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## **Around the globe. Vol. 3, No. 7 January 19, 1945**

Superior, Wisconsin: Globe Shipbuilding Company, January 19, 1945

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# AROUND THE



# GLOBE

Vol. 3, No. 7

The Globe Shipbuilding Company

January 19, 1945

## Flagship Pemiscot, Built by Globe Set Pace for Epic Midwinter Convoy Voyage

### Globe Workers Can Be Proud of Ship's Record

Fully living up to responsibilities placed in her when she was named flagship of the record-breaking midwinter convoy, the Globe-built Pemiscot set the pace for the three ships that made the trip from Superior-Duluth to Chicago.

From the time the Pemiscot left her berth at the Globe yard, through the ice of the harbor here, across the frigid waters of Lake Superior, through the ice of the Soo, St. Mary's river and the Straits of Mackinac, the Globe ship performed in a manner that should bring satisfaction to every worker in the yard.

Skipped by Captain Martin Moe and with a "crew" that included such members as L. R. Sanford, regional director of the U. S. Maritime Commission, Clarence Skamser, Globe president, and Roy McMinn, Globe vice president. The latter three signed as members of the "crew" because of a BMI & N regulation barring passengers.

Ready and waiting long before the time set for the convoy to leave, the Pemiscot finally left with the icebreaker Woodrush from Superior-Duluth Saturday morning, Dec. 30, after it became evident that the other ships in the convoy would be further delayed. The other ships started an hour or two later.

Encountering no difficulty in Lake Superior, the Pemiscot set the pace for the trip to the Soo, and the three cargo ships reached the locks in 29½ hours, considered exceptionally good time even for a summer crossing of the lake.

Met at the Soo by the famous \$10,000,000 icebreaker Mackinaw, the convoy continued on to Lake Michigan.

Officials aboard the Pemiscot marvelled at the way the big ice-



Flagship of the midwinter convoy fleet was the Globe ship Pemiscot. Here the Pemiscot proudly sails out of the Superior-Duluth harbor. Globe workers have every right to be extremely proud of the Pemiscot. Her performance was outstanding all the way down

breaker performed, bringing back stirring accounts of how the Mackinaw chewed her way without difficulty through mighty ice barriers, particularly in the straits of Mackinac.

The convoy reached Chicago Tuesday night, where the ships anchored in the harbor and then were brought in to the dock the next day.

At Chicago, the deck house of the Pemiscot and the other ships is being removed, enabling them to clear low bridges they will encounter on the remainder of the trip to salt water. pontoons will be attached to the hull and the ships will be taken down the Illinois canal to the Mississippi and thence to New Orleans where they will join the mighty American fleet carrying men and supplies to distant war fronts.

### Shipbuilding in 1945 and After

Ship construction in 1945 is dependent on the war needs of the Joint Chief of Staff. Adjustments must be made whenever necessary to conform with military requirements; therefore the present program can not be regarded as final. At the present time the Maritime Commission has allocated a program of 13 million dwt. tons of shipping to be built in 1945, of which 9 million is scheduled for completion by July 1. This includes construction allocations for 226 new ships recently authorized for urgent military needs 1,343 to be delivered in the coming year by various yards allocated as of January 4, 1945.

### Director Reviews Globe 1944 Safety Record

The Labor Management Committee has played an important part in Safety. Seven labor members are members of the Safety Committee. This committee through its co-operation and help, has done a great deal to make the Globe a safer place to work. Accident frequency rate which is well below Great Lakes average.

A good housekeeping contest secured good results. It reviewed accidents for preventive action. Combined efforts enabled the Globe to win first place in its division in the Victory Shipbuilding contest. It received a Distinguished award from the National Safety Council. The Aetna Insurance Company, and the Industrial Commission of Wisconsin have highly praised the work of this committee.—By Harold Andresen.



around THE GLOBE

Published Monthly in the Interest of the Employees of the

GLOBE SHIPBUILDING COMPANY Superior, Wisconsin

Vol. 3, No. 7

January 19, 1945

The deadline for copy on the next issue is February 10. Get your stuff written and turn it in to Al Larson.

STICKING TO YOUR JOB? OR QUITTING?

In the first 9 months of 1944 each month 10% of all employees left their shipyard jobs.

