable week-end in Minneapolis visiting relatives.

Mr. and Mrs. Thos. Swanton, of Caldwell, Idaho, are here on a visit with their parents, Mr. and Mrs. Thos. Swanton.

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Mr. R. S. Lowis of Selfridge, N. D., attended the Eastern Star doings here on April 7th.

Conductor E. W. Orten, who has been a patient at the Mobridge hospital, is now able to be about again.

Herbert F. Love of Tacoma, chairman of the B. of R. C., spent a couple of days here on business and pleasure.

Pete Collins is acting agent at Lemmon until that vacancy can be filled.

Miss Henrietta Hourigan, who is attending St. Mary's Academy at New England, N. D., and Miss Dickson Hourigan of Thunder Hawk spent their Easter vacations here with their father, Larry Hourigan.

We think it would be advisable for one of our

“BUCKEYE” Yoke and Draft Attachments

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

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio
New York - Chicago - Louisville - St. Paul
popular carmen to purchase a new car, after learn-

West I. & D. Division
Edna Bintliff

W E REGRET very much to learn of the

death of Craig Wilson of Chamberlain.
Mr. Wilson had been an employee of the Milwaukee Rail-

to Railroad for a long time and will be greatly

charitable by his many friends. Mr. Wilson's fu-

eral was conducted from the Masonic Temple,

Thursday, April 14th.

Both Superintendent and Mrs. Ingraham were

Mitchell Sundays evening, April 16th, at

which time the program on the 70 Waventers pro-

gram at the Corn Palace, which was in the nature of a

Thanksgiving program. Mr. Ingraham spoke,

selling something of what the railroads had done

in relief work during the past season in hauling

the Corn Palace, which was in the nature of a

feast. Mr. Albert Evans, Red Cross Director for South Dakota during the

past season, was also present at this meeting and favored with a song

by Mrs. Ingraham. Miss Lindskog spoke relative to the work Mr. Hartwell was in charge of this meeting.

Miss Lindskog, General Chairman of the Mil-

waukee Women's Club, was a Mitchell visitor April 10th, to see the club and the Safety First meeting which was held

under that date. After the Safety First meeting Mrs. Ingraham, Red Cross Director for South Dakota during the

past winter. Mr. Ingraham said that while we all hope that South Dakota will not need aid again from any organiza-

tion, but that if she should, not only is the Corn Palace and the Milwaukee Railroad

will stand ready to assist in the future as she has in the past.

We regret very much the passing of Joe

Blade, who was numbered among the B. & E.

crew at Mitchell. Everyone who knew Mr. Blade will feel that this sincere man

and friend has been lost to them.

Nora Lindskog, General Chairman of the Mil-

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will stand ready to assist in the future as she has in the past.

The supply train was in this territory the sec-

ond week in April. Mr. Reynolds brought greet-

ings and greetings to the former Trainmaster at Mitchell, who is now located at Tacoma, Washing-

ton. Mr. Reynolds lives in Seattle and gets down to Tacoma occasionally.

A meeting of the Railroad Association was held at the K. C. Hall on the evening of April 9th. A fine attendance was reported. Mr. Csm. Win-

ners was in charge of this meeting.

Mr. W. F. Cody was a Mitchell visitor April 13th.

Mrs. Nels Quandahl spent a week visiting her

mother at Decorah, Iowa, early in April. Mr. Eli Martinson is planning an extended

vacation trip to points in California.

Mr. J. F. McMahon is taking a two weeks' vacation early in May.

Iowa and S. M. Division

T HE many friends of A. J. Hartwell, retired

shop employee, were shocked to hear of his

death March 16th. Mr. Hartwell was run down by an auto near his home in Austin and died soon after the accident. He was rushed to a hospital but never regained consciousness. Mr. Hartwell was 71 years of age and was a veteran employee of the Austin shops.

We were also shocked to hear of the tragic death of Harold J. Kelsey, pilot of the American

Alleys passenger plane, which crashed near Calimesa, Calif., March 20th. Press reports state that the plane, piloted by Mr. Kelsey, struck a high tension wire while flying in a fog and crashed with a loss of 7 lives. Mr. Kelsey was a native of Jackson, Minn., and had worked on the Southern Minnesota Division as a brakeman and conductor prior to his taking up flying in 1915. He was a Royal Canadian Air Force vet-

eran and had over 3000 hours flying experience. His father, Mr. Geo. Kelsey, is a veteran em-

ployee of the Milwaukee at Jackson. Deeply sym-

pathy is extended to the bereaved relatives.

