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## Riverside review (Vol. 1, no. 10, January 1919).

Duluth, Minnesota: McDougall-Duluth Co., [s.d.]

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**JANUARY, 1919**



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JULIUS H. BARNES

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A. T. BANNING, JR.

WARD AMES

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 JULIUS H. BARNES, Vice President.  
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 A. T. BANNING, Jr., Secy. and Counsel.  
 A. MILLER McDOUGALL, Treasurer and General Manager.  
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 ROBERT CURR, Asst. to Chief Engineer.  
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 C. B. SHOVAR, Acting Chief Draftsman.

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 WM. E. CULKIN, Safety First.

**Training Department.**

W. SUMNER COVEY, Chief.

# Riverside Review

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## McDougall-Duluth Co.

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Vol. I. No. 10.

JANUARY, 1919.

\$1.00 a year; 10c a copy

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### F. A. SUTHERLAND

When the Civil war began in this country there was in Montreal, Canada, a brave Highland Scot Lieut. Sutherland of the 93rd Highlanders. He was from Aberdeen and was in charge of army supplies for the British government. He was frequently in New York and like other British officers, was urged to help the North in drilling troops. With others from Canada he enlisted, fought at Second Bull Run, was wounded and sent to Andersonville prison.

The persistence of his wife who brought to bear the influence of the British government, gained his release, though through crossing trails while she was on the way from Washington with orders for his freedom, he was saved from death only by rare good fortune, having been ordered by his captors to be shot.

Of such stock is Mr. F. A. Sutherland, Superintendent of the McDougall-Duluth Engine Works, Lieut. Sutherland being his father and his mother was from the Lowlands. Mr. Sutherland was born in Montreal in 1869, where he attended school. When he was 11 years old his father died from the effects of his wound. When he was 15 he became an apprentice in the works of the J. & W. Lawrie Engine Company, manufacturers of engines, including the marine type, and of other machinery.

As was the rule he began at threading bolts and topping nuts and at other like work "where there was the most grease." He was paid \$1.50 a week and five cents of each dollar was held back to the end of the year to be then collected—perhaps. The apprenticeship term was five years and the fifth year the pay was \$6 a week. Finishing his apprenticeship, he went to Boston in the Boston & Albany railroad works, and three years later to the Gordon, Storovell Co. Marine Engine works at Philadelphia.

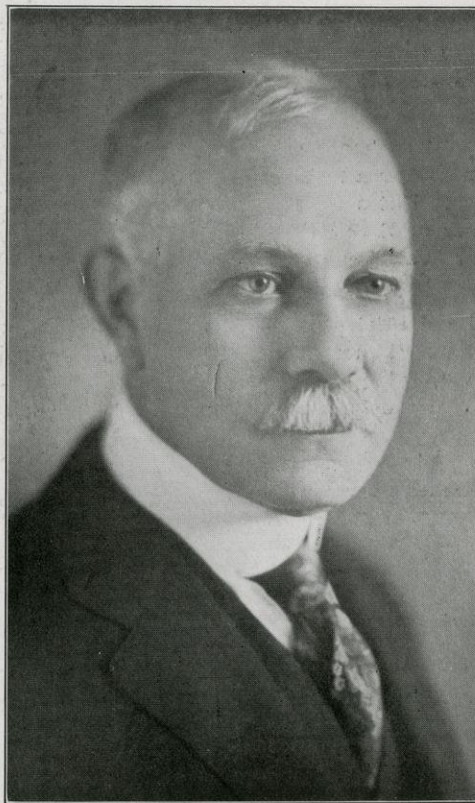
In 1889 Mr. Sutherland entered the Fraser & Chalmers works at Chicago, which later became the Allis-Chalmers Co., probably the largest engine and mining machinery producing organization in this country. Here

he remained for 20 years as Foreman of the Erecting department, head of the Inspection department and Erecting Engineer on outside work.

When the consolidation took the company to Milwaukee, Mr. Sutherland became Master Mechanic of the Illinois Malleable Iron Company at Chicago and then Foreman of the Mill and Lumber Company of the same city, coming from there to Duluth as Superintendent of the McDougall-Duluth Engine works, Polk street, to which he now adds the superintendency of the new works at Riverside, built and equipped under his personal supervision.

Getting things done without making any fuss about it, an orderly and methodical mind, quiet force and an exceptionally pleasant manner are characteristics of Mr. Sutherland, which are reflected all through his organization and working force. In the new works as each machine has been put in place, it was put at work. The big building has been like a hothouse with places ready for seedlings and so on to the flowering plant. There have been the vacant emplacements and machines in every stage of erection, while others were doing their regular work.

Every day has seen some machine started and there has always been the job ready for it. Mr. Sutherland began "where there was most grease" and ever since he has seemingly made a specialty of avoiding friction or delay by a plentiful use of the oil of good management and complete mastery of the tasks ahead. The Sutherland home is at West Duluth, convenient to the Polk street plant. He has two children, a daughter at home and a son in the government service in Panama.



F. A. SUTHERLAND

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And again we wonder how much time the average returned soldier will have for the kind of religion preached by the minister who claimed exemption from military service because he was a theological student?—*Emporia Gazette.*

## SAFETY FIRST

The McDougall-Duluth company desires not only to build good ships and send them out to the seas prepared to do their share of the world's carrying trade, but it wishes that its men build these ships with a minimum of accident and consequent suffering to themselves and those dependent on them.

Everyone knows that accidents happen in the best regulated families, and that in a great plant like this in which more than 2,500 men are carrying on all kinds of crafts casualties may occur. There is a little hazzard in everything from the tossing of a red-hot rivet to launching a ship, from unloading a sheet of steel to dropping an anchor.

But to date the casualties at these great works have been very minor with a few exceptions, and the management is earnest in its endeavor to better this good record. While injury to a worker is costly to the company, in standing for care it does not place that idea first.

It regrets on humanitarian grounds to have any of its men injured and suffering and their earning power destroyed even for a short time by some slip by the injured man or one of his co-workers.

The soldier on the battlefield must take a chance and our boys in France took that chance in so fine a fashion that the world takes off its hat to them. **But a worker in this shipyard never need risk his life or limb so far as it depends on his own action. There is always a safe way of doing everything.**

But a worker, be he ever so careful and efficient, and the efficient man is always careful, must often take a chance on another man's conduct. In carrying a sheet of steel for any purpose the most careful must rely on the care of others aiding in that work. A careful man must pass under a scaffold and rely on the carefulness of the man above him not to drop a wrench or rivet on his head. The passer of rivets must rely at times on the care of the heater. Most workers must rely on the care of the toolmakers.

Therefore, it is every man's duty not only to look out for himself but to care for his comrades. It isn't pleasant for a man to have it on his conscience that because he failed to hook a rope on a sheet of steel swinging from a crane that a mate was struck down. The men in these yards as a rule appreciate these things, and most of them try to avoid accidents.

The foremen can do a great deal in this field. Safety first should be their rule. This they realize. When a man must do anything that may be dangerous, the foreman, ordering the work, should see to it that every precaution is taken.

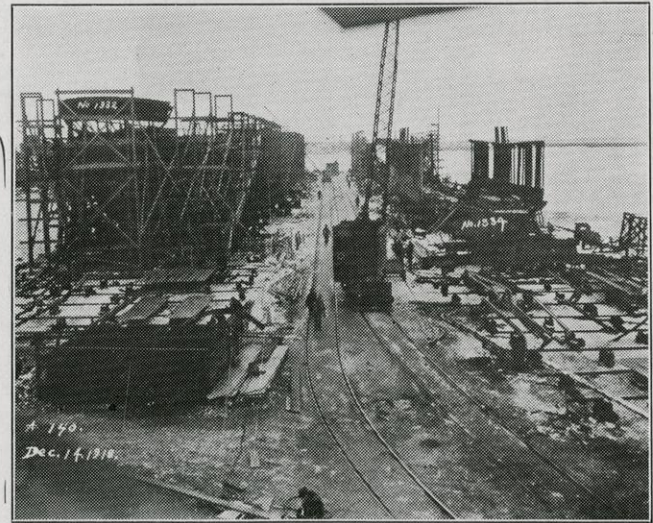
The safety men distributed through the yard should put in a word here and there, taking precautions in advance and aiding the foremen all they can. In fact safety makes work go on more rapidly. Men know where danger is and though they chance it often, they work with less zeal and confidence when they fear an accident. **The foremen at this yard realize these things and do not fail in their duty.**

As to the men who handle the tools, they should keep themselves in condition, have their eyes and ears open and their senses about them all the time for the sake of those dear to them and for the sake of their mates even if they are so unwise as to forget themselves.

The safety men must by gentle pressure, good naturedly but persistently applied, press for carefulness in everything about the works. Theirs, is really a noble calling. It is a kind of religion to aid, help, and educate their brethren. Their work is unselfish and for the most part unpaid.

**The Safety Button should be a symbol of brotherhood.** Our hundred safety men through the yards should be most effective. They are the eyes of the safety chief. **They spy on no man. They watch only conditions and methods that may be dangerous. They know that the careless method which has got by without an accident for a thousand times is likely to do damage the thousand and first time.**

Care and moderation, good judgment and foresight on the part of all, will make these yards safe for its workers, give pleasure to the management, prosperity to the business, and perpeuate the good name of the McDougall-Duluth Company.



**Slip A. One of the New Slips built in 1918 in the Plant Extension from four to nine Ways.**

The Huns will never entirely appreciate Kaiser Bill until they begin to foot his war-bill.—Columbia Record.

Retribution for Germany presents the biggest problem in penology that the world ever studied.—Venanzo Herald.

Germany has found a substitute for everything else. It shouldn't be hard to find a substitute for the Kaiser.—St. Louis Star.

## RIVERSIDE SCHOOL OF SHIPBUILDING.

Mr. Robert Curr, Assistant to the Chief Engineer, has organized a class in hull construction. There are about 75 members and they meet twice a week on Monday and Friday evenings in the auditorium. This class will be helpful to all the craft as Mr. Curr will lay the broad foundation for all shipbuilders. He will cover what all shipworkers should know—the sum principles of ship construction.

