

JUL 2 1915
JUL 3 1915

ROCK ISLAND EMPLOYEES' MAGAZINE

774069

V9
(1915-1916)
P

JULY
1915



HOTEL COLFAX AND MINERAL SPRINGS
Colfax, Iowa.



Take that rest now-
not when you are compelled to.
Come with me to

COLFAX MINERAL SPRINGS

The Health Seekers Playground
*The finest First Class Mineral
Water Resort in the Middle
West operating on
Popular Prices.*

The water of the original "M. C." Mineral Springs located on the grounds of HOTEL COLFAX is renowned for beneficial results in all cases of RHEUMATISM and Stomach Disorders.

The Mineral Bath rooms, located in hotel, are, for completeness, unexcelled in the West.

RATES
Rooms, meals included, are from **\$15.00** per week up.

Steam, Vapor and Electric Baths,
\$1.00, and with Massage \$1.50 each.

WRITE FOR BOOKLET AND INFORMATION TO

JAMES P. DONAHUE, Prop.

Hotel Colfax and Mineral Springs
COLFAX, IOWA
"ON THE ROCK ISLAND LINES"



Another New Garment

THE above cut of our No. 618 tells the whole story. Only one of the many uses to which this practical garment can be applied. The adjustable back gives unusual freedom of movement and the extra large legs, the roominess and comfort celebrated in our entire line.

The fly front is a brand new feature and the numerous pockets are constructed to answer all purposes. It has already made a hit and we will be glad to send samples on request, Parcel Post prepaid.

Made from heavy dark blue and light blue denims, also khaki. Price \$16.50 per dozen.

Don't forget they also "*Wear Like a Pig's Nose*"

W. M. FINCK & COMPANY, Detroit, Michigan

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

Lake Cruises for Your Summer Vacation

7 Days Trip

The Magnificent Steel Steamship
"Minnesota" to BUFFALO
(NIAGARA FALLS) AND RETURN

via Charlevoix, Harbor Springs, and historic Mackinac Island, viewing both ways by daylight the beautiful scenery of the Detroit River, and St. Clair Flats, stopping at all points of interest. 12 hour stop at Buffalo allows plenty of time to see Niagara Falls. During season leaves Chicago every Thursday at 11:00 a. m.

\$40

Including
Meals and
Berth

5 Days Trip

The Elegant Steel Steamship
"Missouri" to KAGAWONG, ONT.,
AND RETURN

\$34

Including
Meals and
Berth

via Mackinac Island, The "Soo," St. Mary's River, North Channel, and the shores of Manitoulin Island, stopping at all points of interest. During season leaves Chicago every Monday at 4:00 p. m.

SS. "MISSOURI" also makes special trip each week to Onekama, Frankfort, Glen Haven and Glen Arbor leaving Chicago Saturdays at 4:00 p. m.

Our line of steamers offers you the greatest possible opportunity or real rest and genuine pleasure. You can go for a full week or only a few days as you prefer.

The Elegant Steel Steamships

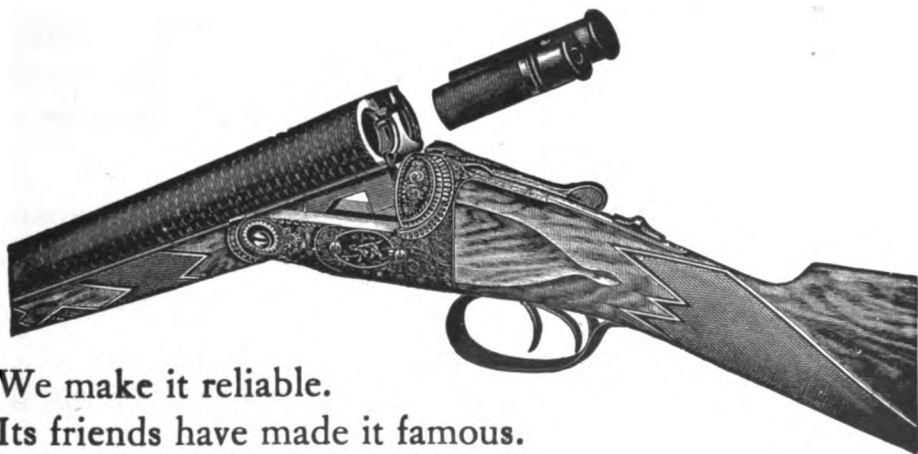
"MANITOU"—"MINNESOTA"—"MISSOURI"—"ILLINOIS"

offer unrivaled service between Chicago, Charlevoix, Petoskey, Bay View, Harbor Springs, Mackinac Island, Ludington, Manistee, Onekama, Frankfort, Glen Haven, Glen Arbor, Leland (via auto or connecting steamer from Glen Haven) Sault Ste. Marie, and Buffalo, connecting with all lines for Lake Superior and Eastern Points. For illustrated folder and book of tours address

Northern Michigan Transportation Co.

J. C. CONLEY, Gen. Pass. Agt., North End Rush Street Bridge, Chicago, Ills.

THE PARKER GUN



We make it reliable.
Its friends have made it famous.

Send for Catalogue

PARKER BROS., Meriden, Conn.

N. Y. Salesrooms: 32 Warren St. A. W. duBray, Res. Agt., Box 102, San Francisco

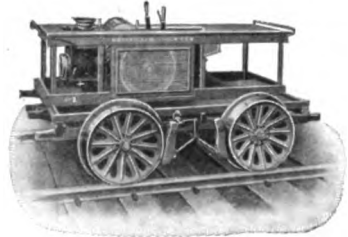


Shorten Your Section with a **FAIRMONT**

Why wear yourself out pumping an old hand car, when you can sit better down and ride for an hour or more every day?

With this engine on your old hand car you can hire better men, get them to work sooner, work longer and harder.

You can keep your section in better shape with fewer men, and thus get in line for higher pay and promotion. Write for our easy payment plan.



Fairmont Gas Engine & Railway Motor Car Co.
Formerly Fairmont Machine Company
439 N. Main St., Fairmont, Minn.

Quick Duplication

of form letters, office blanks, notices, instructions—anything handwritten or typewritten—by the Mimeograph! Takes little more than the time to write the stencil. No slow typesetting and distributing. Finished product ready within a few minutes. And the wonderful new dermatype stencil produces absolutely unmatched work—clear—accurate—exactly duplicating the original. You need a Mimeograph to save time and printers' bills—to improve the appearance of your form work. *Investigate.*

ROCK ISLAND LOCAL SURGEONS

ATLANTIC, IA.

Dr. C. L. Campbell,
Chestnut St.
Tel. Musson 307.

BLUE ISLAND, ILL.

Drs. Kauffman,
242 York St.
Tel. Blue Island 109.

BURLINGTON, IA.

Dr. P. H. Schaefer,
Carpenter Bldg.,
Tel. 926.

CHICAGO, ILL.