Out of every 10 employees leaving shipyards, each month 6 3/4 QUIT (The other 3 1/4 left because of discharges, military service, etc).

Every time an employee QUILTS an average of 48 hours of work are lost because of getting the old employees off the records, training a new employee, etc. So, these shipyard QUILTS from January 1 to September 30, 1944 caused the loss of dollars: \$23,775,356.

This is Government money, taxpayers' money, your money that is being wasted by QUILTS.

Also, these shipyard QUILTS from January 1 to September 30, 1944 caused the loss of SHIPS:

Thirty-six ships could have transported all supplies for landing operations of 2 armored divisions.

This Is Your Victory That Is Being Put Off By QUILTS

The Grapevine

By Gloria and LaRaine

Back when the days were warm and balmy the noon hour drew out many to bask in the sun. Some of the more ambitious ones engaged in a little friendly horseplay but suddenly the earth caught up with the bench on which the men were sitting. The guppy fish expressions were highly amusing.

"Even a blind hen will find a kernel of corn once in a while." Explanation: "Some of the people are wrong some of the time but all of the people can't be wrong all the time.

We know it's cold these mornings but internal defrosting is going a little too far. The newest method is putting hot water in the drinking fountains. Somebody got their pipes crossed.

When Eunice goes bowling it throws Globe for a loss. After a two

days absence she came to work using the excuse: Stiff from bowling. The guard didn't seem to understand judging from his reply: "I don't care who you are or where you're from but why were you absent?"

The morons have been getting a lot of publicity but what classification do people who lick scotch tape come in?

The many Norwegians in the yard think Clarence Skamser, who is also a good Norwegian, should throw a lutefisk dinner for them. (We think herring would be more appropriate.)

He: "I can read you like a book." She: "Well, you don't have to use the Braille system."

"Will you ever stop loving me?" she asked.

"Well," said the sergeant, "I'll have to be at reveille at 7 o'clock in the morning."

Bowling

By the Guttersnipes—Les and Ralph

We're off to a good start for the second half of the season. Let's keep those big games rolling and averages up all the way out and our bowling league will have a very successful year.

Seems a certain fellow in our league gave the Center Alleys quite a start when he took second money in the handicap tournament recently. Nice going Otto F. Your score gives the rest of the boys something to shoot at.

Week of Dec. 18th was paced with a tie for top three-game total of 566 by Roy Bishop of the Fab shop, taking two games from the Tin shop. Bill Vasssau's total of 566 for the Engineering department also helped take two games from the Electrical shop. L. Beecher's 535 contributed to a two-game win of the Outfitters over the Production department. R. Honkonen with a 525 climaxed the evening for the Cracker Jacks and a two-game win from the Shipfitters.

After all heavy celebrating over the holidays, 1945 starts with the Production department still on the top seat. L. Larson pacing the team to a two-game win over Tin shop, McKeough's 544 gave the Fab shop two from the Outfitters, Al Anderson led his Shipfitters to two games over the Electrical department and W. B. Clark with the top high score of the evening with 590 spark-plugged the Cracker Jacks to take two from the Engineering department. Nice going, Clark. A new member, Fran Johnstone, also did very well with a 584. Welcome to our league, Fran.

Sharpen your sights, boys, for the Big City Sweepstakes Handicap Tournament. It's coming soon and let's take some of the prize money. You've got the mettle. They got the metal. Let's get some of it.

Let's show the same sportsmanship, fair play, friendliness, and good fellowship this last half as we showed in the first half of the season. Then we'll have a season to be proud of.

Here's to bigger scores and averages in 1945.

Table with columns: Team, Won, Lost, Ave. for January 15, 1945. Rows include Prod. Dept., Fab. Shop, Tin Shop, Outfitters, Eng. Dept., Electric Dept., Cracker Jacks, Shipfitters.

High Individual Single With Handicap, Les Larson 263; Actual, Roy Bishop 252.

High Individual, 3 Games With Handicap, Bill Walton 669. Actual, Roy Bishop 643.

High Team Single With Handicap, Prod. Dept. 1046. Actual, Prod. Dept. 991.

High Team, 3 Games With Handicap, Tin Shop 2909. Actual, Fab. Shop 2703.

Engineer Jeers

By A & M

Jean—"What is the meaning of that 'Scotch Muffer' Jim McLean has offered thee? ? ?