The first lesson is illustrated by the drawing on this page. It shows a part of the hull design with the names of all the parts, their place, purpose and meaning. This was given to the class on a 1/2-inch scale and they were required to reproduce it reduced to 1/4-inch scale. This impressed relative dimensions.

Every shipworker, should study this illustration, read the names of the parts given, locate them and save this sheet for reference. It may be very useful.

### KEY TO ILLUSTRATION.

- A—Keel Plate.
- B—Garboard Strake.
- C, D, E, G, H, J, K, L, M—Strakes.
- N—Bulwarks.

No. 1—Center Keelson. Composed of one plate, double top and bottom angles, and vertical angles for connecting floor plates and floor brackets to center keelson.

FLOORS—Solid Floor. Composed of one plate frame, floor angle and intercostal girder angle.

Intermediate Floor. Composed of items 2 to 6 viz:

- 2. Frame channels.
- 3. Tank top channel.
- 4. Floor bracket to center keelson.
- 5. Floor bracket to tank margin.
- 6. Intercostal vertical channel.

INTERCOSTAL GIRDER—Composed of flanged plate on top and angle to shell on bottom.

TANK MARGIN—Composed of continuous flanged plate E, continuous angle, floor angle 8, and topside frame bracket angle 10.

TOPSIDE FRAME—Composed of bottom bracket plate 9, bilge angle top channel 11, beam brackets 12 and 13.

TANK TOP—Composed of plates A1, B1, C1 and D1.

BEAMS—Upper 14 and 14A, lower 15 and 15A.

LOWER DECK STRINGER 16—Angle 17, Shell Clin 18, Hatch Bracket 19, Hatch Girder 20, Hatch Coaming 22, Tie 21.

UPPER DECK STRINGER—Angle 23, Plate 24, Plating 25, 26, and 26A.

STANCHIONS—27. Bottom Brackets to Tank; 27A, Bottom Brackets to Lower Deck; 28, Double Channels; 29, Face Plates; Top Brackets, 30 and 30A.

BULWARKS—N, Stanchion and Braces 31. Rail 32.

HATCHES—Composed of Coaming Plates 34, Coaming Angles, Channels 29, Half Round 33.

The second lesson was given on the 9th inst., showing on the blackboard how to reduce the midship section from the large to the small scale, and the lines to use.

The 16th inst. drawing by pupils and details and design were explained on the blackboard.

The 19th inst. was taken up in getting the pupils started on a set of lines and explaining the designing of a ship, as well as drawing the sheer plan on the blackboard to the same scale as the drawing, and explaining how to do the plan work.

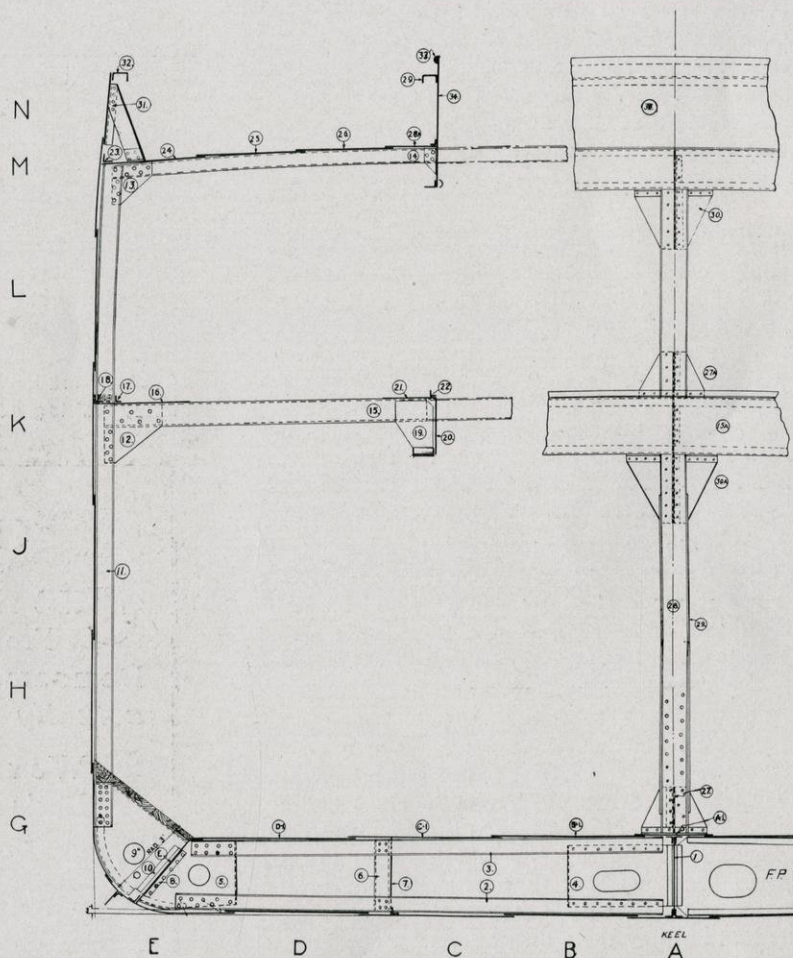
Dec. 23, drawing by pupils and explaining on the blackboard the ins and outs of the half breadth plan.

Dec. 26, drawing by pupils and example on the blackboard of how to lay out the body plan.

Dec. 30, drawing by pupils and explanations of different parts on the blackboard.

The subject for lessons will be taken from the latest vessels begun, and the work explained by stages of construction. Every part of the vessel will be discussed, and shown on the blackboard; No. 1853 being taken as an example from the keel to the finish. The pupils are requested to visit 1853, watch progress, take notice and ask questions at the Class, which will be answered, and the best methods for doing the work explained, as well as the cost of same given.

The tools needed are: One scale, one triangle, T square, one compass, one combined eraser, one soft and



one hard pencil, one bottle of ink, and one drawing pen. Cost \$3.50.

See Mr. Covey regarding joining the class, and tools required. The Company will supply paper, curves, weights and splines.

**Drawing Tools**—A young man thought he might buy cheaper drawing tools at a Second Hand store. He asked the storekeeper "if he had any drawing tools." "Sure," said the storekeeper, and he fetched in a box of cork crews.

## TRAINING DEPARTMENT.

A most interesting and instructive talk for the foremen and all those in authority in the yard, on "Foremanship and Yard Management" was given on Friday night, December 13, 1918, at Riverside Hall by Mr. J. S. MacGrail, of the Barber staff of production engineers, of the Emergency Fleet Corporation.

Mr. MacGrail showed not only a most intimate knowledge of his subject but likewise a very pleasing and winning manner, together with a wonderful grasp and understanding of human nature.

His remarks, although to a very great extent general, were right to the point, and drove home, I venture to say to every man present, the fact that at some place in his work he was weak, and that a special effort on his part was necessary to rectify it.

That the talking was most interesting as well as beneficial is best testified to by the large number present, about 140, the strict attention that was paid to everything said, and the unanimous decision of all concerned that they "wanted more."

The McDougall-Duluth Company, and I am sure every man present, feels that they owe Mr. MacGrail a vote of thanks, and that he may return to us later on is our sincere hope.

### TRAINING DEPARTMENT PHILOSOPHY.

The "Shipyard Special" of 14 coaches filled to capacity with a contented but tired humanity pulled slowly away from the yard. Just as it was well started a gripping of the brakes was distinctly felt and the train came to a sudden stop. A wait of a minute or two then a quick, short jerk ahead that started everybody standing pell-mell for the rear, followed equally as quick by what must have been the "Emergency" for the forward end of the cars immediately became the vantage point. A loud roar of laughter with much comment followed, and above the din was heard "What to h—— is the matter with the engineer?" A chap wearing a badge on which a large star and the letters T. D. could be plainly seen immediately made reply—"Aw, give 'em a chance fellows, he's learnin' too."

A. L. Gordon, G. Aberbrunner and A. Thorstad, the riveter, holder on and heater respectively of a riveting gang in the Training Department, the second day they were under training drove 466 rivets in eight hours on hatch strong beams. These are \$6.00 a hundred rivets, which means an earning capacity of \$27.96 for the gang for the day. We trust that they will continue to show the same aptitude, in which case their earning power will be limited only by their own efforts.

That most of the boys in the yard appreciate and are fully alive to the advantages to be obtained from the various evening classes now under operation is clearly indicated from the attendance records.

Shipbuilding in this country is just in its infancy, and to the man "who knows" the chances for advancement are unlimited.

Never before in the history of industry has there been the opportunity to learn that employees of the McDou-

gall-Duluth Company are offered today. There are absolutely no restrictions except an earnest and sincere desire to get ahead. To such men every assistance will be given.

If you have not enrolled in one of the groups, pick out the one or ones which interest you most and start in at once. If you delay it will be impossible to overtake them. All classes start at 5:30 P. M., three-quarters of an hour after the whistle blows, giving you plenty of time to get a bite to eat, and you can be on your way home by 7 to 7:30 o'clock.

The following classes are open to all:

Hull designing and construction class including some drafting, under the direction of Mr. Robert Curr, assistant to the chief engineer, meeting every Monday and Thursday evenings at 5:30 for an hour and a half. This class offers an excellent opportunity to obtain first hand knowledge from a practical shipbuilder on general hull construction.

Oxy-Acetylene cutting and welding class under the direction of Mr. H. C. Carby, who is in direct charge of all Acetylene work in the yard. This class meets every Monday from 5:30 to 7:30 P. M.

Engine Drafting and Installation class meets every Wednesday night, 5:30 to 7:30. Mr. W. A. Campbell, Assistant Superintendent of Installation, has charge of this group and with his intimate knowledge of the subject thoroughly practical information will be obtained.

The Mould Loft and Shipfitters class under the direction of Mr. Robert Auld, meets every Friday night from 5:30 to 7:30. Practical instruction on laying out of the ship, making of templates, etc., will be taken up.