Dr. Ferd Engelbrechtson,
Suite 1103, Tower Bldg.,
6 N. Michigan Av.
Tel. Central 4120.

CHICAGO, ILL.

Dr. S. C. Plummer,
Chief Surgeon.
Room 1030 La Salle St.
Station, Tel. Wabash
3210, and 25 E. Wash-
ington St., Tel. Central
5465. Residence Tel.
Oakland 97.

CHICAGO, ILL.

Dr. S. A. Waterman,
7845-47 Winneconna Av.
Tel. Stewart 3372.
Hours: 7 to 10 a. m., 3
to 5 and 7 to 9 p. m.

CHILLICOTHE, ILL.

Dr. J. W. Daugherty.

DARDANELLE, ARK.

Drs. L. E. Love and J.
R. Linsy.



DES ARC, ARK.

Dr. J. C. Gilliam,
Tel. Office 53.
Residence 20.

ELDON, MO.

Dr. G. D. Walker,
Tel. Office 9.
Residence 179.

EL RENO, OKLA.

Dr. F. H. Clark,
Office, First Nat'l Bank
Bldg.
Residence, 321 S. Rob-
erts Av.
Tel. Office 23.
Residence 321.

EL RENO, OKLA.

Drs. Hatchett & Ader-
hold,
Proprietors,
El Reno Sanitarium.

EL RENO, OKLA.

Dr. G. W. Taylor,
114 E. Woodson St.
Tel. 225.

FARMINGTON, MINN.

Dr. J. A. Sanford,
Star Phone 119.

HENNESSEY, OKLA.

Dr. A. B. Cullum,
Tels. 53 and 92.

HOT SPRINGS, ARK.

Dr. Leonard R. Ellis,
302½ Central Av.
Tel. Office 738.
Residence 1749.

JOLIET, ILL.

Dr. T. H. Wagner,
Cutting Bldg.

LA SALLE, ILL.

Dr. J. F. Crowley,
111 Marquette Av.
Tel. 185 B.

LA SALLE, ILL.

Dr. P. M. Burke,
Neustadt Bldg.,
Tel. Office 89 W.
Residence 89 R.

MOLINE, ILL.

Dr. A. H. Arp,
508½ 15th St.
Tel. Office 318 and 1480.
Residence Moline 6.

MCPHERSON, KAN.

Dr. A. Engberg,
Tel. Office 146.
Residence 2.

OKARCHE, OKLA.

Dr. H. C. Brown,
Tel. Office 54.
Residence 74.

ROCK ISLAND, ILL.

Dr. S. B. Hall,
Robinson Bldg.
Tel. Office 1099.
Residence 277.

WYOMING, ILL.

Dr. J. S. Wead.

JUST TO REMIND YOU

That we have in operation a complete plant manufacturing Artificial Limbs.

ALSO

That all of our workmen making Artificial Limbs wear them, and by so doing know just the requirements necessary to make a Perfect Limb,

WHICH

Insures COMFORT, FIT, DURABILITY and SATISFACTION to wearer.

Send for our 62-page complete, illustrated Catalog of Artificial Limbs, sent postpaid on request.

SHARP & SMITH

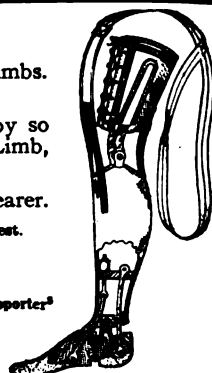
High-Grade Artificial Limbs, Orthopedic Appliances, Trusses, Elastic Stockings and Abdominal Supporter's

155-7 N. Michigan Blvd. (Two Doors North
of Randolph St.)

CHICAGO, ILL.

ESTABLISHED 1844

INCORPORATED 1904



When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

COLUMBIA



RECORDS-65¢

Double-Disc

Ask your dealer to play the latest Columbia double-disc records for you. There is a new Columbia record list of all the latest music, including the newest, popular dance hits, issued the 20th of every month.

Over a thousand at 65 cents—the standard Columbia price. The big Columbia record catalog contains more than 4,000 records in every class of music, vocal and instrumental.

The Columbia Grafonola "Leader" at \$85, as illustrated, is a striking example of Columbia supremacy. The "Leader" embodies the newest distinctive Columbia feature—the individual record ejector. With ordinary record racks, \$75. If you have believed the difference in talking machines was mainly one of appearance—*hear* the "Leader." A beautiful, simple, convenient instrument with superb tone qualities. Other Grafonolas from \$17.50 to \$500—and on very easy terms if you wish.



Columbia Graphophone Company

Box G618, Woolworth Bldg., New York

TORONTO: 365-367 Spadina Ave. Prices in Canada plus duty. Creators of the Talking Machine Industry. Pioneers and Leaders in the Talking Machine Art. Owners of the Fundamental Patents. Dealers and Prospective dealers, write for a confidential letter and a free copy of our book "Music Money."

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.



—A Thousand Miles of Wondrous Lakes, Smiling Isles!

The happiest tip for a cool, healthful, restful trip is
the famous Great Lakes vacation aboard the

“NORTH LAND”

The Floating Palace of the Great Lakes

You pass through the Great Lakes aboard a steamship
that is the equivalent, in elegance, appointments, equipment
and cuisine, of any ocean liner.

First sailing of the S.S. “North Land” from Buffalo for Chicago
Wednesday, June 16. Returning first sailing from Chicago, Saturday,
June 19. Stops made enroute at Cleveland, Detroit, Mackinac Island,
Harbor Springs and Milwaukee, in both directions. “North Land”
leaves Buffalo Wednesdays, returning Saturdays.

Optional arrangement—all through tickets reading via rail lines between Buffalo and
Chicago in either direction good via S.S. “North Land” upon slight additional payment.

A complete description of this trip will be mailed you if
you will write today to

NORTHERN STEAMSHIP CO.

Great Northern Railway

C. W. Pitts, General Agent

210 S. Clark St., Chicago, Ill.

S. LOUNSBERY, G. P. A.

1184 Broadway, New York

“In All the World No Trip Like This”

Write Today for
New Folder on Gla-
cier National Park

Visit Panama Pacific Exposition and travel via
Great Lakes and Glacier National Park route.

Rock Island Employees' Magazine

Edited by Harley E. Reisman

CONTENTS, JULY, 1915.

	Pages
The Health Seekers' Playground, Colfax, Iowa, Mineral Springs	9 to 16
Liberty Bell	17 to 18
Rock Island Railway Club on South Chicago Trip.....	19-20
Safety Bureau	21-22
Keeping Travel Swift, Safe and On-the-Minute.....	23-24
Monthly Filings	25
Meritorious Service	26
Appointments	27
News from the Divisions.....	29 to 57

¶ This Magazine is published monthly at Room 927 La Salle Street Station, Chicago, in behalf of the 50,000 employees of the Chicago, Rock Island & Pacific Railway Company.