The Bowlerettes have a new substitute for their teams. She has black hair, big B-L-U-E eyes and a nice form (in bowling). Oh! her name? (pardon me his) William Flynn.

Arlene Lindenberg is now being called "Stinky" by Jerry Lange. Maybe Jerry can tell us why!

The Drafting room just isn't the same any more. Our Baby has been drafted over to Production. How do you like it Bob?

Mac (Marion McCusker) better watch her choice of words from now on or she may be very embarrassed one of these days. How about that Mac?

Jerry Lange came to work looking like a Glamor Girl the other day. New dress and new hair-do. It looked nice, Jerry. Why did you change it?

Evelyn Klang is rather sad these days. What seems to be the trouble lately Eve? We don't hear you sing "I Dream of You."

Abrahamson has been promoted to Censor of Slips, not ships but SLIPS! Were they nice! Need we ask? ?

Our department has a new girl. She hails from Sunny Florida. Her name is Miss Dorothy Reed. Welcome to our department. How do you like our nice, warm sunny weather?

Table with columns: Team, Games Played, Ave. for V. Rows include F. Johnston, Roy Bishop, L. Beecher, Roy Klein, Bill Vasssau, C. Stouffer, Bill Walton, Pat Flynn, Merrill Thompson, E. Honkenen, Stub Underhill, O. Finell, H. Evered, S. Swanson, M. McKeough, Paul Ede, A. Fitzpatrick, Les Larson, Cliff Anderson, Oscar Moe, Ray Hinkel, Dean Crowell, J. Balaney, E. Hogberg, J. Dann, W. B. Clark, Scott Williamson, R. Andrews, Vic Olson, R. Anderson, A. H. Anderson, E. Hinegardner, Oscar Score, B. Erickson, Carl Anderson, Gale Nelson, Swanstrom, G. Zenel, I. Kofal, H. McIndoo, B. Barstow, L. Roell, Chas. Finckler, Ted Anderson, W. Hagen, George Crow, E. Hard, F. Hanson, Bill Flynn, S. Vattendahl.



# Globowlette

Don't you fellows wish you could come down and watch the girls' league bowl? You don't know what you're missing. All sorts of amazing (and amusing) things happen.

Bev Chapman and her size 10 bowling shoes are really a sight. It's still a mystery—is she pushing them or are they pulling her?

Martha Bannick gives a variety to the scenery in one tan shoe and one black.

The bowling balls don't seem to stay in the right alleys sometimes. What makes them fly across into somebody else's game. Must have something to do with that old proverb—other people's alleys look better or something like that.

Mary Gvora spends most of her time down on her knees. We don't think that is exactly the place to get religion, Mary.

Bev may step all over her own feet but Agnes steps on her hands. That is when it's time to quit.

Seriously, we do see some good form. As Mildred Olson puts it, she has good form but something's wrong with her figure(s). Hum, we'll have to look this subject over, Milly.

## GIRLS BOWLING LEAGUE

Team	Won	Lost	Ave.
Muscatine	39	15	722
Pipestone	34	20	629
Muskingum	29	25	537
Nicollet	28	25	537
Pembina	27	27	500
Pemiscot	23	31	424
Pinellas	19	35	351
Pitkin	17	37	313

Name	Pins	Games	Ave.
W. Crandall	6762	51	132
M. McCusker	4971	39	127
M. Libby	4741	39	121
T. Yanda	5998	51	117
J. Lange	5096	45	113
J. Brovold	5305	47	112
L. Olson	6009	54	111
H. Milefchek	5983	54	110
M. Montreal	5310	48	110
D. Olson	4933	45	109
C. Wangles	5557	51	108
M. Dvbedal	4655	43	108
M. Gaeletterre	324	3	108
E. Rory	5062	47	107
M. Warnack	4764	45	105
M. Olson	5697	54	105
M. Mversak	5315	51	104
B. Chapman	1844	18	102
G. Ferdon	5189	51	101
M. Gvora	3967	39	101
D. Nelson	4556	45	101
B. Wheling	3629	36	100
E. Klang	2421	24	100
V. Dixon	5344	54	98
J. Bartley	2974	30	97
A. Cronin	5254	54	97
M. Parsons	2558	27	94
C. Swanson	1703	18	94
G. Bloxham	1690	18	93
E. Hughes	273	3	91
E. Paradise	3157	36	87
A. Lindenberg	4042	48	84
V. Seline	2981	37	80
J. Holmberg	230	3	76
E. Knoll	2079	30	69
J. Stewart	829	13	63
J. Anderson	3775	48	78

JEANNE BROVOLD, Secretary.