## OUR PART

**T**HE next best thing to being in France actually fighting for Democracy is being in the factories *actually working for Prosperity.*

**We are all links in the chain.  
Let's do our part.**

**Work for good times all the time.  
Give whole-hearted effort wherever  
we are.**

**The Worker is important.  
The Employer is important.**

**The freedom of each depends upon  
the co-operation of both.**

U. S. DEPARTMENT OF LABOR.

W. B. WILSON, Secretary of Labor.

### INVENTION DIVISION.

As announced in this division of last month's issue, the McDougall-Duluth Company is very anxious to cooperate with its employes in the mutual development of any idea along the lines of improvement which the latter may produce.

Mr. Edison has recently said: "The business firm which does not now study the rapid adoption of more automatic machinery in both office and factory will find itself unable to compete in the world's markets."

This being true, the necessity of co-operative combination of hammer and pen is obvious.

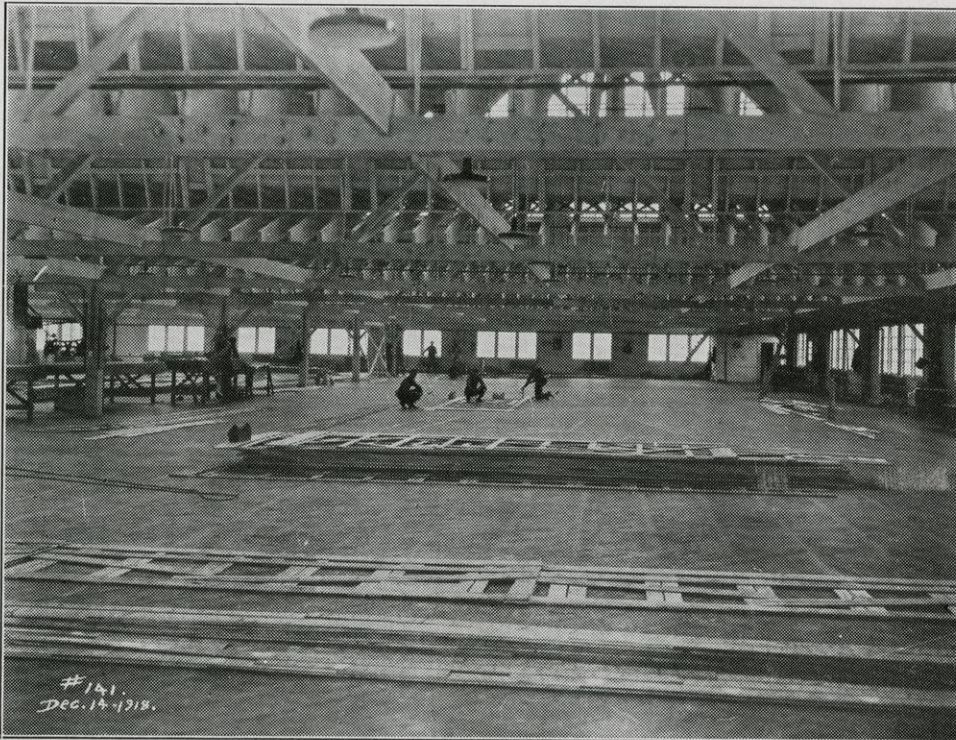
The writer is authorized to say that the McDougall-Duluth Company stands ready to pay all expenses for experimenting, developing and patenting any ideas sub-

Hours when I can be interviewed at the plant will be announced later. S. GEO. STEVENS,  
Melrose 3125. 1205-6 Fidelity Bldg.

### PRIMARY AND NIGHT SCHOOLS.

Dr. K. J. Hoke, Superintendent of Duluth's schools, showed his interest in Riverside by a personal visit here the past month. His purpose was to arrange for opening a room for the primary school grades that the little tots would no longer have to go to Morgan Park.

He had a conference with Mr. A. Miller McDougall and Mr. Lambert and it was arranged to use a room adjoining the Auditorium which he found well adapted to the purpose. Dr. Hoke also discussed with Mr. McDou-



### MODEL LOFT.

The mould loft is the heart of a shipyard. No man can really be a shipbuilder or understand ship construction who has not served in the loft. It is there on the floor all the patterns for every part of the hull, are made to full dimension. There every rivet hole is marked and every other feature of hull construction.

The mould loft of the McDougall Duluth yard is the second floor of the new Punch Shed building. It is a huge unobstructed floor as shown in the cut, made light as day by a series of windows running the whole length in the saw-tooth roof. The patterns made there from heavy paper or light wood are used in fashioning the steel plates to fit together making the completed ship.

mitted to it through the Invention Division and approved thereby.

The company is further willing to pay an adequate sum, to be determined and announced later, to the inventor for any device or idea which, after being patented, is used by the company and if the invention is of sufficient merit to justify further compensation to the inventor, equitable means will be provided for such adjustment.

If our ear is to the ground, now that war is over and we are down to commonplace affairs once more, we will realize fully that the race is on again faster and fiercer than ever for the survival of the fittest and not only the fittest, but the smartest, as room for the thoughtless and shiftless will constantly become more and more cramped.

If you have an idea which you think is worth patenting or need any advice on this subject, do not hesitate to make your wants known to the Industrial Department or call the writer direct, as his services are absolutely free to you either during the day or evenings by appointment.

gail the desirability of offering courses in night schools, adapted to the vocation of shipbuilding. He had a subsequent conference with Mr. Covey of the Instruction Division.

It is confidently expected that such courses will soon be offered if enough of the men want to take them to warrant this. This would give the Riverside shipbuilders the chance to take work that would perfect them in their crafts and give them a broader knowledge of shipbuilding. It is exactly what Scotland does for its shipbuilders and what has made that country the leader in this great industry.

It is intended to have this feature included in planning the new Smithville school building, but courses will probably be offered in other schools this winter if the men ask for them. In the meanwhile it is proposed to have a vocational survey made of the allied crafts of Riverside by experts to determine just what these courses should include and how they should be arranged to give the greatest value to the men.



## SOME HEALTH.

By DR. FRANK LYNAM.

There are a few errors common to the public mind concerning the diagnosis and treatment of some of the more common afflictions that we seem to be heir to that I am going to mention. In the first place poultices do not draw poison from a wound; having got my courage up to say this much, I will add that they not only wont draw poison from a wound but they wont draw at all, not even the one that drew the nails from the man's shoes out of the boil on the man's neck; there was some error of observation.

However a poultice does produce heat and moisture. It softens the skin so a collection of pus will quicker come to the surface, also by lessening the tension of the skin relieves pain. But it wont draw: so don't use some disgusting concoction on a surface when clean cloths or absorbent cotton wrung out of water is safer and cleaner.

A cold is always a fairly serious thing, but a cold plus popular remedies is positively dangerous. A cold almost invariably starts as an infection in the nose whether the first symptom that a person is aware of is there or not; also many other diseases as pneumonia, influenza and diphtheria have their origin at this same source.

Now the average person doesn't seem satisfied with this much trouble so hunts for more by taking a lot of laxative thus upsetting a perfectly good digestive system, the idea being that the poison of the cold is got rid of this way. The only trouble is that the poison of the cold isn't here and you can't get rid of it this way, but you can weaken your resisting powers and catch most any disease that may be prevalent. Whiskey, quinine, aspirin, hot baths, hot drinks, sweats and a few others too numerous to mention come under the same heading; I mean as cold cures. I don't mean to say they haven't their individual uses.

One of the Government Bulletins has advised as a preventive to Influenza that a person irrigate the nos with a solution composed of salt and saleratus, each a level teaspoonful, to a pint of quite warm water. This can be best done with an "ear and ulcer" syringe, the nose being thoroughly washed out with it. I have used this for the last four years and found it the most satisfactory remedy not only for curing a cold, but especially for stopping one, when used at the very beginning. Also it is well to gargle the throat with the same solution used quite hot.

My advice is don't dope a cold. Vaccines are being worked on at present, both for colds and influenza, but nothing conclusive has been brought to light so far, although they have been quite widely used and extolled by some doctors. In fact the last experiments by the government seemed to point to the fact that the Influenza germ has not been identified yet, let alone making a vaccine from it. The Government has not encouraged the use of them so far.

Catching cold in a sore is another one of our "hand downs." As a matter of fact, you couldn't catch cold in a sore or cut if you tried to, even if you put it in a snow bank. So called catching cold in a sore is simply getting pus germs in it, and in the majority of cases they are from our own skin. The remedies for this are mostly dangerous—as salt pork and such; but fortunately Provi-

dence has made us "fool proof" in many ways. Very few of us meddle with a watch when it wont go, simple as that mechanism is. It may take very little to make it go, but you can't go after it with a jimmy. Yet the same persons will tell you what to do for almost any trouble, not knowing what the trouble is and not knowing the action of the thing they are advising.

Rust is another badly abused substance, especially in the form of a rusty nail. There is some excuse for this, the rust, however, is harmless, but the germ that produces "Lock Jaw" grows in damp places away from sunlight and best where there is no air. So a person stepping on a nail here is pretty apt to step on a rusty one, and a nail is a mighty good thing to place that germ away from air and sunlight in a person's foot and trouble begins and real trouble.

Boils come from the outside. They are pus germs generally rubbed in by friction as on the neck, wrist, or where we sit. They do not come from bad blood, though a rundown condition would make a person more susceptible to them. They do not purify the blood or the disposition; as a rule they do no permanent harm, except to the disposition. Another fallacy is that you can't move the different parts of a limb with a broken bone. You can move them unless the nerves are severely crushed; it would make it much easier for the doctor if the fallacy were true.

Swelling in injuries and fever in sickness are two more of our bugbears. Both are necessary to our getting well. Typhoid fever, appendicitis or any blood poisoning of any severity without fever is generally fatal. Fever is simply a manifestation of our resistance to that disease and seldom ought to be brought down by drugs. The fever is often an indication of the severity of the attack.

Swelling is another phase of nature's curing. There is undoubtedly some swelling in every bruise we get. It simply means a slowing of circulation to give more time for nourishment to be taken from the blood, to build the part up. To a certain extent the more swelling in the beginning, the greater the injury, modified somewhat by the location. Swelling is greatest usually on the head and face because the circulation is best there and the cure is quickest, while on the legs especially below the knees the swelling is greater on account of the blood gravity and healing is slower here. At any rate swelling in itself is all right.