Word reaches us that Miss Ruth Wood, daugh-

ter of Chief Dispatcher R. E. Wood of Madsen, S. D., won sixth place in the national oratorical

contest held at Tulsa, Okla., with representatives from over 70 universities competing.

Clerk "Babe" Swank is busy these days trying to

promote a diamond-ball team. With the de-

lected ranks he is finding it hard to find enough of the boys who are not busy getting No. 70 out

time every evening, to fill out the line-up.

It is very much as though Assistant Ticket

Agent Scott has the drop on the rest of the gang when it comes to advertising the old home town.

Some months ago "Scotty" drew our attention to a syndicated article depicting a 106-year-old goat which hailed from his old home town, Erie, Ill. There was a mad rush with doles from all quarters holding up the traditions of home towns.

Mr. C. A. McCoy with his "Sylvan Park" and "Fitch Hatch-

er" from Lanesboro; Rafferty with the famous

"Napkin Folder" from Spring Valley, not to

mention his contention that the kodak was in-

vented there and that heads of Sears Roebuck & Co., Armour & Co., and two personal aides to former President Wood. Way up in the

"Heart of Fillmore Co." "Buck" Barker listed his entry, another advertisement of the origin of the "Hitch-Hiker's Thumb" for Farmington. How-

ever, Scott came right back with the release through a news reel of a blind telephone operator

who had handled the exchange board in Erie for 30 years.

Hearing of the contest, Officer John "Kippy

Perkins" Dermott, assigned to the depot dis-

trict, entered his goat which had just presented

a few days ago. C. F. N. couldn't wait until

the broom and hauling coal for Andy Norwood.

Agent Scott has the drop on the rest of the gang

for "Tang's" course out on the south side. We

can wait.

serious operation for a tumor on the brain was

undergoing for some time and he can easily

be officially entered in the contest.

Jesse James was in town this week enroute to

Omaha.

Many of the boys are looking forward to the

opening of the golf courses so they may continue the battle against old man par. With Cathie,

G. B. Williams and Assistant Ticket Agent H. C. Scott on the board of directors of the Austin Municipal Course, we will have some opposition for "Tang's" course out on the south side. We

will run a few score cards as soon as the river goes down and releases No. 4 and No. 5 greens from our directors' course.

It is hoped that Mr. G. B. Williams will present him with four kids. A staff artist was rushed to the scene and his verification of "Eddy's" entry

is presented for consideration. We might add that by the time the artist arrived only three
could be officially entered in the contest.

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get in nine holes after 4:30. Understand he took on our Chief Dispatcher last Saturday afternoon, and was finally able to get down after playing several extra holes.

Wm. L. Baker, one of the old time conductors on the Coast Division passed away in St. Louis last week. Mrs. Baker will be remembered by the old timers, not having performed any service for the last seven or eight years, his last run being on the Grays Harbor Line.

Kansas City Terminals
S. M. C.

SPRING is here. We thought so much about or so back, but a sudden change to freezing weather changed our minds. However, the report is that the fruit crop is not damaged, for which we are thankful.

Since the Automobile Show we have quite a few new cars along "Ashmobile Row." Mr. Davis has a new Nash and Tigerman has a DeSoto, and each are claiming their car the best ever. It has been reported that the DeSoto does have a wonderful pick-up, particularly in the vicinity of the cigar factory.

Sympathies of the Milwaukee family are extended to E. F. Reed and family in the loss of his mother. Mrs. Reed lived almost a century, being in good health until shortly before her death. Within the month her son, Hal Reed, a brother of E. F. Reed also passed away.

Switchman Wm. White has been on the sick list for some time. Jesse Longbie better watch out or he will be trailed to his fishing haunts. Jesse caught a 15 pound catfish the other day and says there is to know about fishing. He is eating dog biscuits now. Gladys says he is very cute, and we are all anxiously await- ing the snap shot she was going to take.

Dubuque-Illinois First District Magazine Notes
E. S.

SYMPATHY is extended to the family of Engineer A. Tyler account the death of Mrs. Tyler on March 27, at the family home in Savanna.