V

## Is There a Chance?

The young parson had taken for his text at his young men's class the parable of the wise and foolish virgins. In conclusion, he said:

"Now young men, which would you prefer? The five wise virgins with the light, or the five virgins in the dark?"

The vote was unanimous.

# Globe Officials Make Trip on Pemiscot



In order to make the epic midwinter convoy voyage down the lakes, two Globe Ship officers had to sign up as seamen. A ruling by the Bureau of Marine Inspection and Navigation barred passengers, so the company officials made the trip as members of the crew, along with L. R. Sanford, regional director of the Maritime Commission. Clarence Skamser, Globe president, and Roy McMinn, vice president, and Regional Director Sanford are shown above as they received their sailing "Books." Left to right are Skamser, a navy officer, Ensign Richard F. DeTar, Director Sanford, McMinn and Yeoman I/c C. Giesner.

## Blow By Blow Report of a Cargo Trial Run

We couldn't go on the trial run of Hull 118 but Fred Olson's report is the next best—making it possible for us to observe, with those present, the happenings of the trip from beginning to end.

We left the dock at 9:00 a. m. Engine turning over slow. We stayed at slow speed until we were about half way to the aerial bridge. As we passed under the bridge they stepped her up to one-half speed ahead.

It is now 10 a. m. and we are out in Lake Superior. I see a Butler boat out ahead of us. Going to eat breakfast now. Anton standing by boiler. Everything going along fine.

Had my coffee and toast. Couldn't eat my eggs, they were too old!

Started fire pump for a general wash down. Pressure at 60 pounds.

I just filled the sanitary compression tank—set pressure at 50 pounds. We are now at full speed ahead at 10:15 a. m. Was just up on deck to check up with the wash down crew to see if they had enough water pressure.

We are now having our steering gear tests. The lake is nice and calm. Nobody should get sea-sick today. We lost the Butler boat. They are staying close to shore. Everything is going smooth so far.

10:45 a. m. Astern steering tests

now under way. Full speed astern. Cold lake water rises in sea chest vents up as high as upper sea chest at 175 R.P.M.

I don't notice any unusual vibration as yet. The most vibration is in the aft end of shaft alley and that is mostly loose floor plates. It is now 11:00 a. m. At 11:15 the astern steering test is over. Now full ahead at 175 R.P.M. At 11:45 a. m. we stopped for anchor windlass test. We are abreast of Knife River. This boat is not as fast as a Corvette. Everything O.K. up to now.

They are going to start evaporator when they start the six-hour endurance run. Going to grab myself a bite to eat while I got a chance—12:00 noon.

12:30 p. m. Dan started evaporator. Anchor is stuck over side. We are at a standstill. Boiler seems to be doing O.K. as yet. Nobody taking any readings so far.

Had trouble with the anchor windlass—finally got under way at 1:50 p. m. First reading at 2:00 o'clock was just announced. Six-hour endurance run is next. Second reading at 3:00 p. m. Donkey boiler develops black smoke. Cleared up immediately by adjusting air. Smoke all clear now.

4:00 p. m. Everything going along good. We will soon make our turn around one mile east of Split Rock light. Butler's boat just made the turn. They are in closer to shore.

4:30 p. m. Fuel pump on boiler

froze tight and burned up a fan belt on us before we could shut off boiler. Fixed up and going again at 6:00 p. m.

Going to eat supper now. Good thing heat is back on ship and everybody is happy again. Hope the fuel pump doesn't freeze up again.

We are into our overload run now—185 R.P.M. Still going strong. Going to stop the engine at 9:00 p. m. to pull the doors off for crank inspection. Then it will soon be over. Things are shaping up very good. I hope we get the broom.

9:45 p. m. The engine doors have been taken off and we are going in now. Everything seems to have been O.K. Gordon Falconer examined all the cranks and bearings. Soon we shall know how we made out.

10:15 p. m. We are now inside the Superior entry and our trial run is over. THE BROOM IS UP and everybody is happy.

—Fred Olson, Foreman  
Piping Dept.