Why pneumonia has been so prevalent in the training camps has been a source of considerable surprise. Why men in such good physical condition should seem especially susceptible to it. I read an article concerning one of the large fitting schools in the East which stated that there was considerable pneumonia, especially among the men training for the marathon events. A man would have a cold and as soon as possible start in on his endurance tests and come down with it. A rule was made prohibiting training for a much longer period and the pneumonia practically was eliminated. Having had it myself under those circumstances I have felt that it is a reasonable precaution to give a cold plenty of time to get well when pneumonia is prevalent and to avoid strenuous exercise for some time after one.

### THE RIVERSIDE BANK.

Riverside is to have a bank. It will be organized, not by the Company as a corporation, but by members of the Company and its employes. It will be co-operative in so far that a part of the stock will be set aside for any of the employes who wish to buy it and become stockholders.

Such an institution right at Riverside will be a great convenience to the employes. They can go to it when going to and from work and at the noon hour. They will not have to make a special trip to go to bank. They will so come to know the men in the bank and there will be a personal relation. It will be easy for them to settle their banking troubles. The bank officers will be there to answer their questions and explain anything they want to know.



**INTERIOR NEW RIVERSIDE ENGINE WORKS.**  
[85x395 Feet, now being fitted with Machinery.]

If they want to make an investment, they can get advice. They can learn how to save a part of their pay. They can talk their affairs over with the men in the bank and when in doubt can ask and get attention.

It is hoped to extend the usefulness of the bank to help those who want to buy or build homes. The Company would be glad to see every man in its family living in his own home and would be glad to help them all to do this. It wants its men to make money and save money so that they may all be independent and have comfort in their old age.

The Company is directly against any policy that would keep the men in its employment compelled to work in their old age and close to the bread line. Its greatest satisfaction will always be in building up a contented, prosperous working Family. As a help to this end this Bank is to be organized and the men are asked to join in this and become stockholders—bankers.

### SCHOOL.

Classes in the first grade were started in the classroom at Riverside Hall, Dec. 12 with 17 of the town's future citizens in attendance.

### WELFARE DIVISION.

The Company has organized a Welfare Division with Mrs. Albert S. Ames in charge. The full purpose of this work will develop with the need. It will give opportunity to quietly help those of the Company employes who need it and are worthy. It will have a watchful eye as to the sick and unfortunate who may have no other source of aid or care.

Mrs. Ames will also interest herself in promoting the community social life and already has quite a program. It is not proposed by the Company to "take over" any of this feature of Community affairs, but merely to show its interest and give its co-operation where this is desired.

There are also certain functions of a semi-public nature that Mrs. Ames will promote with the assistance of groups of the women of Riverside, helping in organizing and starting various activities. Whatever is done will be done because it is wanted, because there is the demand and it will be done by those who want it.

Mrs. Ames is admirably fitted by personality and experience for this work. She is young, attractive, alert and tactful with the sympathy and common sense which adapts her to whatever is the call. She was for several years in newspaper work, both in Duluth and in California and at Berkeley, Cal., had a course in settlement work and in child welfare. She will be glad of suggestions from any of the women of Riverside as to what will add to good of the community and will make Riverside a more attractive home suburb. When desired she will co-operate with any group interested in community affairs.

**"Woe and death to all those who shall oppose my will.  
Woe and death to those who do not believe in my mission."  
Kaiser Wm, Proc. 1914 (C, pp. 79-81).**

## SAVE MORE!

Make sure that in a few years from now you will have the reward of the extra hard work you are doing today!



*Save Your  
Excess Wages.*

U. S. DEPARTMENT OF LABOR

W. B. WILSON,  
Secretary of Labor.

# Riverside Review

McDOUGALL-DULUTH CO., DULUTH, MINN.

VOL. I.

JANUARY 1919.

No. 10

\$1.00 per Year. 10c a Copy



## EDITORIAL STAFF.

CHARLES S. MITCHELL  
 GORDON PATERSON      E. M. LAMBERT  
 JOHN WRIGHT          ROBERT AULD

### A HAPPY NEW YEAR.

This issue of the Review begins the New Year for Riverside. This year—1919—will always be known in history as “The Year After the Great War.” The outlook is that it holds only what is good for Riverside and this great industrial family.

It is a lot to have lived through the years of the war. It is a lot more to have had a real part in winning it as has Riverside. In all the years to come the men who have helped build the ships that helped to win the war will feel the honor and dignity of having had this part in the war.

As to the future it looks good. The shipbuilding program is fixed for five years. That is long enough to build up a body of expert shipbuilders who can compete with all the world in making ships.

Two years ago this country had no shipbuilders, or very few. Now they are numbered by the hundreds of thousands. But are these men—are you—real shipbuilders as are the men on the Clyde whose fathers and grandfathers have worked in the same shipyard?

Has the United States yet enough men who know their craft in shipbuilding from end to end so that they can get the higher American wage and still build ships at as low a cost as any other country?

Frankly we do not believe we have. But there is still five years ahead in which to build up that class of workmen. That is your job. It is your part to make yourself so skilled and so efficient, such good workmen that you can at the higher wage equal the men of those other countries.

The Review believes in you. We have unlimited faith in the American working men and especially in this Riverside family. But to do this everyone must admit he does not know it all. He must welcome instruction; he must use the night school as the Scotch do; he must himself insure his own job for himself.

Every man who does this will be sure not only of his present job, but of a better one and the time to begin is right now with this New Year of the double “19.”

May it bring you only good things, a lot of happiness,

health and contentment. This is the heartfelt wish of the Review.

### “SAVE YOUR EXCESS WAGES.”

In a series of posters Secretary Wilson of the United States Department of Labor is giving the working men of this country sound advice. One of these is found on another page of the Review. It urges you to “Save your excess wages.”

The government takes from every manufacturer, that is from employers, a good part of their excess profits as taxes. It only advises employees to save their excess wages. In the shipbuilding industry high wages, wages above what was the usual difference over the actual cost of living, will last for at least another year.

They may last for another five years for those who earn them by increased production, skill and effort. Secretary Wilson’s advice is to save this excess. Have you been doing this during the past year, or have you been buying things you wanted just because you wanted them?

No man is so rich that he can afford to buy on that basis. The man who does no matter how rich he is, goes broke. The better the business man, the surer he is to save, to constantly add to his capital and that always means going without what is not needed.

Moreover, when a business man buys he may pay a high price, but he gets real value. In other words it is both good business and good sense to buy only what is good, what will last, what has actual wearing and lasting worth.

Furniture that is glued together and has spindle legs, clothes that are showy but made of shoddy, shoes that look like the swell kind but are made of split leather and paper soles, are worth nothing. To pay real money for them, earned by hard labor is double folly.

Every retail store in every city is getting most of its trade from the workingman who pays cash. The working men and their wives are buying what employers and business men and their wives refuse to buy because the prices are too high and the value—the wearing or use value—is not there. No working man, no matter what his wage, can afford to buy stuff of that kind.

### NOT A JUG HANDLE.

When the McDougall-Duluth company laid the keel of the first boat built at Riverside it had about 300 men on the payroll. That was one year ago last October 8. Now the Company has 3,300 on the payroll or an increase of 1,100 per cent in 15 months.

At that time it had very few men who were shipbuilders. Not only have 3,000 men had to be given work, that is work had to be found for them, but most of these 3,000 have had to be trained in the various crafts of shipbuilding. The Company has found this work. It has built this plant. It has built Riverside. It has made a Permanent Plant and it has given every man it employed a fair, square chance to learn to be a shipbuilder, and is still doing so.

Unless the men employed honestly and faithfully take advantage of this chance to make themselves shipbuilders, others must be found who will do so. The bulk of the men have co-operated with the Company and the

instruction division. They have tried to improve their working efficiency and to produce more. The others who have not done so and do not, will have to be replaced by those who will.

Co-operation is not one-sided. It is not a jug handle. It is not all Company. The men must co-operate with the Company as well as the Company with the men or co-operation is a failure. The men are organized and their committees chosen by themselves go to the Company to get a square deal. They get it. The Company has the right to go to the men in the same way and demand a square deal and the men must give it.

On the whole this is the spirit of the Riverside family. Where it is not, where there are men who do not give their best effort of a day's honest work for the day's pay, they are holding back those who do this. They are increasing the cost of producing ships and by just so much are reducing the ability of the Company to keep up the level of wages, and to get more contracts, more work for you men.

Such men are doing just as much harm to their fellow workers as they are to the Company and those who do play the game on the square should themselves see to it that such slackers get busy or get out. They know who those are who loaf on the job and do not try to improve. They should get rid of them rather than compel the Company to drop them.

It is to every man's personal interest to make the whole force 100 per cent loyal and efficient. That is real co-operation and the general officers of the Company, every foreman and superintendent will always be ready on the Company's part to see that such men get the square deal in return for the square deal.

#### SHIP LABOR PLENTY.

According to the Emergency Fleet News, men released from other war industries are filling the shipyards and settling the shortage of labor in building ships. Many thousands of skilled workmen who were working in munition factories, are turning to the ship industry, 1,000 applied at Hog Island in one day. The News quotes General Manager Piez of the Fleet Corporation as saying:

"The problem of getting additional workmen for the shipyards is settling itself. The cutting down of work at munitions and ordnance plants is releasing many highly skilled men, many of whom were employed in 1915 and 1916, before the Fleet Corporation was born. Now these men, and others from the camps, will drift to profitable employment in the shipyards."

Looks as though Prussian officers might as well begin practicing stepping off the sidewalks now to let civilians pass.—Columbus Dispatch.

The report that the Leviathan, formerly the Vaterland, has moved more soldiers across the Atlantic than any other ship is a mistake. The Lusitania has moved most of them.—Houston Post.

It is going to be pretty hard on the poor, patient German people, with all the other things they have to bear, not to have any more atrocities to look forward to.—Columbus (Ohio) State Journal.