The first D&I Division Fuel Meeting for the year 1932 was held in the Women's Club House at Savanna, March 16, with an attendance of 58. Some interesting discussions were had and a number of good suggestions were received.

Mr. Pay King, Assistant General Foreman at Dubuque Shops, was appointed to the position of General Foreman at Ottumwa, Iowa. The well wishes of his D&I friends go with him.

Miss Delia Chen has accepted a position in the Accounting Bureau at Chicago and the position of Roadmaster's Clerk at Savannah is being filled by Mr. E. McGovern, of Des Moines, Iowa.

Roadmaster R. J. O'Connor of Minneapolis, formerly Roadmaster on the South Line of the Illinois Division, spent the Easter holidays with friends at Savanna.

Miss Betty Cole, of Chicago, daughter of Mr. and Mrs. F. B. Cole, and at one time Roadmaster's Clerk at Savannah, visited with the home folks over the Easter holidays.

Sympathy is extended to Mr. and Mrs. F. E. Galvin account the death of Mrs. Galvin's mother.

D&I First District Safety Meeting was held at Savanna, 7:30 p.m., April 6, with an attendance of 200, including officers and employes from Dubuque, Davenport, Elgin and the South Line. Mr. M. J. Fanning was the principal speaker of the evening. Mr. T. C. George, of the Bureau of Explosives, also gave an interesting talk on the handling of explosives, inflammables, etc.

E. S. of the Second District—those "Dark Secrets" of our associates' pasts get deeper and deeper and very, very interesting. Can you keep them coming, as we want to know all there is to know and they won't tell us that's a certainty. We might say something about how that gang is "Cutting Ups" down here but want to be spared.

General Office—Chicago
Vila

FOR the present at least, it behooves our many friends who take their regular Sunday afternoon automobile rides through Deerfield, III., to abide by the speed laws of that good city. However, as soon as the new mayor is elected we shall worry. Mr. H. C. Youngs, our Tie and Timber Agent, who also "toastmasters" during his term of office, is authority for this article.

On Monday, March 21st Mr. Edw. J. Littleson, clerk in Tie and Timber Agent Youngs office displayed one of his usual smiles, but it was noted that the smile bore a bit of added significance on this particular morning. Edgar never could keep a secret, you know, and we soon learned from him that on March 19 he took unto himself a wife, Miss Charlotte Fealey, a very charming young lady, we happen to know. The Milwaukee Family wishes both of them heath and a long and happy life together. Purchasing Department employees presented them with a Two Baby Type Vacuum Cleaner as a wedding gift, which was immediately placed in service in their apartment on the first evening it was received. They are a very happy couple, but nevertheless Edgar had a difficult time explaining to his many friends how he acquired the bump on his head a few days after his marriage. It is even rumored that the fire department experienced difficulty in extricating the individuals in the conglomeration.

Mr. and Mrs. March Oberg have just returned from a delightful two weeks stay in Miami and Havana. From the snap shots that we were privileged to see, their trip was very delightful. Rod Harper is having an awfully hard time making plans for the summer. One day it is

Gallatin Gateway and the next day it is Alaska. Me thinks he will be on the old job, the same as ever—official M. T.

Miss Reynolds' dog is getting along nicely. He is eating dog biscuits now. Gladys says he is very cute, and we are all anxiously awaiting the snap shot she was going to take.

Idaho Division

Gertrude Alden

C. SPRINKLE, Assistant Wire Chief at Plummer Junction, has been in the hospital in Spokane for some little time, where he submitted to an operation. He is able to be around and it is hoped that he will have soon returned to the point of being able to return home, and to his regular assignment.

Engineer F. O. Putnam and wife made a visit to their son, F. F. Putnam, formerly a train man on the Idaho Division, and now residing in California. Mr. Putnam stayed about two weeks but Mrs. Putnam remained for a more extensive trip recently.

Operator F. G. Scowell visited at the Union Station recently and informed his friends that he had just recovered from a sojourn in a Spokane hospital.

Mrs. F. H. Nee was called to Wausau, Wis., account of the serious illness of a sister. Her many friends on the division hope that she found her sister much improved, and that she will soon be able to return to her home at Spokane.

G. W. Meyers, general operator of St. Mary's, charged the Canadian border recently by way of Eastport and Kingsgate. His conduct was all that could be expected of a married man (his wife, Mrs. Meyers).

Nick Toma, trucker in Spokane freight house, and wife enjoyed a visit with relatives in Kellogg, Idaho.