V

## Add Definitions

A gossip is a person who talks to you about others.

A bore is a person who talks to you about himself.

A brilliant conversationalist is a person who talks to you about yourself.

A wife is a person who talks.



# 'Cleaning Up' the Yard

By Lin Anderson

**DON'T FEEL SORRY FOR THE GLOBE!** Froemming's last paper dated December 31 carried the following headline: "YARD SETS NEW RECORD (SORRY GLOBE)." Well, at last we have a little competition! It was beginning to get monotonous. You folks at Froemming yard need not feel sorry for GLOBE as we broke the last record without half trying. Now we will show what we can really do! We do congratulate Froemmings for doing such a fine job in beating our record by four days. The friendly spirit of competition between the two yards makes it all the more interesting.

\* \* \*

To watch the last minute finishing work in getting a ship ready for delivery is unbelievable unless you actually witness it. Carpenters and electricians working like mad, pipefitters making tests for leaks, painters putting on the final touches and all other trades working full speed. After working day and night for over a week to get systems installed and tested and ready by the deadline, the men are pretty exhausted. We asked some of the men if they were tired and we were politely informed that they were past that stage but they plugged right on with their jobs.

Amazing how a Donkey Boiler can be spread all over the engine room floor, a hopeless mess, and then in a half hour the nimble fingers of Fred Olson, Tony Bjorklund and Erwin Masek have it all assembled and WORKING. Someone says, "ship's heat is on" and all is well.

Fire main, the last and most stubborn test, was completed at 10 o'clock P.M. Saturday night. Bill and his weary crew left the ship at 1:00 in the morning, having finished the last of their jobs. The next day, Bill Kable and family left for a week's visit with his folks at home in Neenah, Wisconsin, to take a well-earned rest.

We do not forget Tom Fleming, Maritime Inspector's fine co-operation. He was called out at all hours during the night to make necessary inspections.

There was a greater feeling of security among the crew who went with the SS PEMISCOT on its mid-winter trip down the lakes when they learned that an emergency boiler had been installed in one of the cargo holds with an ample supply of coal alongside of it. We are glad that our people here in the Globe Yard had enough foresight to provide such security in the event of unforeseen trouble. Even though it may not be used (and we hope it will not be necessary), it seems that our department heads do everything in their power to prevent any haz-

ards and to make it safe for our men.

The installation of the emergency boiler was a dandy job and, believe us, it was a fast job. Harold Evered's men and also welders were repairing it and it passed inspection in the afternoon. The PEMISCOT left our Globe Dock at 6:00 P.M. for Duluth and the pipefitters, Art Love, Robert Reiten, Enoch Christenson, Frank Smith, Sig Peterson and R. Lee Pratt, under the direction of Jack Dietz, stayed right on the ship to connect it up. The sheet metal workers and the rest of our men pronounced the job done at 1:00 o'clock in the morning. As always, when a ship leaves the Globe it is a complete job and well done.

\* \* \*

**Don't forget when Tony Halvorsen launches the next ship it will be the twenty-fifth hull launched in this yard.**

\* \* \*

**DIPLOMA:** This is to certify that Bert Correll has mastered the art of linoleum laying, also cabinet work, and is now qualified to go into general contracting at Rice Lake, Wis., providing he does not wear overalls.

(Signed) P. O. Gustafson,  
1935 Kent Road  
Duluth, Minn.

\* \* \*

What should a fellow wear, an apron?

\* \* \*

Mr. John Wright announces that he is planning OPEN HOUSE very soon now. He has placed an order for some of the "White Father's Passion Wine" which will be served to all visitors who come in to survey the handsome remodeled quarters.

\* \* \*

Better not ask Hank how he feels today. The answer would be, "picky." Due to circumstances beyond his control he was forced to wear his red flannels, and no wonder, after learning what happened to some of the girls during that —21 degree weather we had. There were a number of frost bites treated in the First Aid Department, including first aid to Elaine Knoll and Martha Libby (she was just married so we make allowances for her—still in the clouds). And also Dorothy Erickson in the Maritime office suffered quite severe frost bites.

\* \* \*

Bill Earhart and family express their appreciation to the many friends in the Glabe Yard for the donation received by them when they lost their livestock and barn in a fire recently.