#### M'DOUGALL-DULUTH SHIPS.

1. **R. L. Barnes**—Built at the old yard, Fifteenth avenue West and Railroad street. Delivered in June, 1917. Now in service of the U. S. Shipping Board.

2. **Maski**—renamed **Lakemoor**—Built at old yard. Fifteenth avenue West and Railroad street. Delivered to the Emergency Fleet corporation, Nov. 19, 1917. Turned over to the War department.

Torpedoed April 11, 1918, by German submarine and sunk in British waters.

3. **War Centaur**—renamed **Lake Traverse**—Keel laid at old yard, Fifteenth avenue West and Railroad street, July 30, 1917. Hull towed to new yard, Oct. 27. Delivered April 27, 1918, to U. S. Shipping Board.

4. **Lake Portage**—Keel laid at new yard on Oct. 8, 1917, launched Feb. 25, 1918. Delivered to U. S. Shipping Board June 12, 1918.

Torpedoed by German submarine and sunk in French waters.

5. **Lake Markham**—Keel laid Oct. 30, 1917, launched March 11. Delivered to U. S. Shipping Board July 16, 1918.

6. **Lake Pepin**—Keel laid Nov. 14, 1917, launched March 30, 1918. Delivered to U. S. Shipping Board Aug. 21, 1918.

7. **Lake Geneva**—Keel laid Nov. 14, 1917, launched June 22, 1918. Delivered to U. S. Shipping Board Aug. 31, 1918.

8. **Lake Helen**—Keel laid Feb. 26, 1917, launched July 4th. Delivered to U. S. Shipping Board Sept. 18, 1918.

9. **Lake Indian**—Keel laid March 11, 1918, launched July 31, 1918. Delivered to U. S. Shipping Board Oct. 2, 1918.

10. **Lake Orange**—Keel laid March 30, launched July 31. Delivered Oct. 30, 1918.

1327. **Cedar Spring**—Keel laid June 25, 1918. launched Oct. 9, 1918. Delivered Nov. 29, 1918.

1328. **Ceralvo**—Keel laid July 4, 1918. Launched Oct. 23, 1918.

1329. **Cerosco**—Keel laid Aug. 1, 1918. Launched Nov. 14, 1918.

1330. **Cerro Gardo**—Keel laid Sept. 3, 1918. Launched December 14, 1918.

1331. **Chamberino**—Keel laid Sept. 16, 1918. Launched December 21, 1918.

1332. **Chamblee**—Keel laid Sept. 21, 1918.

1333. **Chaparel**—Keel laid Oct. 1, 1918.

1334. **Chantier**—Keel laid Oct. 3, 1918.

1335. **Chappell**—Keel laid Oct. 10, 1918.

1336. **Chautauqua**—Keel laid Oct. 23, 1918.

1853. **Lake Flagon**—Keel laid Nov. 15, 1918.

1854. **Flagstaff**. Keel laid Dec. 14, 1918.

1855. **Flambeau**. Keel laid Dec. 21, 1918.

A man's temper improves the more he doesn't use it.

Laugh and the world laughs with you—Weep and they'll laugh at you just the same.

He who laughs last always has a smile on his face.

Our greatest troubles are those that never happen.

## AMERICAN LABOR AND THE WAR.

By **GEORGE W. PERKINS** President of the Cigarmakers' International Union

Why is American organized labor so unanimously supporting the government in its war to a finish against autocracy?

If all of you who read this article had been with me in Germany the year before the great war broke out you would have no need to ask. You would have seen, as I saw, autocracy at work, intimidating and coercing labor, spying on it, policing its meetings, suppressing free speech. When all these methods failed, you would have seen as I saw, autocracy trying to corrupt labor, misleading it by insidious propaganda, seeking to raise up false leaders, and using the power of money and influence to debauch those who seek to mitigate the condition of the workers.

You would have returned, as I did, thankful to be permitted to live in a land of freedom and democracy, and resolved, as I was, if ever our liberties were menaced by the powers of autocracy, to fight to the death; to work to the limit; to make every sacrifice, and to accept no compromise until autocracy, such as is typified by the present German government is defeated in a finish fight and the militarism which keeps it in power is crushed forever from the face of the earth.

I went to Europe in the early fall of 1913 as representative of the American Federation of Labor to the World's congress,—the International Federation of Trade Unions, at Zurich, Switzerland. Like the representatives of the organized labor movements of the other nations, I went as a poor man, resolved to make the trip just as cheaply as possible, because labor has no money to spend on the junketing of its representatives. I went there for work, not for pleasure.

But Switzerland is on the borders of Germany. Zurich was filled with supposed leaders of the labor movement of Germany. They were not delegates, but somehow, they were there. They were not poor men, if the way they spent money was any indication. They seemed to have unlimited funds.

Their mission seemed to be to spend money. We have always supposed that the "Dutch treat" originated in Germany, but somehow these men from Germany seemed never to have heard of it. Their sole aim, apparently, was to wine and dine the representatives of other countries. They would invite a man to luncheon or dinner, on the pretext that they wished to consult him on some important matter. He would find, as I found more than once, that the matter would be just as important as the question of whether adjournment should be taken at 12 o'clock or five minutes to 12. In fact it often would be hard to discern any matter at all which would warrant this sudden manifestation of friendship and interest.

But the conversation always drifted around to the interests of Germany in the world, its superiority, and the utter futility of anyone standing out against it. The aim, apparently, was to make friends for Germany. It took the world war, however, to reveal the full meaning and extent of what these propagandists were driving at.

When it came to paying the check some of these Germans were there with bells on. I don't know where they got the money. Just go and look in on the headquarters of some of the German unions, or visit the homes of some of

the German workers and see if you think they got the money there.

For years before this war broke out the dream of sentimental internationalists of the world had been to prevent international strife by general strikes in case of wars of conquest. At a meeting several years ago of the miners' representatives from many lands, an English delegate proposed a resolution providing that in the event of a war of aggression the miners of both countries involved should refuse to dig coal. The German delegation said that if such a resolution was even introduced they would have to withdraw, for if they even sat in a meeting in which such a resolution was discussed they would be tried and executed for treason.

The same thing has happened on other occasions. The German delegations always knew they would have to refuse to have anything to do with any proposal to interfere with their government's plans for world conquest, or face a firing squad.

My personal experience while studying the labor movement in Germany was such as to make me more than ever absolutely and unqualifiedly back of our government in this war. I found absolutely no democracy in the German labor movement. No meeting of workingmen could be held in Germany without government police supervision. No one could speak in a foreign tongue at any labor meeting, without first submitting his speech to the autocratic government, having it censored, and being given a permit to make the address.

I could not speak at a meeting of cigarmakers called for organization purposes because I would first have had to submit in writing a copy of my speech. This would have had to be translated into German, blue penciled by some representative of an autocratic government, and translated back into English for the kaiser's minion to tell me what I could say. Before all this red tape could have been gone through with, the day for the meeting would have passed, if I had consented to try to go through with it at all.

For years, in Germany, formation of labor unions was absolutely prohibited. Workers had to meet secretly, and in imminent peril of arrest. When the German government finally saw the workers could not be intimidated in this way, it grudgingly granted permission to organize, but under so many restrictions that any true expression of labor's aims and desires was impossible.

Our forebears disputed the demands of kings and potentates, rebelling against religious intolerance and social injustices they started our first great war. It was successful.

The second great crisis of our nation brought on the war for the elimination of human slavery. It, too, was successful.

Now we are at an even greater crisis. We are fighting that democracy, liberty and justice shall not perish from the earth. Again we must and we will be successful.

The time for argument is past. The pacifist's cowardly pleas are dead. You must now either be pro-American or pro-German; pro-democracy or pro-autocracy. There can be no falling back; no wavering. All of us must be heart and soul for democracy and victory, or for autocracy, militarism and slavish subjection.

## WHEN DID YOU WRITE YOUR MOTHER LAST?

## A Humorous Sob Story.

Collins was a bum. He roamed about the country on foot or abaft the rods of a wind-jamming freight car, summer and winter, a restless spirit whose sole desire was to get food enough to keep him alive and beer as often as possible. He never stayed in one place long enough for people to inquire why he hadn't a regular job—because engraved on his soul was a solemn pledge: "Never Work."

If he had ever condescended to do a little manual labor, no matter how spasmodic, he would have elevated himself to the status of a tramp. A tramp will work, if there is no other way out. But a bum—never. He will sooner throw himself under a Mogul engine, and sue the railroad company for damages.

One raw night toward the end of November, Collins and a pal were hugging a radiator in the lobby of the Salvation Army hotel in Minneapolis. Why they happened to be there I don't know. Where they had come from, I don't know. But they were there. And it was good to feel the hot pipes pressed against their shivering bodies. They were cold and hungry and miserable; the joy of life had fled from their souls. Under their breath they cursed each other, God and the weather. The other occupants of the room were peacefully reading or pretending to read. But Collins and his companion were in no mood for reading. Their seared, yellow eyes roamed about the room. They craved whiskey, raw whiskey. It would ease their troubles and give them a temporary feeling of well-being. But they were flat broke, they couldn't borrow, and the days of begging had been fruitless. Their eyes continued to roam squintingly, maliciously. They hated the fatuous air of comfort exhaled by the rest of the room.

"Hell!" muttered Collins.

His pal did not answer. Collins turned to look at him. A single tear was trickling down his unshaven cheek. He was a young man almost half Collins' age. His gaze was fixed on the opposite wall, and Collins, following its direction, encountered a placard in large letters: "When Did You Write Your Mother Last?"

"Got the homesick bug, eh?"

The other furtively drew his hand across his cheek. "Forget it!" he said hoarsely.

"I don't blame ya, after what we've had handed us the last two days." There was rough kindness in Collins' tone.

"Forget it!" repeated the kid. After a moment he added sullenly, "Guess I'll read. Nothin' else for a guy to do in this damned hole." He shuffled over to a table and sat down.

Collins hugged the radiator several minutes longer. Then he turned up his coat collar and left the room. He had decided to make another try at pan-handling the price of a drink.