Conductor C. M. McAuley recently returned from a sojourn of several weeks in California. Gladys says the beach of California has not changed much (only several times a day). Colored glasses are the vogue on the beaches.

Division Accountant J. R. Clarke has been elevated to the position of Traveling Accountant in place of Harry Johnson, the change taking effect April 1st.

Parke S. Dunn is the new Division Accountant in the Superintendent's office, taking the place of Jack Clarke. We are all pleased to have Mr. Dunn address the office organization, although we dislike to lose "Jack." However, we expect to see Mr. Clarke on his occasional visits to check us up.

Eleanor Martin, daughter of Agent C. A. Martin at Newport, Wash., a student at Washington State College, Pullman, recently paid her parents a visit.

Ruth M. Noland, college student at Walla Walla, visited her parents, Mr. and Mrs. E. A. Noland at Spokane during the spring vacation.

Mrs. Fern Davies, sister of Chief Dispatcher

MILWAUKEE ROAD SOUVENIR PLAYING CARDS
(Bridge Size)

50c Per Pack

On Club Cars and Dining Cars and at Practically all Ticket Offices

Or By Mail From

W. B. DIXON
General Passenger Agent,
702 Union Station
Chicago, Ill.
P. L. Hayes, has been in a Spokane hospital for several weeks seriously ill. Her many friends are hopeful that her improvement will be rapid and that she may return home soon.

Conductor D. C. Learning and wife recently took a pleasure trip to Lewistown, Idaho. The son of Chief Carpenter G. W. Lanning, Guy B. Lanning, who is a student at the Washington State College at Pullman, recently visited his parents at Spokane.

Tour Baggage Master W. T. Farnsworth is well on the road to complete recovery from his recently serious illness. He is convalescing at the home of his son-in-law, Riley W. Beal, at Spokane.

Olive Grobel and Marget Jarisch will attend the State Music Conference at Wenatchee, Wash., during April and will render several two-piano numbers.

Conductor R. C. Fabik, wife and daughter Betty, recently made a trip on the Spokane International to Eastport, Idaho, on a visit to friends.

Section Foreman John Delaney of Ralston, Wash., took a trip to Seattle and Portland recently to visit his daughters. John is in to see us today for the necessary documents to put him through the medical clinic for continuance in service.

Brockemeyer S. B. Cousins was called to Los Angeles account of the illness of his father. Brockemeyer Cousins is expected to return soon.

The Land of Ten Thousand Lakes
(Continued from Page 17)

through the Great Lakes or to the Red and Rainy Rivers whose waters flow into Hudson Bay. And on sandy beaches the children are secure in their summer joys; they may make a ship in the shallows and sail their little ships on the placid waters that lap the shores.

And as for the fishing—thousands of Minnesota’s lakes are fishing places from which the greediest of the tribes will challenge your skill. Popular game fish include all species of bass, wall-eyed pike, northern pike, muskellunge, trout and land-locked salmon. You can pack your kit and hit right out into the wilds if you wish, for along Minnesota’s waters you will find some of the finest canoe trails in the world. You can hire a guide or you can go it on your own, and your trip can last a day, a week or a month, depending on the sport and your desires.

Hunting? You can go a-hunting among Minnesota’s Lakes and Woods and find deer, moose, bears, rabbits, and birds in profusion, partridge, grouse and ducks.

Out to westward is Big Stone Lake, on the borders of the State, a Fisherman’s and Hunter’s Paradise if ever there was one, and an interesting body of water by itself. You will find there in numberless fighting tribesmen. Indeed Minnesota offers everything desirable for summer vacation and you can find in Minnesota all these and more—in short exactly what you want.

Indeed Minnesota offers everything desirable for summer vacation and you can be as quiet or as gay as you desire. Your favorite fishing lake, your own, and your trip can last a day, a week or a month, depending on the sport and your desires.

Red Hot Coals
From the Second District of the Milwaukee Division

Chief Carpenter Cameron made an inspection trip over his territory recently on his private motor car. He arrived at Beltion one windy afternoon, with his chauffeur and handy man, and was welcomed by our hand shaker, Matson.