¶ Readers of the Magazine are urged to contribute articles or stories in regard to Rock Island affairs, both past and present. ¶ Communications should be sent to the Editor at the above address, and should be written on one side of the paper only. ¶ Every communication or article must be signed with the full name of the writer for it to receive consideration, although the writer's name need not be used in connection with the matter when printed.

¶ For distribution to Rock Island employees free; Subscription price to all others, \$1.50 per annum; 15 cents per copy.

¶ Advertising rates will be made known upon application. ¶ The exceptional field covered by this periodical makes it an excellent medium for general advertising.

THE ROCK ISLAND EMPLOYEES' MAGAZINE
La Salle Station, Chicago

"MAKE GOOD."

Make good.
Cut out "if," "could," and "should,"
And start in to saw wood.
You can still have the best
Things in life, like the rest
Of the men who've achieved
Just because they've believed
In themselves. You're deceived
If you think fortune comes
With a rattle of drums
And a fanfare of state
To hand *yours* on a plate.
That isn't the way
That she visits today.
You must get out and rustle and bustle and hustle;
You need all your muscle, for you've got to tussle,
Plunge into the fight,
Hit to left and to right,
And keep crashing and smashing.
Don't let up with your striking
Till things meet your liking.
For God's sake, stop bawling—
Instead, do some mauling.
It makes the world bitter
To look at a quitter;
Fate scowls when she sees
A grown-up on his knees.
A man with his health
Is a mine jammed with wealth
Full of unexplored lodes.
Why, the freckled-back toads
Have the sense to keep jumping—
And here *you* are frumping!
Come, now, strike your gait—
It isn't too late,
There's no such thing as fate!
Drop that fool-talk of "luck,"
Get a grip on your pluck,
And buck.
Begin
To grin
And win.

—Herbert Kaufman, in *Everybody's*.

774069

NEW YORK
PUBLIC
LIBRARY

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

Copyright 1915 by H. E. Reisman

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX. 774069 JULY, 1915.

No. 1.

THE HEALTH SEEKERS' PLAYGROUND, COLFAX (IOWA) MINERAL SPRINGS

There are three surprising things about Colfax Mineral Springs, Colfax, Ia., located about 20 miles east of Des Moines on the Rock Island Lines, to the person visiting there for the first time. These are:

The truly wonderful curative qualities of the water and baths.

The supreme beauty of the scenery.

The comfort, beauty and luxury of the Hotel Colfax.

Some people think that the only curative springs, which actually *cure*, are in Austria; that scenery is in the Rocky Mountains, and that real hotels are in New York and California. We hate to be disturbed in these convictions. We feel that those are fixed. Haven't we read the advertisements and haven't we been there?

The truth must be told, however, and it will doubtless be a surprise to some.

The springs at Colfax, by chemical analysis and by daily results, have no superior in the whole world as medicinal springs. No spring now flowing will restore a lost limb or prevent the approach of age; but a few in the world are a decided help to our physical natures when we set about to atone for the sins of the flesh. Colfax is one of these. Rheumatism, nerve running wild and a discouraged alimentary canal are three great woes that loosen their grip under the

mild, soothing influence of Colfax and its water.

Every kind of bath is there strictly up to date.

The scenery at Colfax is supremely beautiful. Yes, we mean just what we say; there are few if any spots on the whole continent that surpass in beauty this wonderful place in the heart of Iowa. The reason why rugged rocks and barren mountains have monopolized the word "scenery" is because the people who talk about them come from cities or fertile plains where such things are not common. The most truly beautiful scenery in the world combines the graceful line of hill and vale, the colors of abundant grass and flowers, the shade and beautiful forms of many trees, the restful curve of winding streams, the expanse of prairie and over all the richness and the peace of rural life. Colfax is a high hill which holds the entranced visitor aloft so that he can feast his soul on all these beauties spread in prodigal splendor. The eminence is so great and the sweep of the eye so vast that no season of the year is without its surpassing beauty. But in summer the perfume laden breezes from the prairie are always moving coolly among the trees, the universal beauty satisfies the soul, the peace and rest are sublime.

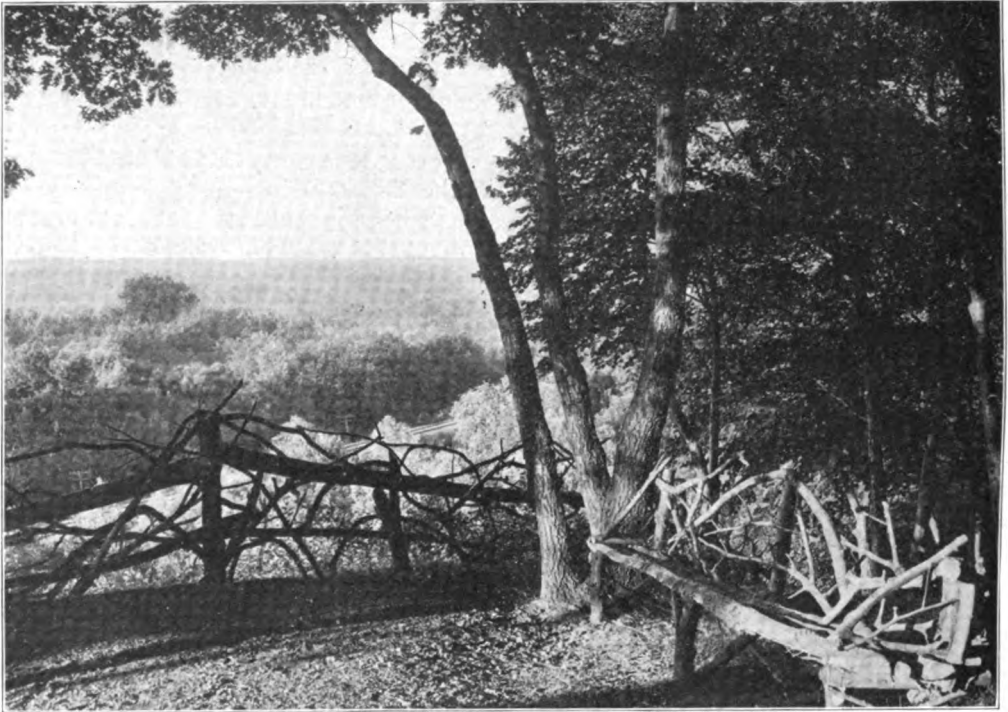
The Hotel Colfax, conducted by Col.



Italian Terrace, Hotel Colfax.



View of Grounds Looking East, Hotel Colfax.



Lovers' Leap, on Grounds of Hotel Colfax.



View of Grounds Looking West, Hotel Colfax.

James P. Donahue, is a most beautiful place and the accommodations are unexcelled.