When he came back his pal was hunched over the table with a pencil and a scrawled sheet of paper. Collins sat down opposite. A genial glow tingled inside him. His errand had been successful.

"Obeyin' orders?" he asked jovially, raising an eyebrow toward the placard. The kid ignored him. He was writing feverishly. Collins sat still, regarding the placard with half-shut, musing eyes. "'When Did You Write Your Mother Last?'" he murmured. His lips twisted in a bitter smile. He put his arms on the table and pillowed his head

on them. The stillness of the room was broken by three soft sounds—the click of the battered clock on the wall, the heavy breathing of the readers, and the tap, tap of the kid's pencil on the paper. Five minutes passed. Collins felt a heavy hand on his shoulder.

"You can't sleep here," said the room clerk.

"Eh?" said Collins, "I wasn't asleep."

The clerk started back to his desk. Collins got to his feet and followed him. "How much for paper and an envelope?"

"Two cents."

Collins produced the coins. He went back to the table and sat down. After an infinite search he brought forth a stump of a pencil from somewhere in the depths of his being. He began to write. Slowly, haltingly, with a prodigious effort the words came. His copious speaking vocabulary, adapted to the demands of a hundred varying tales of his roving life, suddenly seemed to have vanished before the task of composing a simple letter. It was years since he had written anything but his name. But gradually, slowly, the page began to fill with crazily-fashioned words looking like so many hen tracks.

After a time, Collins glancing up found the kid's eyes on him.

"Who the hell you writin' to?"

"Who the hell's askin'?"

Deliberately the kid leaned over and read the superscription—"Dearest Mother." Collins jerked the letter away. "If you weren't my pal, I'd bean you for that."

The kid was shaking with silent laughter. "Writin' to your maw! Forget it. Yer dippy."

"Who're you writin' to?"

"What's it to yuh?"

"Don't kid me, cully. You're writin' to yourn. There ain't no law 'gainst my doin' the same."

"Forget it!" said the kid. "You never had no maw. Tole me yerself you was brung up in an orphan pen."

Collins failed to answer. He was suddenly busy with his writing. It was true, Collins had never known a mother. But that fact had never bothered him and it did not bother now. For his fervid imagination was aglow visualizing a perfect mother—his mother, to whom he was pouring out his heart in a badly scrawled letter—abasing himself before her love, which he was sure had followed him over his long, starved years of wandering; castigating himself in the light of her certain forgiveness. He blessed her in words, wrung from the depths of his soul, that he had never revealed to any man; begged her still to cherish her faith, that he knew had many times been sorely tried, for soon he was coming home. Home—to her.

The kid had long ago finished his letter and gone to his bunk when Collins wrote: "Affeeshunitly, your son" and tucked the letter away in his coat.

It was only a few days later that Collins, attempting to jump the bumpers of a moving freight, missed his footing on the ice-sheathed metal and fell. He was badly crushed and died before he was found. There was no one to mourn him. The kid and he had since quarreled and parted company. But he earned a front-page story the next day in a great metropolitan daily. A shrewd reporter had come into possession of his precious letter, and it appeared in full, verbatim, under the title "Tramp Dies With Unmailed Letter to Mother." And many eyes in the great city blinked for a moment with suspicious moisture when they read. And several wanderers on the face of the earth recalled with a start

the long time it had been since they had written their mothers.

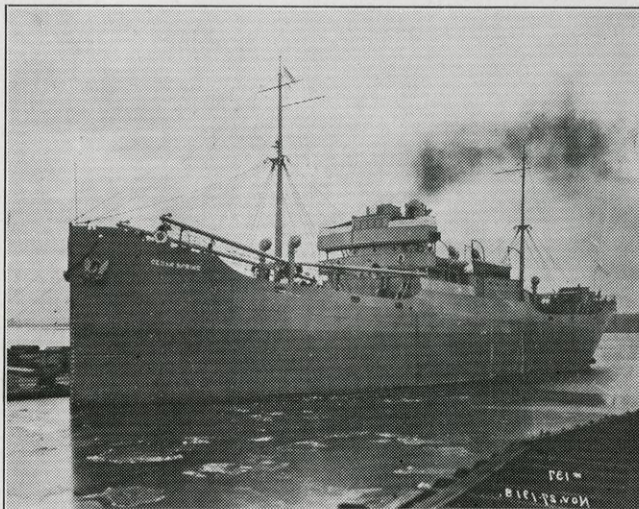
Some of these, with the story still before them, half unconsciously reached for their check-books. And that evening before the type metal which had stamped the story on their awakened memories had been melted to be shaped again into the next day's murder, grand ball or clothing advertisement, a little fund had been raised to save what remained of Collins from the potters' field.

So it came to pass, on the following afternoon, a forlorn little undertaking "parlor" was made sadly gay with flowers from nameless givers, while "Spieler" Hanks, the leathern-lunged street-evangelist, said a few words above Collins's coffin in a voice strangely modulated.

When the kid many miles down the line read the account of this unusual occasion in a tattered, battered, week-old edition, borrowed from a brakie he drew his hand across his tobacco-stained mouth and grunted in amazement.

"For de love o' Mike! Dat guy couldn't quit kiddin' even when he croaked. A whole town full o' weeping nuts is just fallin' all over demselves paying respects to dat good-for-nothin' old hobo. Oh, Collins! Oh, boy!"

And he slapped his leg and went off into a paroxysm of laughter.



**Cedar Spring. Delivered Nov. 29, 1918.**

#### **CERRO GARDO LAUNCHED.**

The Cerro Gardo the eleventh ship launched at the Riverside yard was slipped into the water on Saturday, December 14 at noon. Mrs. Louis G. Castle, daughter of Capt. Alex. McDougall, President of the Company, was sponsor.

The war ban of secrecy having been removed, the occasion was made unusual by the presence of a number of Duluth business men and about 500 boys of the Y. M. C. A. Boys' Department, who were much interested in the big splash and the precision of the launching.

#### **CHAMBERINO.**

The Chamberino was launched on Dec. 31. Mrs. John Wright, wife of the chief engineer of the company, acted as sponsor.

This is the fifteenth ship launched by the McDougall-Duluth Company and is the twelfth launched at Riverside since the first keel was laid here October 8, 1917. It is expected that four more, and possibly five, will be slipped into the water this month.

#### **SHIPBUILDING ARTICLES.**

Articles on Shipbuilding taken from lists in the Industrial Arts Index for October and the Reader's Guides for November. These may be borrowed from the Duluth Public Library on the same basis as books:

- Steel Ship Built Without Rivets.** Sci. Am. S. 86:197. S 28, '18.  
**Building a Ship.** Iron Age. 102:576. S 5, '18.  
**Electric Arc Welding in Shipbuilding.** Sci. Am. S. 86:230. O 12, '18.  
**Rates of Ship Construction.** Iron Age. 102:906-7. O 10, '18.  
**Study of Electric Welding Aids in Our Shipbuilding.** Elec. W. 72:455-6. S 7, '18.  
**Welding a Ship Together Electrically.** Elec. R. 73:495. S 28, '18.  
**Laying Down a Ship.** Sci. Am. S. 86:164. S 14, '18. Il. diag. plans.  
**Manufacturing Eagles at Ford Shipyard.** Iron Age. 102:679-84. S 19, '18. Il.  
**Training Men for the Shipyards.** Amer. Mach. 49:109-11. Jl. 18, '18.  
**Familiar Scenes in a Modern Shipyard.** Sci. Am. S. 86:104-5. Ag 17, '18. Il.  
**How and Why We Are Making Good as Shipbuilders.** R. of Rs. 58:309-10. S '18.  
**Italy's Contribution in the Shipping Crisis.** Sci. Am. 119:108-9. Ag. 10, '18. Il.  
**Shortage of Ships; What We Have Done and What We Have Yet to Do.** Sci. Am. 119:90-1. Ag. 3, '18.  
**Vision of the Ships.** Forum. 60:352-60. S '18.  
**How Ships and Banks Will Help Our Export Trade.** Sci. Am. 119:280. O 5, '18.

#### **ADDED TO THE LIBRARY.**

"A Handbook of Practical Shipbuilding" by J. D. MacBride, Superintendent of Hull Construction, Hog Island Shipyards, has been added to the library. It has 156 illustrations and treats in a simple way all the many crafts, explaining them and helping solve their problems. Every craftsman will find it useful. D. Van Nostrand, publisher.

"Modern Shipbuilding Terms" by F. Forest Pease, Staff Instructor, Education and Training Section, Emergency Fleet Corporation. It defines 2,000 shipbuilding terms, shows how tools, machines, etc., are used and illustrates every part of shipbuilding with 82 plates and 350 smaller illustrations. J. B. Lippincott, publisher.

#### **IMPROVEMENTS.**

The extension of the Riverside Store and Theater building will about double the frontage. Part of this will be for the store and a rearrangement of the interior will give rooms for a meat market and a drug store. In this latter room will be included the soda fountain, ice cream and confectionery departments.

The design will correspond with that of the present building and on the second floor will be rooms fitted for church services, and Sunday school and for the primary grades of the day school until the new Smithville public school building is erected. The plans for this building are about completed. The grounds which include more than a full block, adjoin the Riverside site. They will provide what is very much needed, a public playground for the children.

It is expected that the building which will be a fine structure, in every way modern, will be ready for use in time for the new school year next September.

Now that Wilhelm has abdicated, we hope Mr. Wilson will have a heart and not turn his job over to Mr. McAdoo. No use in riding a free horse to death.—Macon Telegraph.

**RELIGIOUS ACTIVITIES.**

Church service, the first in Riverside, was launched Sunday, Dec. 15, with an attendance of 116. Ministers of all denominations have been invited to conduct the services, which will be non-sectarian and will be called Union Services. The church board, with Mrs. George Jardine as chairman, has received valuable assistance from the Y. M. C. A. in establishing this religious factor in the community. The newly organized Riverside Choral Society contributes all music for the services. Mr. Jardine is chief usher, Mrs. Albert Ames, secretary-treasurer, and the other members of the board are Mrs. Alice Young, Fred Griffith, Paul Young, Albert Ames and R. J. Wilson of the Y. M. C. A.