The freight office at Beltion is in a real swell condition. Walls have been washed; partitions torn out; floors oiled, and desks varnished. Cashier Day has proven his worth as a painter. We have three engineers operating one of our gas cars, and it is hard to say which is the best. But believe Burrington Rowe holds the individual honors at this writing. He left Beltion on No. 36 one afternoon, with two cylinders missing, and went into Milwaukee 5 minutes ahead of time.

Mr. Taylor has taken the agency at Florence, Ill.

Alfred Koester has taken up literature. Saw him with a very late book. Am not able to give you the title, but think Al will tell you if you ask.

Understand Bill Bush made a hurried trip while in Janesville to see a sick brother who was calling for him. How did you find the patient, Bill?
The grave business has started, and perhaps some of the boys will be back to work again. Let's hope we shall all have steady jobs soon. The arrangements to have one of our good looking engineers write us a few editorialss this summer, and trust it will be of interest to you readers.

Agent Tiller and wife have returned from Sarasota, Florida, where they spent the winter. Both look well, and report a very nice sojourn in the famous winter resort.

Few of us realize what a short trip it is to Excelsior Springs, Missouri. The South West Limited goes there direct, and it is a nice place to spend a few days. Horseback riding, golfing, and the famous springs and baths. John Clod is thinking of going down for a little spring golf training, and he is interested in securing information from the Bubol Ticket Office. Let's get this place known around here.

Felix Rame dropped in the office, while doing some work at Beloit. He was on the sick list for some time, and none of his Beloit friends knew it. Felix is in the general office at Milwaukee. So, of course, we can excuse for this slip up on our part.

Kenneth Zimmerman is now in Milwaukee at work in the main office.

Iowa (East) Division and Calmar Line

John T. Raymond

Agent H. E. Sweeney of Greclevy was absent two months returning to work April 4th. He was relieved by Relief Agents D. D. Devore and J. J. McGuire during that period.

Agent H. E. Ramsey of Oxford Jet is being relieved by Extra Agents Frank Refrenes and W. F. Hodges during his absence.

Mr. and Mrs. Chester Cornelia are now residing in Cedar Rapids instead of Marion.

Mr. Oscar Conklin, formerly of Accounting force at Marion, has taken a position with the Perry clerical force.

Tha news of the passing away of Chas. W. Mitchell at Milwaukee, April 1st, was received with deep regret by many of the older employees on the Division. Mr. Mitchell has been president of the Milwaukee Employes Veteran Association since it started in 1916. In many ways he exerted his influence in promoting the welfare of the Milwaukee Road Employes and his efforts along that line have been greatly appreciated. He will be greatly missed.

Locomotive Engineer W. R. Barber of Marion attended the funeral of Chas. W. Mitchell at Milwaukee, April 4th.

Paul Loftus and crew commenced, April 4th, distributing the new steel from Oxford Jet west. Conductor J. H. Laff and Engineer J. C. Smith and later, Engineer George Busby handling the work trains.

Mr. and Mrs. Laurence S. Dove of Marion were called to Lost Nation on account of the illness and death of Mrs. Gish, the mother of Mrs. Dove. Mrs. Gish was 88 years of age and was well known in Marion having visited a number of times in the Dove home. The funeral services were held Tuesday afternoon, April 5th.

The attendance included the following from Marion, Mrs. H. C. Van Voorhees, Mrs. Will S. Hude, Mrs. I. R. F. Cocksley, Mrs. H. M. Snyder, Mrs. Frank J. Cleveland, Mrs. W. E. Hooper, Mrs. Clarence Oakes, Mrs. James Pringle, Mrs. McArthur, and Mrs. William Sheets. Friends on the Division extend their deepest sympathy to the bereaved ones in their loss.

Chief Dispatcher H. C. Van Wormer of Marion, and Agent H. E. Ramsey of Oxford Jet went to Clinton on a law suit in the Company's interest April 5th and 6th. It was a jury case and the Company won the suit.

Mr. and Mrs. Frank S. Keith of Marion went to Winthrop, Iowa, April 6th to attend the funeral services of a relative.

R. H. Raff of Milwaukee has gone to Silver City, New Mexico, where he will visit in the home of his daughter, Mrs. Percy Kyo.

Iowa Division Safety First meeting was held in the Milwaukee Employment Club Room at Cedar Rapids, Iowa, March 30th at 7:30 P. M. Fifty-nine officials and employees in attendance. Sgt. A. J. Elder presided, making a brief address, followed by the reading of letters and statistics on Safety First received since the last meeting held in Cedar Rapids; also some interesting statistics on automobile accidents prepared by an insurance company.