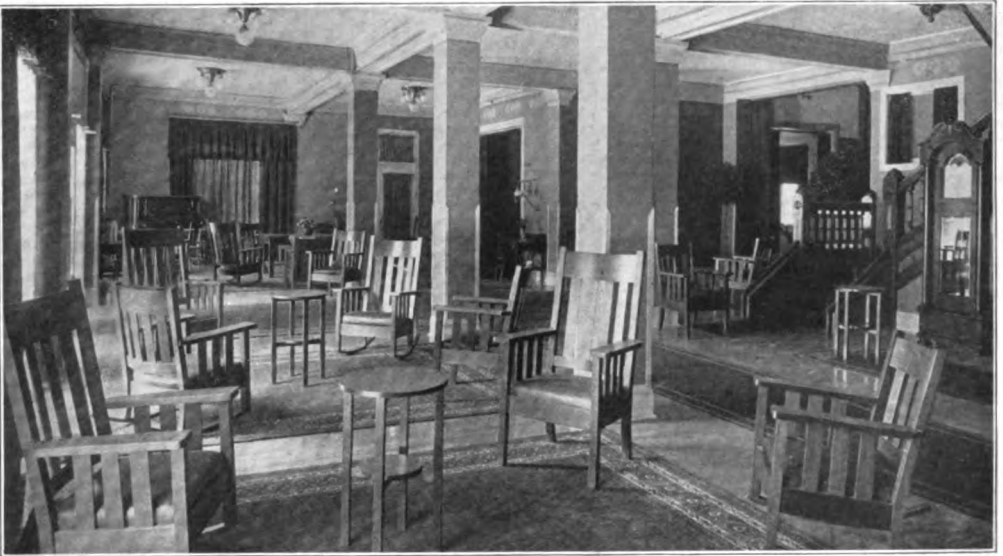
On the loftiest eminence the Hotel Colfax stands. The visitor who knows Glenwood, Manitou, St. Augustine, Adirondacks, Thousand Islands, Southern California, or places abroad, will miss nothing at the Hotel Colfax. In fact, in the artistic furnishings and arrangements of the whole house there is the personal touch of a superior taste that is rarely found anywhere. That is the incredible thing about Colfax. God may furnish the water and the scenery, such things *do*

The Hotel Colfax is just one mile east of the City of Colfax, easily reached by an electric street car line, operated by the owner of the hotel.

Of the hotel, Mr. Herbert Kaufman, the great American writer, says:

"Just a mile away from Colfax, right in the 'heart of the hills,' is the most unique hotel in America—the Colfax. It's *built* on the plan of the most exclusive California hostelryes and *run* on the plan of a great country mansion."

The hotel operates its own electric power, light and heating system, ice and



The Lounge, Hotel Colfax.

sometimes happen in unexpected places; but buildings, comforts, accommodation, luxuries—the man made part—they do not happen. They follow the crowd, the big crowd with bulging pockets. But they happen at Colfax; they have preceded the crowd in a rare faith that the men and women of the middle west must appreciate the wondrous benefits and the beauties of this magic place and will be irresistibly drawn there to submit their minds and bodies to its soothing, curing, uplifting influence. A feast of the best, both by nature and by man, are there. The people will come. Each year adds its quota of new friends, which bespeaks the widening circle with faces turned toward Colfax.

cold storage plants, water works, laundry and garage. The hotel is built of concrete and steel, which makes it absolutely fireproof.

The Moorish design, appropriate to the charming spot in the hills which it occupies, is enhanced by a color scheme followed even to the window shades. The lounging rooms, parlors, guests rooms, all show the touch of artistic skill in decoration.

The air, the scenery, the wonderful surroundings alone, even without the mineral springs, make the Colfax one of the most desirably situated hotels imaginable. The hotel grounds (160 acres) themselves are beautifully laid out in flowers and greens, and in every direc-



Ladies' Parlor, Hotel Colfax.

tion walks wind away through the forest that surrounds the buildings.

They have a fully equipped garage in charge of competent machinists. A stock of tires and accessories are always on

hand. Repairs given prompt attention. Located on the famous "River to River" road, just half way between Davenport and Omaha, there are hundreds of automobile parties as guests of the hotel dur-



Office, Hotel Colfax.



Corridor, Hotel Colfax.

ing the season. The hotel and garage have been designated as "Official" by the American Automobile Association, the Touring Club of America, and the Blue Book.

From the Italian terrace you can see eighteen miles out over the woods, the vales and the hills. "Lovers' Leap," overlooking a great precipice, affords a pleasant spot to while away an idle hour



Dining Room, Hotel Colfax.



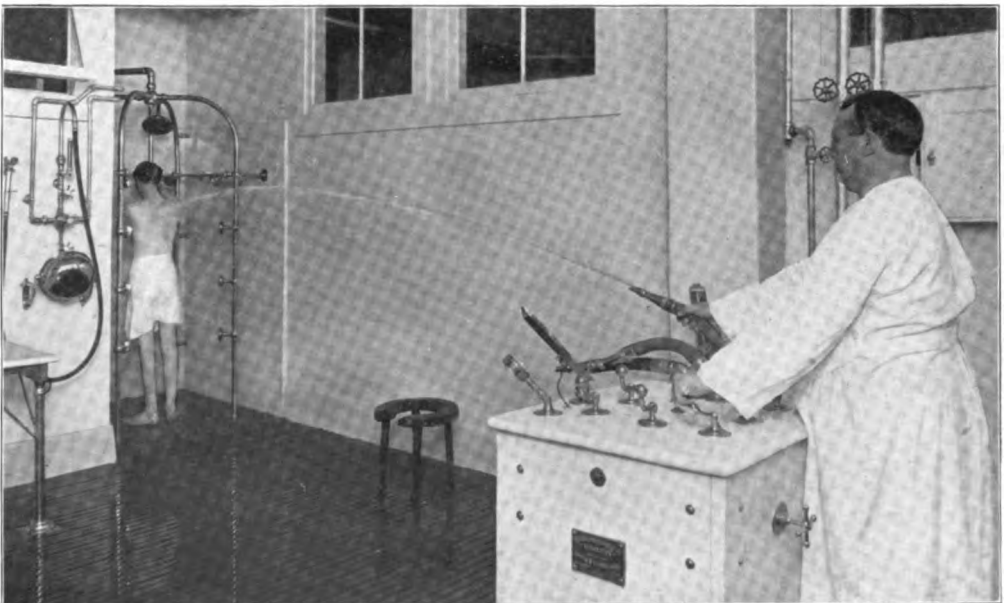
Men's Bath Douche Room, Hotel Colfax.

or two. Truly, Nature with her wonderful scenery and curative springs, and man with his luxuriously appointed hotel, have combined to make Colfax one of the few garden spots—one of the “far-between” places where every day is a real day.