Dr. Charles N. Pace of First Methodist church conducted the first service, giving an inspiring sermon on "Life's Voyage" a follow-up on the launching of this important part of the community life.

Sunday School opened the same day with an enrollment of 54 children, under the immediate supervision of R. W. Adair. As the Sunday School becomes organized and the religious activity expands, a superintendent will be chosen from the community, so that the responsibility for this, as all other work, will fall upon those living in and identified with Riverside itself.

The church board feels extremely grateful for the splendid assistance being offered by Mr. Adair in this work. Mrs. Harvey Smith, 13 Manitou street, has kindly consented to act as pianist for all Sunday School activities. Mr. and Mrs. Smith were prominent in the musical life of Cloquet before the fire, and came into the community after the great disaster, in which they lost all they owned. Mrs. Smith has responded to every call for rehearsals in the children's Christmas carol singing, giving all the time that was needed for this practice.

Weekly prayer meetings on Wednesdays at the home of Mr. George Jardine, No. 1 Spring street, provide a solid basis for all church work. The initial meeting was held December 18.

**COMMUNITY SOCIAL.**

Between two and three hundred residents assembled at Riverside Hall Thursday evening, Dec. 12, to get acquainted and enjoy a social evening. Charles S. Mitchell, editor of the Riverside Review, talked to the gathering on the spirit of community life, what it should be, and the opportunities Riverside presents for an ideal community. The "getting acquainted" feature was in every way a success and no one could leave the building without having met everyone else. The Riverside Band furnished music, offering a varied and spirited program. Refreshments were served.

**RED CROSS.**

Riverside responded generously to the house-to-house canvass for the Red Cross just before Christmas.

Mrs. Howard C. Stacke, No. 6 England avenue, one of the latest arrivals in the community, undertook the calls at the homes in the new part of the townsite, turning in \$57.

Mrs. Clarence Shovar, No. 3 Eighty-seventh avenue West, canvassed the other division, the Riverside Store and the Administration building, getting subscriptions to the amount of \$78.

Mr. Cole, Manager of the Riverside hotel, has added collections amounting to over \$60.

**HYMEN'S TORCH.**

Ed Wick, our single solitary hand riveter, is neither single nor solitary any longer. On Dec. 21 he brought his bride of a day, to the newly completed home at 32 Cato Avenue, where Hymen's Torch is now brightly burning.

Mr. and Mrs. Wick are at home to their many friends and have been warmly welcomed to the community.

Friday the thirteenth will always be a lucky day for one of the newest families at Riverside. On Friday, Dec. 13, our energetic Rivet Heating Instructor, Walter Nelson, was united in matrimony with Miss Florence Lundgren of Duluth. The newly married couple are now at home at 28 Cato avenue, Riverside.

Mr. and Mrs. Sherman C. Lang (nee Marguerite F. Shay), have joined the newlywed colony at Riverside and are at home at 24 Sunnyside. They were married Dec. 11 at North Central Commercial Club, St. Paul, by Rev. Mr. Otis.

The bride wore a gown of white satin with court train and embroidered in the rose pattern with French pearl trimming. The long bridal veil completed her costume. Miss Geneva Foran was bridesmaid, and Alice Stacia Lange, niece of the bridegroom, acted as flower girl. Fred Shay of Canada, was best man. Mr. and Mrs. E. H. Lange of Longby, Minn., were present for the ceremony and were guests of the bride and bridegroom at their Riverside home for the week-end and Sunday, Dec. 22. Mr. Lange is an erector for McDougall-Duluth Co.

The approaching marriage of Miss Sadie G. Robinson and Charles P. Landre will be of interest to Riverside. The bride has been a telephone operator for McDougall-Duluth Co. and the prospective bridegroom is a ship fitter. The nuptials will take place Jan. 9 at St. Clement's church. They will occupy the house at 31 England avenue.

**CELEBRATE AT TABLE.**

Saturday evening, Dec. 7, the steamfitters and plumbers of the Sanitary Plumbing company had a banquet at the Rex Hotel. The committee in charge was Jack Turnbull, Walter Hunter, R. A. Spence and R. A. Wallace. Over 100 sat at table.

Of this number nearly 60 were of the crew that has put in the steam heating plant at Riverside and the plumbing. It was to celebrate the near completion of this work that the banquet was given. Mr. William Murphy presided as toastmaster and responses were given by Mr. W. W. Hoopes, head of the Sanitary Company, and by Mr. A. Miller McDougall, General Manager, and Mr. Don Barton of the Industrial Department of the McDougall-Duluth company. The music was furnished by the Riverside Orchestra and the Duluth Glee Club octette.

If a league of nations is to include barbarians who fire shrapnel at boats laden with women and children, there won't be any waiting list of applicants.—Indianapolis News.



**RIVERSIDE CHORAL SOCIETY.**

At a meeting Wednesday, Dec. 11, 1918, at Riverside Hall, to organize a Choral Society, A. S. Ames was temporary chairman. On motion the Chairman appointed as committee on organization Mr. Fred L. Griffin and Mr. Paul Young to report next meeting.

At a meeting Dec. 19, at Riverside Hall, it was decided to conduct weekly mixed chorus rehearsals in preparation for a musical festival and pageant, also to organize at once a male chorus and a mixed quartet of selected voices from the chorus and to devote a special department and instruction for song sketches and vaudeville. Unanimous expression favored securing the best instruction and leadership obtainable for the next rehearsal, the real work to start directly after the first of the year.

It was voted to organize the Riverside Choral Society as a subsidiary club of the Riverside Club and to send delegates to that organization.

On motion the report of Messrs. Griffin and Young, committee on organization was favorably adopted. It provided for a President, Vice-President, and Secretary and Treasurer, the President to act as Business Manager and the Secretary-Treasurer to look after the physical property of the club, principally music, and to appoint such librarians as he may need to assist him in the departments of the club.

The report also provided that the President appoint a Chairman to take active charge of the membership work and activities of each branch of the club work subject to the control of the executive committee and the club at large. Such Chairman and the President, Vice-President and Secretary-Treasurer to form an executive committee to serve one year or until their successors are appointed.

President, Fred L. Griffin, Time department, 17 Eighty-fifth Avenue. [seventh Avenue.

Vice-President, Albin Johnson, Ship Fitter, 1 Eighty-Secretary-Treasurer, Paul Young, Training department, 2 Sunnyside Street.

President Griffin announced the following appointments:

Mrs. M. B. Wardwell, No. 16 Industrial Avenue, Sunday school, and Executive committee.

Mrs. W. H. Smith, No. 13 Manitou Street., S. S. Accompanist.

Mr. Albin Johnson, No. 1 Eighty-seventh Avenue, Chairman, Male Chorus.

Mr. J. G. Small (Loft), No. 14 Sunnyside Street, Chairman, Mixed Quartet and Chuch Music.

Mr. J. Galbraith (Crane), No. 8 Sunnyside Street, Chairman, Vaudeville Sketches.

Miss Gertrude Larson (Industrial Office), No. 5 Spring Street, Kewanee Club.

Mr. Albert S. Ames (Industrial Office), Chairman, No. 28 England Avenue, Mixed Chorus.

Mrs. Albert S. Ames (Welfare), Chairman, No. 28 England Avenue, Festival and Pageant.

Mr. Cecil Gilliland (Purchasing Dept.), Chairman, Accompanists.

The officers were empowered to petition the Riverside Club to make the Riverside Choral Club a subsidiary Club and to serve by virtue of their office as delegates to the Riverside Club.

It was agreed that meetings of the executive committee were to handle further details, leaving the time of the club at large free to perfect their musical training for the important events to be scheduled. Meetings of Executive Committee to be held in the homes of the members of the Committee, subject to call of the President.

**CHRISTMAS EVE PARTY.**

Santa treated the kiddies of Riverside to a party Christmas Eve at the Hall, bringing with him his sleighfuls of toys and eight tiny reindeer.

As the curtain went up on the stage, Donald and Dorothy, two Riverside youngsters, knelt at their tiny beds for their evening prayer, and slipped quietly into bed. Suddenly out of the stillness they were awakened by th jingle of Santa's sleighbells and jumping to the floor they reached the fireplace just in time to prevent Santa from escaping. This brought great joy to the other children who were not near enough to catch him.

Santa knew they had all been good little boys and girls, and unloaded some of his hundreds of toys that went over the country that night. Each child was given a gift and a box of candy from dear old St. Nick. Edward LaFore and Virgil Horner played the parts of the kiddies and C. J. Dane, maitre d' hotel of the men's dormitory, was the entertaining Santa. The playlet was written and staged under the capable direction of our assistant auditor, Mr. George LaFore.

Christmas carols brought the spirit of the Holiday, about 50 children making up the chorus, under the able direction of Mrs. M. B. Wardwell, with Mrs. Harvey M. Smith at the piano. Mrs. F. L. Lynam arranged for the Christmas stories and Mrs. T. W. Hoopes directed the solo dances.

The program was as follows:

Song, "Hark! the Herald Angels Sing," chorus; Christmas story, "Golden Cobwebs," Roger Richter; "Egyptian Dance," Mary Catherine Staacke; song, "Holy Night," chorus; Christmas story, "The Elves and the Shoemaker," Vera Johnson; song, chorus.

Santa left the arrangements for the party with Mrs. Albert S. Ames of the Welfare Department, who was assisted by the Players Club and Choral Society, and the young matrons of Riverside.

**MASQUERADE BALL.**

Riverside enjoyed a pre-holiday masquerade ball Friday, Dec. 20, at Riverside Hall, the proceeds of \$100 going to the Red Cross. The Riverside band furnished a lively program of music, with a special grand march number. The guests were masked from 8 to 10, during which time the costumes were being judged by Mrs. A. Miller McDougall, Mr. Gordon Paterson and Mr. E. M. Lambert.

Gift bonds for the best costumes were won by Mrs. J. Galbraith and Mr. George LaFore, who were attired in Colonial dress. Joe Stein took the prize for the most original, and Carl Kuckenbecker for the comedy number, appearing as the Riverside Farmer.