Mr. Elder said the Iowa Division has gone so far this year without a reportable or lost time injury, pleading continued cooperation of all employees to the end that this record be maintained indefinitely.

He called on the following to give brief addresses, emphasizing some particular phase that would contribute to Safety First: W. N. Foster, master machinist; W. J. Hothshin, trainmaster; H. B. Christianson, division engineer; L. M. Parley, chief carpenter; George Rasmok, roadmaster; O. Miller, roadmaster; J. J. Van Brock- ston, roadmaster; W. C. Hohfurd, assistant signal supervisor; Howard McGuire, assistant chief carpenter.

After the addresses by officials Trainmaster Hothshin called the names of each person present for suggestions at which time a number were given discussion and remedy to be applied where possible.

After an interesting and profitable session the meeting adjourned at 9:30 P. M.

We observed Agent H. E. Carter of Olin, L. J. Miller of Storm Lake, C. H. Hurck and son of Newhall present at the Safety First meeting at Cedar Rapids, March 30th.

Mr. and Mrs. N. J. Edwards of Toronto, Iowa, visited over the week and April 2nd in the home of their son, Earl Edwards, and family. Sunday both families went to Vida and visited in the home of Mr. and Mrs. R. C. Merrill and family.

Mrs. E. J. Koch and daughter Claire of Wheatland, Iowa, were guests Sunday of Mr. and Mrs. Earle E. Edwards and family of Marion. Mrs. Koch is a sister of Mr. Edwards.

Employees concerned were pleased to note the thorough and satisfactory statement made by the Milwaukee Employees Pension Association in the April number of The Milwaukee Magazine.

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The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or "phone branch office in any principal city.
Mr. and Mrs. Thos. Costello, who have been spending some time at Washington Blvd. Hospital, Chicago, spent a few days at Marion, April 11th, returning to Chicago for further treatment by Dr. Metz. Part of the front bone of Mr. Costello's right leg was removed and placed in his right arm. The right leg is all right now and he expects the right arm will be good again, after further massage by Dr. Metz.
Conductor Wes Fuller, who has been off duty for several weeks, resumed work on the Monticello-Oxford Junction wayfreight March 30th.
Conductor J. F. Higgins has been off duty since April 1st taking treatment for his eyes at the hospital in Chicago. He returned to work April 3rd, doing the extra work off the 7th.

Mr. and Mrs. Thos. Costello, who have been spending some time at Marion and Omaha, April 11th, returned to Chicago for further treatment by Dr. Metz. Part of the front bone of Mr. Costello's right leg was removed and placed in his right arm. The right leg is all right now and he expects the right arm will be good again, after further massage by Dr. Metz.
Conductor J. J. Reardon is off on account of sickness since April 1st. Conductor Phil Shoup relieving on the Calmar passenger.
Conductor B. W. Smith, as per schedule. As far as I know, there are no pussy-willows any place that are as nice as those, and each spring most of the east end trains and engine crews tell me, "Hello, the first time we step there, we get some and bring in to Three Forks." Joe Gordon always brings them. If he doesn't, Conductor H. J. Smith brings them. We always look out for the spring-time offering, and a fire-box door is a mean-looking thing when it's open looking up here, too, and the lilacs flourishing so, we should worry. I can just see "Dee" walking around a park, looking at the green grass and the flowers.

For goodness sake, Conductor A. J. Carlson is in the Gardiner cemetery. We offer our deepest sympathy to this family in their loss.

Dick Helton is grandfather again. He has a new granddaughter, born early this month, and it is a very proud man. We don't blame him. Congratulations.

A card from Operator DeCBant from Milwaukee is April 12th. We offer our congratulations.

We hear from Great Falls that our former R. M. division foreman, Eric Williams, expects to enter all baseball contests this fall, wherever and whatever, as he rides the outside of a Model "T" Ford (there are seven others riding the same car and Eric has not enough sensitivity to get on the inside, we hear). The roads are rough and the way is long out to the roundhouse, so we bet these other riders, riders at our local fairs better look out when Eric arrives, after all his practice.

We also hear that Fireman O'Gannon and Sam Hafner do like the steam engines, but they like the R. M. motors better. Coal is heavy stuff, and a fire-box door is a mean-looking thing when it's open looking up, but they're used to it. Mrs. Sam Rodda was called to Butte by the loss of her husband, Pat Van Wart, April 12th. We offer our sympathy to Mrs. Rodda in her loss of her brother.