The old “Magnesian Chalybeate Spring” so named over forty years ago, by G. Hinrichs, M. D., then Professor

of Chemistry, Iowa State University, is now commonly known throughout the country as “The Old M. C. Spring.” It is located on the grounds of the new, beautiful Hotel Colfax, one mile east of the city. This is the original Mineral Spring of Colfax; and its waters are bottled exclusively by the Hotel Colfax.

Original analysis of the old M. C. Spring—grains per gallon:



Men's Baths—Cooling or Rest Room, Hotel Colfax.

	American gallon, 231 cu. ins.	Imperial gallon, 70,000 gr.
Chloride of Sodium.....	3.85	4.62
Sodium Sulphate	78.86	94.57
Potassium sulphate41	.49
Magnesian Sulphate	31.87	38.22
Calcium Sulphate	13.07	15.68
Calcium Carbonate	17.51	21.00
Iron Carbonate67	.81
Silica Alumina29	.35
Lithia	Trace	Trace
Carbon Dioxide	7.18	8.61
Total	153.71	184.35

Analysis by G. Hinrichs, M. D., Professor of Chemistry, Iowa State University.

The famous "Old M. C." mineral water is highly recommended for cases of rheumatism, stomach, liver and kidney troubles. Greatly beneficial in all uric acid conditions.

This water is prescribed and endorsed by eminent physicians throughout the country. It is used in thousands of homes, hospitals and sanitariums. Rich in sulphates, salines and alteratives, springing from far in the earth, after being filtered through hundreds of feet of mineral-bearing rock, it comes to the surface freed of all impurities and charged with the wonderful substances which have made well persons of so many ailing ones.

The hotel is run on the American plan and the rates are from two and one-half to five dollars per day, per person, with a special rate of \$15.00 and up per week.

The dining room is in soft tones of grey with draperies and rugs of du Barry Rose. The hotel orchestra plays during the noonday and evening meals, and dances are given once or twice a week for the guests and their friends.

A diet kitchen is run in connection with the culinary department, thus enabling guests who require a diet while drinking the waters to obtain all imported and domestic diet foodstuffs. This department is in charge of a competent man who has had years of experience in the best hospitals in this country.

The appointments of the hotel are on a par with those of the most exclusive on this continent and abroad. Every little detail for comfort and luxury will be found in the living rooms. The corridors are broad and inviting for evening promenades when one is not inclined to take the air on the broad piazzas that

surround the hotel on every side. A perfect system of service makes the annoying little incidents that detract from one's pleasure elsewhere, practically unknown here.

The barber shop is in charge of a first-class barber. A valet is always on duty to care for the pressing and repairing of clothes. A manicure and hair-dresser is employed by the hotel to care for the wants of guests.

The ladies' and gentlemen's bath-rooms excel anything in the West, and are the most modern, scientific, spacious and hygienic that can be found anywhere.

These departments, equipped with all the latest devices known to modern science of hydrotherapy, are in charge of skilled masseurs and attendants, who have had many years of experience in their various lines of work. The medical director personally supervises these departments.

The electric light baths are recommended in gout, rheumatism, neurasthenia, and particularly in convalescence from acute diseases; in mental and physical fatigue, worry, excitement, etc., this treatment will accomplish in a short period of time what the "rest cure" may take months to do.

Every bath known to modern science is given. Some of the various kinds are Turkish, Russian, Electric Light, Cabinet, Shampoo Massage, Scotch Douche, Sitz, Needle, Showers, Salt and Glow.

The cooling rooms are large and perfect in appointments, and private dressing rooms are provided.

From statistics received we find the Hotel Colfax had a total of nearly 13,000 guests registered during the year 1914.

The reasonableness of the rates make it possible for any Rock Island employe and his family to enjoy these luxuries and they should all visit Colfax in order to know first hand of the beautiful spot so they may properly inform Rock Island patrons and also their many friends. When an employe sends a party to Colfax he is not only doing them a good turn, but is increasing the Rock Island passenger earnings — so go ahead and boost it.

Col. Donahue is deserving of a great deal of credit for this most beautiful place and for the manner in which his many guests are taken care of.

LIBERTY BELL TO TOUR COUNTRY

Saturday, July 17, will be "Liberty Bell Day" at the Panama-Pacific International Exposition at San Francisco. A committee of the City Council of Philadelphia have agreed that the historic relic should leave Philadelphia on its journey across the continent at 3:00 o'clock July 5, after patriotic exercises in Independence Hall.

The route selected will take the Bell across seventeen States and the schedule stops total considerably over 100.

The Bell will arrive at Oakland wharf at 6:00 p. m. July 16. From that time on the official party will be in the hands of the people of San Francisco and the Exposition authorities.

Special train will arrive in Chicago at 5:30 p. m., on July 6, leaving via Rock Island Lines a few minutes after midnight, permitting of inspection and appropriate exercises while in La Salle Station, Chicago.

Special train will make two minute stops at Joliet, Morris, Ottawa and La Salle, Ill., and arrive at Peoria at 7:00 o'clock the morning of July 7, where a stop of one hour will be made. Leaving Peoria, stops of five minutes at Geneseo and ten minutes at Moline will be made. Rock Island, Ill., will be reached at 11:30 o'clock, where a stop of fifteen minutes will be made. Crossing the big Rock Island-Government bridge to Davenport, a stop of thirty minutes has been scheduled, thence to Iowa City, where a stop of fifteen minutes will be made, thence to Marengo, Iowa, stopping five minutes, thence to Grinnell, stopping ten minutes, thence to Des Moines, arriving Des Moines at 6:10 p. m. the evening of July 7.

At Des Moines a stop of four hours will be made, special train being scheduled to leave Des Moines via Rock Isl-

and Lines at 10:00 p. m., arriving Topeka at 8:30 a. m. the following morning. After a stop of one and one-half hours at Topeka, train will leave for Kansas City, arriving there at noon, July 8. From Kansas City the train will proceed to Omaha, thence westward, making a number of stops until San Francisco is reached.

The history of Liberty Bell, whose tongue first announced the adoption of the Declaration of Independence, is closely interwoven with the independence of this country. It hangs from its original beam, and was ordered by the Superintendent of State House in Philadelphia from the agent of the Province in London. The requirements were that it should weigh about two thousand pounds and bear the following:

"By order of the Assembly of the Province of Pennsylvania for the State House in Philadelphia, 1752," and underneath:

"Proclaim liberty throughout all the land unto all the inhabitants thereof.— Lev. XXV, V, X."

In August, 1752, the bell was received in Philadelphia, but in the following month it was cracked by a stroke of the clapper. It was recast, but as it was not done satisfactorily it was again recast in May, 1753, and in June of the same year it was hung in the State House steeple.

It was taken to Allentown, Pa., in 1777, in order to prevent it from falling into the hands of the British.

In August, 1753, the bell was rung in the State House steeple for the first time—to call the members of the Assembly together.