Mrs. Robert Auld and Mrs. George LaFore were responsible for the arrangements which afforded such a pleasant evening for the large number who attended.

**HOTEL IMPROVEMENTS.**

The Riverside Hotel Dairy Lunch room was opened Dec. 16. The service is cafeteria style and the object is to give the best cooking, best food, wholesome, sanitary, light meals with comfortable surroundings at the lowest possible prices. The Lunch Room will be served from the Hotel kitchens and the foods will come from the Hotel refrigerators and storerooms. There are none better.



# BOWLING

The bowlers at the Riverside Yard recently organized an eight team league to be known as the Riverside Bowling League. The officers elected were: Honorary President, Gordon Paterson; Acting President, R. Hancock; Vice President, Walter McDonald; Secretary, A. J. Bethune; Financial Secretary, Earl LaFore; Treasurer, Oscar Erickson.

A schedule has been drawn up that will carry them through to the month of May. Each team will play 63 games this season. The first series of matches were played last Thursday.

Following is the remainder of the matches to be played this season:

Dec. 19, Feb. 6 and March 27—Steel Handlers vs. Riveters, Warehouse vs. Chippers and Caulkers, Welders vs. Fitters and Drafting room vs. Office.

Dec. 26, Feb. 13 and April 3—Steel Handlers vs. Chippers and Caulkers, Warehouse vs. Riveters, Welders vs. Office and Drafting room vs. Fitters.

Jan. 30 and March 20—Drafting room vs. Welders, Office vs. Fitters, Steel Handlers vs. Warehouse and Riveters vs. Chippers and Caulkers.

Jan. 2, Feb. 20 and April 10—Welders vs. Warehouse, Drafting room vs. Steel Handlers, Fitters vs. Caulkers and Office vs. Riveters.

Jan. 9, Feb. 27 and April 17—Steel Handlers vs. Fitters, Chippers and Caulkers vs. Office, Riveters vs. Welders and Warehouse vs. Drafting room.

Jan. 16, March 6 and April 24—Drafting room vs. Riveters, Fitters vs. Warehouse, Office vs. Steel Handlers and Welders vs. Chippers and Caulkers.

Jan. 23, March 13 and May 1—Office vs. Warehouse, Welders vs. Steel Handlers, Drafting room vs. Chippers and Caulkers and Fitters vs. Riveters.

The above schedule shows that there will be three rounds.

Anyone in the Yard desiring to bowl in this league may make application to any of the officers.

The following is the team standing and average for the first six games played:

TEAM STANDING.			
	Won.	Lost.	Pct.
Steel Handlers .....	6	0	1.000
Welders .....	5	1	.833
Fitters .....	4	2	.666
Warehouse .....	3	3	.500
Chippers and Caulkers.....	3	3	.500
Office .....	2	4	.333
Draftsmen .....	1	5	.166
Riveters .....	0	6	.000
Team Average.			
	Games.	High Score.	Average.
Steel Handlers .....	6	846	772
Welders .....	6	787	760
Warehouse .....	6	775	728
Chippers and Caulkers.....	6	763	725
Fitters .....	6	709	689
Office .....	6	881	655
Riveters .....	6	721	605
Draftsmen .....	6	628	576

### SKATING RINK.

A big outdoor skating rink has been cleared on the lagoon east of the new machine shop, under the supervision of Dr. F. L. Lynam. Skating enthusiasts of all ages are finding delightful recreation in this healthful sport. An ample warming room has been provided for the comfort of those using the rink, and special steam and hot water connections with the boilerhouse provide means of making perfect ice.

In order to insure that the community will derive full benefit from this rink, the Industrial Department has been obliged to charge a membership fee of \$5 a family, including every member up to 16 years of age. For all over this age, an additional fee of \$2 will be charged, and the same also applies to individuals outside of families. Badges with numbers according to each membership are issued to all those who join the Rink. Paul Paulson has been placed in charge. Application for membership should be made to the Industrial Office.

### THE NEW HOTEL.

At this date a part of the rooms of the new Riverside Hotel are ready for occupancy. They are very attractive, of good size, comfortably furnished, light and airy. They are in demand beyond the full number of the complete building that will be available.

In the Basement Recreation rooms have been fitted up for the use of the men. There are Bowling Alleys, Billiard tables and opportunity for certain indoor sports such as will interest young men and develop interest in athletics. There are also reading rooms and a quiet zone for the checker and chess fans. There is nothing being forgotten that will make Riverside a most desirable home community.

### BACK HOME.

One star of the Company's Service Flag has returned home and resumed his place in the Family. Wilson C. Robinson entered the army Sept. 12 and was sent to Dunwoody Institute at Minneapolis for a two months' course in army radio. He was made a sergeant 10 days later and put in charge of a class at the Institute.

The course was finished Nov. 10 but Robinson was retained as an instructor. He had also been named for an officers training camp by the commanding officer. He was given his choice of the two offers and choosing the training camp, was sent to Camp Fremont, Cal., on Nov. 13. That camp, however, was immediately closed on the signing of the armistice and this detachment mustered out Dec. 12.

RIVETING RECORDS.

Table with columns: Name, Total Hours, Total Rivets. Header: WEEK ENDING NOV. 16TH.

Table with columns: Name, Total Hours, Total Rivets. Header: WEEK ENDING NOV. 23RD.

Table with columns: Name, Total Hours, Total Rivets. Header: WEEK ENDING NOV. 30TH.

Table with columns: Name, Total Hours, Total Rivets. Header: WEEK ENDING DECEMBER 14, 1918.

Table with columns: Name, Average Per Hour, Total Hours, Total Rivets. Header: WEEK ENDING DECEMBER 7, 1918.

Table with columns: Name, Average Per Hour, Total Hours, Total Rivets. Header: WEEK ENDING DECEMBER 7, 1918.

Laugh and the World Laughs with You.



"THE SWEETHEART OF THE ALLIES."  
—Paul Fung in the Seattle Post-Intelligencer.

**Unnatural.**—"How sweetly the baby sleeps!" whispered mamma.

"Yes," murmured papa. "What do you suppose is the matter with him?"—Judge.

**Willing.**—Beauty Specialist—Madam, the only way to improve your complexion is to diet.

Client—Ah! What color would you suggest?—Sydney Bulletin.

**Ruse That Failed.**—The called-up one volubly explained that there was no need in his case for a medical examination.

"I'm fit and I want to fight. I want to go over on the first boat. I want to go right into the front trenches, but I want to have a hospital close, so that if I get hit no time will be wasted in taking me where I can get mended right away, so that I can get back to fighting without losing a minute. Pass me in, doctor. Don't waste any time on me. I want to fight, and keep fighting!"

The doctor, however, insisted, and, when he got through, reported a perfect physical specimen.

"You don't find nothing wrong with me, doctor?"

"Nothing."

"But, doctor, don't you think I'm a bit crazy?"—Tit-Bits.

**Bumped.**—A young lady at the visitors' entrance to a hospital inquired for Lieutenant Hulbert, and was told by a bright, middle-aged lady that relations only were admitted that day.

"Is Lieutenant Hulbert a relation of yours?"

"Yes," tenderly answered the young lady. "I am his sister!"

"Oh, come right in; I am so glad to meet you—I'm his mother!"

**Keeping the Secret.**—Stella—"Molly told me you told her that secret I told you not to tell her."

Bella—"It's beastly of her to have told you that! Why, I told her not to tell."

Stella—"Well, I told her I wouldn't tell you she told me. So don't tell her I did."—Tit-Bits.

**Not His Gift.**—Two London cabbemen were glaring fiercely at each other.

"Aw, wot's the matter with you?" demanded one.

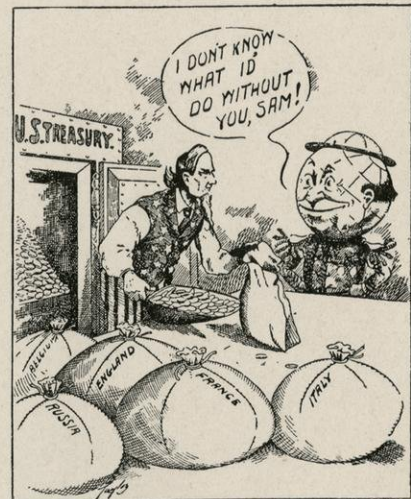
"Nothing's the matter with me."

"You gave me a nasty look," persisted the first.

"Me? Well, you cert'nly have a narsty look, but never did I give it to you."



U. S. Food Administration.  
Just ez de buckwheat cake got flop over on his face, Br'er Bacon-rin' dance 'roun' en say, sezee:—"One good tu'n desarves en nuther," sezee.—Meanin' dat ef de sojer boys go en do de fightin' fer us, de leas' we alls kin do is ter sen' 'em all de wheat—en eat buckwheat instid. Coa meal, rye en barley flour fer us wili hep a lot too.



**Had Met the Yanks.**—"Come in and sit down" old Belzebub cried,

As he pulled Kaiser Bill through the stile;

"I'm glad to get home," his apt pupil replied,

"But I'll have no stand up for awhile!"

**Futile Courtship.**—'Tis sweet to love

But rather bitter

To keep a girl supplied with Candy,

Flowers,

Motor rides,

Theater tickets,

And then not git her.

**Wouldn't Take a Chance.**—"Why don't you get out and hustle? Hard work never killed anybody," remarked the philosophical gentleman to whom Rastus applied for a little charity.

"You're mistaken dar, boss," replied Rastus; "I'se lost fough wives dat way."—People's Home Journal.

**Solicitude.**—"Did you make this bread, dearie?"

"Yes, love."

"Well, I'd rather you didn't do any more work like this, dearest."

"Why not, sweetheart?"

"It's too heavy, angel."—London Tit-Bits.

LAKE SUPERIOR MARINE MUSEUM  
Canal Park Visitors Center  
Duluth, Minnesota

Gift of Arthur E. Ramberg, *write* Bear Lab.



*From Over the Top.*

**These Turned the Balance and Brought Victory.**