Operator Fred Byrne relieved on first trick at Three Forks for a week while Ralph Kemberling was off sick. But Ralph is O. K. again and back to work.

Operator Reeser, from Lewistown, also worked a couple of days here, relieving on second trick.

Conductor Vanderwalker and wife have returned from Michigan. They have not been here for a few weeks' visit with home folks. But the pockets of my trousers, they know no change at all.

Well, to get down to brass tacks and honest work, we were written for the Magazine last month that isn't a change from the past—same old story—none sent in.

But speaking of changes, in looking over the list of the former correspondents as listed under the head of Division newsgatherers, out of the 36 present correspondents we recognize but four correspondents and has even changed the name of the Magazine, 20 years ago. Ruby M. Eckman, who has written column after column of interesting news from the Iowa Division and who also holds a record of having hired and fired more trainmen and brakemen than any trainmaster of a newspaper reporter on any railroad, has written many special articles, poetry, McGuffey stories and her usual monthly budget of local news. The latest change has been on the list since the start of the present correspondent from the Chicago Terminals, and who, when he was written, was a member of the staff of the Chicago News.

Many happy returns of the day, Les, is the wish heard by so many of the correspondents as listed under "respondents" we recognize but four names of correspondents as listed under the head of Division newsgatherers, out of the 36 present correspondents we recognize but four correspondents and has even changed the name of the Magazine, 20 years ago. Ruby M. Eckman, who has written column after column of interesting news from the Iowa Division and who also holds a record of having hired and fired more trainmen and brakemen than any trainmaster of a newspaper reporter on any railroad, has written many special articles, poetry, McGuffey stories and her usual monthly budget of local news. The latest change has been on the list since the start of the present correspondent from the Chicago Terminals, and who, when he was written, was a member of the staff of the Chicago News.

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Ed Bartholomey, a member of said board. All efficient men for their places on the different boards.

On April 4th Mr. C. E. Sampson and Mrs. E. Niland, who had been housekeeper in the Sampson home for the past year, were quietly married at their home in Bensenville. Only the immediate family, the closest friends of the family not knowing of their marriage till a day afterwards. They expect to take an extended trip to the Pacific Coast in June.

Illinois Division Conductor L. O'Donnell and friend wife have returned to their summer home on their ranch in Wyoming. Oh, boy, it must be nice riding horseback out on the plains these warm spring days.

Train Master R. A. Woodworth and Asst. Supt. T. Bagnell have been kept extra busy during April on account of the relaying of new steel, the putting in of new ties and reballasting of the road bed between Bensenville and Franklin Park. While all this work was done in record time it took careful supervision to get it done without delaying a single train, but they did it. The road is level, smooth as a billiard table.

June 16, 1932. The American "Boomer" Railroad Man taught us many lessons. Turning back the pages of history of American railroads, we are reminded of that "Knight of the Rail," viz: The Boomer. He came, he left. Carefree, happy, generous to a degree, detrimental to his own welfare. A man who was given as to personal safety. He remained hardly long enough to become interested in the welfare of any one, not even his own, nor any one in his.

Yet we admired him. Why? Because he was "playing a part" in the drama of the life of a Railroad Man, courageous and inspired by the "Wanderlust." American tradition is built upon "Boomer Days." The part the Boomer played in this "Drama of Progress" was necessary and he taught us MUCH.

In the January 1932 Issue of "The Frontier," a magazine published in Minnesota, Montana, Robert Gates has given to us what appears to me as a very wonderful description of the thoughts that may have existed in the minds of these old time "Boomers," causing them to travel and travel, giving their lives in many instances for the benefit of Posterity.

Time and progress have removed the "Boomer" from our midst and in his place has arisen the Modern, Intelligent, Safe, "Knight of the Rail."

Mr. Boomer, we will never forget you. You taught us the value of Safety. You taught us the value of "Ideals" and the folly of the "Wanderlust." You played your part well and you will ever remain in our memory as a very necessary actor in the "Drama of Progress."

Samuel F. B. Morse, The Father of Telegraphic Communication

One hundred years ago Mr. Samuel F. B. Morse conceived the idea which led to his invention of telegraphic communication and the Morse Code. He sent the first telegraphic message between Baltimore and Washington on May 24, 1844.