May 17, 1775, it was rung for the Members of the Assembly when, taking the higher ground for their rights



as Englishmen, they addressed the Proprietary Governor as follows:

"We do not as a part of the Legislature desire any independence but what the Constitution authorizes, which gives us the right to judge for ourselves and our constituents of the utility and propriety of laws, and never will oblige us to make laws by direction."

February 3, 1757, the Assembly was called together by the bell, on which occasion Franklin was sent to England to solicit redress of certain grievances.

September 12, 1764, the bell rang the Assembly together when another step was made toward the Revolution. The Massachusetts Bay votes then received acquainted the Assembly with the instructions sent by that colony to its agent in London asking him to use his endeavors to have the Sugar Act repealed and to prevent the Stamp Act or any other imposition of taxes upon them and the other American provinces.

September 22, same year, the bell rang the Assembly together when that body wrote its London agent in terms similar to the letter of the Massachusetts Assembly.

September 9, 1765, the bell called the Assembly to consider a resolution to accept a plan for a Congress of the Colonies, which finally met in New York on October 1, 1765.

September 21, 1765, the bell convened the Assembly to consider the Act of Parliament imposing stamp duties and other duties upon all British subjects in America.

October 5, 1765, the bell was muffled and tolled as the ship "Royal Charlotte," bearing the stamps for Pennsylvania, New Jersey and Maryland, under convoy of the Man-of-War "The Sardine," came up the Delaware river.

October 31, 1765, when the Stamp Act went into operation, the bell was again muffled and tolled.

September 20, 1766, the Assembly was called and voted the last £4,000 to carry on the military operations of Great Britain in the Colonies.

April 25, 1768, a town meeting of citizens was called by the bell to express their objection to the Act of Parliament prohibiting the making of steel in the Province, prohibiting planing and slitting mills and iron manufactories, prohibiting hat making, and wool manufacturing, and for the shipment of paupers to the Colonies.

July 30, 1768, the bell called a town meeting which passed the following resolutions:

"Thus are the Colonies reduced to the level of slaves. The produce of their toil is at the disposal of others to whom they never entrusted power and over whom they have no control. Justice is administered, government is exercised, and a standing army maintained at the expense of the people, and yet without the least dependence on them; nay, the money which we have earned with sweat and toil and labor, being taken from us without our knowledge or consent, is given away in pensions to venal slaves, who have shown a readiness to assist in riveting the chains on their brethren and children."

September 27, 1770, the bell called the people to State House Square, when it was resolved that the claims of Parliament to tax the Colonies were subversive of the Constitutional rights of the Colonies and that the Union of the Colonies ought to be maintained.

February 4, 1771, the bell called the Assembly which sent a petition to the king for the repeal of the duty on tea.

October 18, 1773, the bell called the citizens to denounce the buyers and vendors of tea as enemies to their country.

December 27, 1773, the bell brought together a crowd which filled the Square, when it was "resolved that the tea in the ship 'Polly' should not be landed. The ship was provisioned and sent back whence it came, tea and all."

June 1, 1774, when the port of Boston was closed, the bell was muffled and tolled.

June 18, 1774, the bell called a town meeting in the Square, when the people pledged the city to the common cause of liberty.

August 25, 1775, the day following the battle of Lexington, the sound of the bell brought to the State House 8,000 people, who pledged themselves to associate for the purpose of defending with arms their lives, liberty and property against all attempts to deprive them of them.

July 8, 1776, at 12:00 noon the bell was rung to call the people to State House Square, where John Nixon, soldier and financier, read the Declaration. At the conclusion of the reading the bell was tolled, and at the same time all the chimes and bells in the city were ringing.

September 26, 1776, the bell called together for the last time the members of the Assembly of the Province of Pennsylvania, which body then dissolved.

October 24, 1781, the bell was rung at noon to announce the surrender of Lord Cornwallis.

November 27, 1781, to welcome to Philadelphia George Washington, commander-in-chief of the army, the bell and all other bells in the city were rung.

April 16, 1783, the bell rang the Proclamation of Peace.

From then to July 8, 1835, when it suddenly cracked while being tolled in memory of Chief Justice Marshall, it proclaimed the National Anniversary, ushered in the new year, "Welcomed distinguished men and tolled for the noble dead."



How Pat Would Evade It.

Two Irishmen, on their way home from a funeral, were conversing about the uncertainty of life. Says Pat:

"Sure and I'd give a thousand dollars, Moike, if I knew th' place where I was goin' t' die."

"Faith, Pat, and phwat good would thot do yez?"

"Begorra, I'd niver go near th' place at all, at all," says Pat.

MEMBERS OF ROCK ISLAND RAILWAY CLUB VISIT SOUTH CHICAGO AND CALUMET RIVER

Members of the Rock Island Railway Club and their families enjoyed the day and evening of Wednesday, June 16th, at South Chicago, on the event of one of the greatest days in that city known as the "Re-Discovery Day." The Rock Island ran a special train from La Salle Station to South Chicago to take care of the large attendance. In addition to members of the Railway Club, there was

Theater. The theater was beautifully decorated and the Singbad Opera Company of South Chicago and the Rock Island Silvis Shops Glee Club did splendid. The Silvis Glee Club deserves the highest praise. The Club is a splendid organization and its selections received well merited applause.

Former Senator A. C. Clark made good his promise to deliver Mayor



Members of Various Committees Who Made the "Re-Discovery Day" at South Chicago a Success.

a large number of city officials and employees and officials of some of the large industries in that section. On the "Re-Discovery Cruise" of the Calumet River there were about four hundred guests. Every person on board took a great interest in the large industries which were announced by the committee in charge as they were passed. The cruise consumed about three hours during which time those on board enjoyed a buffet luncheon and entertainment. At six o'clock a supper was served on board the boat, and at eight o'clock an elaborate entertainment took place at the Calumet

Thompson at the reception. He left the boat before the trip was completed, hastened down town and brought the mayor to South Chicago at 9 o'clock.

The house broke loose with prolonged applause to the "Hero of the Street Car Strike" as Mayor Thompson entered together with the senator.

Senator Clark was introduced as master of ceremonies and made a speech in which he said the mayor had not slept in sixty hours. Another reception of two minutes followed the introduction of the mayor, who said in part:

"I am pleased to again meet my very good friends in South Chicago. I don't want to talk about what has been done, although we had a strenuous time for forty or fifty hours. You people are not interested in the details but in the results.

"The great strike, if I do say it myself, was probably settled in shorter time than any similar controversy anywhere in the country. I was firm—possibly you may have thought I was too drastic. I don't know, but I sought to do good for all the people. There is no good in a long strike—no good in the suspen-

or not, just so long as it is good for the people."

Recalling the days when he shot mudhens down here he had this to say about the Calumet:

"I am interested in your community and I know a great deal about it. I am interested in everything that is good for your community and the entire city, and as long as William Hale Thompson is mayor of Chicago you can depend upon it that he will back you up on anything you do for the upbuilding of the city, or any part of it. I wish you and the Calumet region every success."