Attention: Mrs. Pete Ostrom. This

—V—

Did you wake up today with a smile? If not, try it tomorrow.

is to assure you that Pete was on good behavior while you were gone. Passing through the clock house the other day we overheard him telling some of the fellows, "I'm a good bachelor, I stay home nights."

\* \* \*

First word reaches us from one of the Pemiscot crew, we quote: "Here we are somewhere out in the middle. No land in sight. Colder than blazes and trying to fix up to a good snow storm. Passed up quite a few fields of floating ice this afternoon. There is a Southeast wind blowing and maybe this ice comes from Kewanee Point. Hope we don't have too much of it. Will mail this at the Soo and when you get it you can figure us to be somewhere in the Straits of Mackinac, heading for Lake Michigan. So long, regards to all."

(Signed) Fred Olson.

\* \* \*

Art Bergmarker and family wish to express their sincere appreciation to the Globe employees for the beautiful flowers received at the time their father, Fred P. Bergmarker, passed away, December 11.

—V—

## Maybe Guy That Wrote This Has Got Something

We see it every morning,  
It happens every day,  
Public file of pretty girls  
Go carefully on their way.

They march straight down the aisle  
Then mount a flight of stairs,  
Where the powder room awaits them;  
They then go in: in pairs.

Perhaps the journey's long and rough,  
Or the stairs are dark and lonely,  
But two by two they always go  
To the place marked "ladies' Only."

The Leadman rages and pulls his hair,  
The foreman is torn with grief,  
The day's production goes to hell  
While the girls go on relief.

The only solution I can find  
Is to fire every man  
And move the whole damn shipyard  
Into the ladies—restroom.

—V—

## Propeller Club Annual Dance on February 10

There'll be a big delegation from personnel of the Globeship at the annual Propeller club dance to be held February 10 at the Hotel Duluth. Dancing from 9:30 to 2 a. m. and the ladies will be presented with corsages between 9 and 11 p. m.

Carl Freed of Superior is the president of the club which is a Twin Ports organization. Elmer Hard is in charge of the ticket sales in Superior.

## HERE and THERE

Smitty (welderette) was all smiles when she returned from her New York trip. Super sez she.

We should all be mighty proud of the Pemiscot, Hull 122. Built by Globe. Manned by Globe men. The flagship of the convoy.

Hear that Welderette Ann still has trouble rolling her own cigs.

Houdini (Vic) from 123 with Charlie as a partner has everyone stopped with his 41c disappearing trick.

Pvt. Jack Meisner, former Assistant Shop Foreman, visited us the other day. He is now in the air corps.

Hogberd and Flakenberg used some time off to good advantage by practicing bowling—and too, there was a little matter of a lost jacket and lunch pail.

Congratulations to Mr. and Mrs. Russ Ellis. They are the proud parents of a baby girl.

A bee hive is a quiet place compared with 123—it's really buzzing.

Many times we marvel at our woman's counselor, Mrs. Bolton. She handles everything from "soup to nuts," like a Solomon.

—V—

## Storeroom Tales

By VAL

Last month our Storekeeper, Elmer Theriault solved his post-war plans by purchasing a restaurant and departing from our midst. The best of luck Elmer—we will miss you. Walter Karling is now our new Storekeeper, and filling Elmer's shoes to everyone's satisfaction. Keep up the good work, Walt.

The dead-line for last month's paper came too quick, so the deer hunting scores had to wait. Our mighty hunter and fisherman, Clyde Stouffer, got his and Ed Quigley got a beauty in Minnesota.

Would you believe it—during the holidays Walt Olson was on the prowl for—of all things—mistletoe! He was going to use it on—you know who. All right, girls, don't push, the line forms at the right.

The Storeroom Xmas party turned out with a good laugh for all and Omer Blodgett got the prize package.

Below is a little something from the boys behind the counter to you fellas in the yard:

**"The cooperation from all sides, at least from three sides is grand, but why? When we in the Storeroom have 6' inside reading rules—do the boys on the outside want 6' outside reading or visa-versa?"**

**Anyone can call at the Storeroom with the winning answer. All kidding aside, we will do our best, the bunch of us for the bunch of you."**

Bye for now—see you next month.

Donor: Raymond Bourgeois, 2002, Park Falls, WI  
CANAL PARK VISITOR CENTER  
COLLECTION, Duluth, MN