Seven years later the first telegraphic train order was utilized. The progress of railways across the continent was accompanied by the telegraph, which became indispensable in train operation and in the conduct of railroad affairs generally.

More than 542,000 miles of railroad telegraph wire now flash day and night, for railroad operation never ceases. The telegraph and telephone section of the American Railway Association devotes much study to improvement of that branch of railroad service.

Professor Morse's invention a century ago has resulted in a world wide convenience of communication that neither the railroads, nor any other industry, nor social life, could do without in 1932.

The railway industry of the United States joins with the United States Government and other private inducement in celebrating the One Hundredth Anniversary of the invention of the Morse Telegraph and Code.
Freight Auditor's Bowling League

(Continued from Page 31)

Becker, urged on a spunky but hard luck team. Haidys led a sallow of fighters it would seem, if the word is considered honestly.

WANTED-Six room house or bungalow to rent or buy. Near Milwaukee Road, Chicago to Libertyville. 1150 South Kensington. Address J. T. Harvey, 2534 East 20th Ave., Chicago, Ill.

For Sale—New 22 caliber automatic with case and rod. Satisfactory for $5.00. Joe O'Neill, 1621 N. 35th St., Milwaukee, Wis.

For Sale—Lady's dressmaking form (original form). Cost $25.00—sell for $10.00. Charles Hornakwah, 1442 East 3rd St., Racine, Wis.

For Sale or Trade—A couple fl. flat soprano saxophones; silver plated; in case; low pitch; gold bell; just new. Would consider trade for Winchester 52 rifle with speed load, or 22 caliber long rifle. G. F. Edsot, Agent, Washington, Montana.

For Sale or Trade—Several Silver Fox Furs made up ready to wear, also several pair silver foxes. Any one interested in raising silver furs, write—Box 901, McGregor, Iowa.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements up. One block from new 100-foot bridge. Five minutes from subway system. Twenty-five minutes to Loop. $800.00 cash and mortgage for balance. An excellent investment in a community that will grow by leaps and bounds with completion of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale—Improved 160-acre farm 7 1/2 miles county seat town on gravelled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber. Furs and pelts ready to wear, any size, any style, at any price. Address reply to R. A. Freitag, Room 700, Union Station, Chicago.

The Milwaukee Road Softball Team, runners-up in last year's Chicago Evening American huge tournament, are again organized for the coming year, and are anticipating another successful season. Last year's veterans, including Joe Kolum, the Rupp brothers, Ed and Ray, Joe Shenowere, Felix Specht, Ralph Klotz, Red Thies, and Ticket Auditor's Association.

Manager Pete Meyer, ably assisted by Coach Tim Fitzgerald, has good coaching force, bowling with the Arctic Fruit Ale League. With the Milwaukee Road Softball Team, runners-up last year's Chicago Evening American tournament, are again organized for the coming year, and are anticipating another successful season. Last year's veterans, including Joe Kolum, the Rupp brothers, Ed and Ray, Joe Shene, Felix Specht, Ralph Klotz, Red Thies, and Ticket Auditor's Association.

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VON PLATEN-FOX CO.
Manufacturers and Distributors of
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Capacity 40,000,000 Feet
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Chicago Office
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CARDWELL AND WESTINGHOUSE DRAFT GEARS
Cardwell Westinghouse
« » Company « »
332 S. Michigan Ave., Chicago, Ill.

LIGHT
WHEN and WHERE YOU NEED IT

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 fillling of water.

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.

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 a ........................................ on the
(Occupation) ................................ of The Milwaukee.

Name ....................................................
Address ..................................................

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.

A "Carbide Lantern" With or without rear light

National Carbide V G Light
THE MILWAUKEE ROAD is the only direct route to Gallatin Gateway. Its trains take you to the door of Gallatin Gateway Inn, where motor-coaches of the Yellowstone Park Transportation Company wait to take you direct to Old Faithful and the wonders of Yellowstone.

This trip is a never-to-be-forgotten experience.

Go this summer — round trip summer excursion tickets are on sale daily to September 13th. Let our Travel Specialists help plan your trip and give you detailed information.

New Yellowstone Folder Free on Request

GEO. B HAYNES
Passenger Traffic Manager

W. B. DIXON
General Passenger Agent

Chicago, Ill.