WHERE CREDIT IS DUE.

This great "Re-Discovery Cruise" was arranged by the Greater South Chicago Committee, which consists of the following:

George W. Bolling, editor, the Daily Calumet.

Wm. A. Field, general superintendent, Illinois Steel Co.

John J. Hanberg, former treasurer, Cook County.

Squire S. Burke, president South Chicago Business Men's Association.

Louis Kahn, president The Retail Merchants' Association.

Warren W. Smith, president South Chicago Savings Bank.

Walter E. Schmidt, secretary Illinois Improvement & Ballast Co.

Chas. T. Ames, president Rock Island Railway Club, Chicago.

C. A. Tice, secretary Freight Agents' Association of South Chicago.



AN UNPLEASANT SURPRISE.

A fussy passenger in a suburban car suddenly discovered that he had a grievance against the road and forthwith proceeded to abuse the conductor.

The latter was a small man who persisted in saying that rules were rules and that he had no discretion in the matter.

Finally, the fussy man became so very warm and seemed so determined to resort to fistic hostilities that an innocent bystander felt compelled to interfere.

"Don't lick the conductor," he said. "Lick the superintendent."

And just then a two-fisted six-footer who must have weighed 200 pounds, at least, arose from a nearby seat.

"That's a very good suggestion," he quietly remarked. "I'm the superintendent."

Whereupon the fussy man hastily slid into the nearest empty seat.



ARKANSAS PASSENGER FARES.

Our application for temporary injunction to restrain the State of Arkansas from further enforcing the Two-Cent Fare Law against this Company was heard before the United States District Court for the Eastern Division of the Eastern District of Arkansas and restraining order in our favor was issued by the court, May 29, and our fares in Arkansas have been restored to the three-cent per mile basis.



Booster's Badge Worn at South Chicago "Re-Discovery Day."

sion of the natural business, by tying up the car lines. I demanded, from the start that both sides agree to arbitration and arbitrate at once. I may have lost a little sleep, but when the people of a great city have to go afoot it is no time for the mayor to sleep. I was a cow puncher at one time and then we worked in summer and slept in the winter. One of the differences between being mayor of a great city and a cow puncher is that you work in the summer and don't sleep in the winter.

"I have done my duty as I saw it in this crisis, and will do it as long as I am mayor, whether it is good for Thompson politically

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

THE MIS-USE AND ABUSE OF "SAFETY FIRST."

The long recognized adage "Familiarity breeds contempt" threatens its application to those splendid, elevating and high purpose principles symbolized by the words "Safety First," those words that carry with them the thoughts of reduction of personal injuries to the minimum; of decreasing pain and suffering; the elimination of destitution in many homes; sparing the bread earner; the increase of happiness and better home conditions and the assurance of a stronger and a better race—and unless the mis-use and the openly apparent abuse of those words be seriously considered and measures adopted to check such wrongs, the rock bound principles upon which the crusade to conserve life and limb are founded must needs be shaken and jeopardized. The indiscriminate use of "Safety First" as a catch-the-eye phrase to advertise certain commodities, wares, and individuals if you please, and to attract the eye of the public for commercial purposes alone, regardless of the interests of those thousands to whom the words "Safety First" should and would mean much in a general way, is nothing short of a crime, the continuance of which will reap its own unjust reward.

What does "Safety First" mean to the thinking man, woman or child? Have you ever asked yourself that question? Does it not stand for everything that is right and just? Would not strict adherence to the admonition to place SAFETY ahead of every other consideration naturally bring us results the benefit of which can neither be doubted nor over-estimated? Then why permit the slogan that should direct us to better conditions on our railroads, in our industries, in our cities, yea, all over this great peace loving country in which we

live and of which we are a part, to be thusly seized and abused by the vendors of automobile tires, rubber heels, teas, clothing, etc., and to advertise the strength and efficiency of our national banks in various parts, and last, but not least, by the candidate in one of our large cities who aspired to the highest office within the gift of the good people of that city, to secure votes for his election?

It is indeed a comfortable thought to every American that "Old Glory" should be so proudly and jealously guarded against encroachment by ANY and ALL who might seek to use that splendid emblem of the "Land of the free and the home of the brave" to simply catch the eye for the advancement of some business interest. How strict must he who dares to use THAT emblem for any commercial purposes account to the Federal Government for so doing. With equal jealousy (?) the currency of our country is guarded and reprints positively forbidden. The National Red Cross Society have succeeded in prohibiting the use of their emblem for any other purpose than to designate the Red Cross. Why these restrictions? The answer is because to permit the indiscriminate use of these almost sacred emblems would be but to ruin them as high ideals of good government, and as designating one of the greatest factors for good known to the civilized world. Their appearance on every paper of tobacco, in show windows and elsewhere would soon tend to drag them to a level beneath their admitted dignity. Is not the same true of those words that bespeak that great and humanitarian movement, namely, "Safety First"? Will not these words in the very near future, unless we raise our protests to the apparent abuse of them, be looked upon by many

as meaningless and beneath their respect and notice, and recognized only as advertising mediums, rather than as admonitions that mean so much to all if accepted in the same spirit with which they are tendered? This question carries its own affirmative answer, and it therefore becomes the duty of numberless thousands who value those words and their message so highly, to rally to the thought and the necessity of asking that "Safety First" be not mis-used and abused, and at the same time attempt to interest those who are now and have been taking advantage of that popular slogan, to desist from further doing so, and interest themselves and others in the true meaning of those words, "Safety First."

Think it over, talk about it to your co-laborer and fellow workmen, to the family, if you please, and do your part to have "Safety First" impart the message it is intended it should. Let's start a campaign against the mis-use of those words that point out the way to everything that is better among our railroad men, the patrons of our railroads and the public generally.



BY A RESERVED BUT ENTHUSIAS- TIC EMPLOYEE.

For a long time the 6th District, Missouri Division, boys had wanted a meeting car for "Safety First" and employees' meetings. Great interest was taken in the "Safety First" movement, but the men east of Eldon were handicapped in not being able to conveniently attend the meetings which were held at Trenton.

About ten months ago the matter was put before Superintendent Coughlin and we received very hearty co-operation on his part. For the benefit of those of our worthy friends and co-workers, let me say, Mr. Coughlin had his "hat and both feet in the ring," in the "Safety First" movement, and to ask for a car for this purpose from him was to receive it. The car was set out at Eldon and fixed up for the employees.

The "Rock Island" ladies at Eldon are worldly wise and they knew that if the boys did not talk when they attended these meetings, the meeting would be a failure in the fundamental cause of its existence—"Prevent Injury." Now these same women love their husbands—the beautiful girls of Eldon love their brothers, and—well, maybe some other girl's brother—none of them wanted to be widows or brotherless, so they got busy. They knew the boys must talk at these meetings; they must tell the others how they narrowly escaped a serious injury—the loss of a leg, an arm or possibly their life—and suggest ways and means of

eliminating this danger. The wives knew their husbands were not much of a hand to talk in a crowd, but they did know they would talk a blue streak at home; the girls knew some other girl's brother would not talk much in a crowd, but they knew they would talk (when talking was necessary) when alone in a nice quiet little nook where they had been so often that it was just like home to them and they supposed their brothers did the same thing. Evidently H O M E was the thing to make them talk. They got busy.

Beautiful pictures were taken to the car and placed upon the walls; nice carpets were taken down and placed on the floor; hooks to hang their coats and hats on were placed beside each seat; a large mirror was placed near the entrance that they might complete their toilet; a large blackboard was placed in the front of car that casualty statistics might be shown in black and white; that the boys might see as well as hear the figures given by a man who is in a position to know; it is a well known fact that things you see remain with you longer than those you hear. That an employee's mind might not wander from the subjects to be discussed; that the happy husband might not forget for a minute as it were, the wife at home, a magnificent pennant reading "Safety First" was strung across the front of the car where each and every visitor might see it at all times and I want to tell you, good friends, from a personal observation of the enthusiasm of the audience at some of the meetings held in this little home, I know that pennant radiates the spirit of "Safety first, last and all the time." As a mark of respect and appreciation of the efforts of Mr. Coughlin to make out little home a reality, a beautiful little pennant has been put up in the car reading "D. Coughlin, Supt." This pennant is not as large as the "Safety First" pennant, but its colors are just as bright.

The ladies had the right idea—the "Employees' Home" was the cure for the bashfulness with which most of the boys were seriously afflicted. Now they talk and they talk and they talk—but they talk "Safety First" all the time.

It is a fifty-two (52) capacity car, but the boys are not afraid to overload it over the ten per cent, even when the superintendent and both trainmasters are there. The superintendent knows when to see these little things and when to overlook them. They fill the seats; they fill the aisles; they fill the windows. They pile on every ton they can; enthusiasm is the steam that runs her; "Safety First" is the fuel that feeds her; the superintendent is the man that gives them the highball; the master mechanic has his hand on the throttle and the throttle is wide open and latched; the trainmaster is the brakeman on the most important car on the system (the Safety First Car); they have a red ball cargo; they have right of track over everything; they have their orders and a highball and they are off in a red-hot, enthusiastic, safety first, prevent injury meeting in the employees' home in Eldon, Iowa. God bless the women!

KEEPING TRAVEL SWIFT, SAFE AND ON-THE-MINUTE

(An accurate watch an absolute necessity.)

The search for a watch really began when the service of transportation demanded that trains and trolleys move on a fixed time schedule. Nearly every one is familiar with the story of a crowd that had gathered at the station of a slipshod southern railway and lustily cheered a train as it came in exactly on time. The engineer, with a hungry and tired expression, waved the crowd to silence and apologetically remarked that it was yesterday's train which by some unusual chance had wound up on regular schedule just twenty-four hours late. Three or

fashioning of some particular wheel or staff or pinion. Often they would live and die in the little hamlet where their work was portioned out, and never see the watch whose part they were forever making. Certainly there was a fascination about such patient and submissive team work. It had suggested the theme for many a dreary sermon. Yet while ministers were sermonizing and the high priced jewelers were cajoling the public, they were saying very little about what an American citizen must do whenever his Swiss watch slipped out on



Plant of the Hamilton Watch Company at Lancaster, Pennsylvania.

four minutes one way or the other did not make a great deal of difference a few years ago. But a train today, varying a few seconds out of the way, will upset an intricate schedule of a well regulated railway. When time began to be measured in seconds rather than in hours and minutes a watch that could be relied upon under every condition and circumstance became a necessity.

The watch industry in America has made great strides. Compare it with that in Switzerland, where hundreds of little families in the Swiss Alps, we are told, spend their lives in the careful

the floor and broke one of its little Swiss pivots. Then take an American watch factory—the Hamilton, for example. Here practically all of the parts are turned out by machinery in the great institution. Even the very machines which make the parts are also machine made, and so closely adjusted that a variance of a one-ten-thousandth part of an inch is made practically impossible, as the extreme of accuracy is necessary for the final adjustment, and in order to have interchangeable parts.

A picture of the great Hamilton factory is reproduced here. It employs 750

men and women, and in spite of the great depression in business generally throughout the country, the factory has kept right on working. The Hamilton slogan is "Quality, not Quantity." The output is only 350 watches a day, less than half the number that could be turned out if the Hamilton people were willing to repudiate their guarantee and "cash in" on their reputation. But in line with the spirit that made the Hamilton Railroad Watch "The Railroad Timekeeper of America," they are putting forth every effort to make the other models "The Watch of Railroad Accuracy."

It is interesting to know that the Hamilton Company maintain a school for watch-making, and will take in young men of adaptability and train them in the different parts of watch-making. This foresighted measure insures high grade Hamilton Watches to the future, as well as the present generation.

Employees of the Company are encouraged in social and fraternal organizations, and a Relief Aid Association is one of the Employees' Organizations. The Company maintains a library and rest room; and tea and coffee are furnished free at lunch time. An improved system of ventilation has been installed throughout the factory and the air is completely changed five times an hour, day and night; and the management of the Company is ever looking to the further advancement and further comfort of the employees.

It is a notable achievement—a watch "Made in the United States" that equals in workmanship and excels in the uniformity of its parts the finest watches made in Switzerland. In these times when we in America must look for our goods to our own country, it should afford us deep satisfaction that in Lancaster, Pa., Americans are making a watch which can hold up its head with any other watch on earth.



THE GARDEN'S BENEFIT.

"Your garden must be a source of great pleasure."

"Well, it makes me more calm and philosophical. When I see how hard it is to grow things I don't feel so indignant at the prices charged by the store."

SUPERINTENDENT PRATT AND FORCE DESERVE MUCH CREDIT.

Superintendent C. B. Pratt and his entire force of officials and employees on the Chicago Terminal deserve a great deal of credit for the manner in which they handled the large crowds of people on Rock Island suburban trains during the recent strike of surface and elevated railway employees in Chicago. Our service was taxed to its capacity, and only by the continuous and effective work of Chicago Terminal employees and officials, we were able to take good care of several thousands of extra passengers. The strike lasted about sixty hours, during which time we handled 100,000 passengers in addition to our regular suburban travel.



Jacob M. Dickinson and H. U. Mudge, Receivers

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

Circular No. 3.

Chicago, Ill., June 23, 1915.

Pursuant to order of the United States District Court for the Northern District of Illinois, the receivers of the Chicago, Rock Island and Pacific Railway Company will, effective midnight, June 30, 1915, operate separately the railway of the Keokuk & Des Moines Railway Company extending from Keokuk, Iowa, to Des Moines, Iowa, heretofore leased to the Chicago, Rock Island and Pacific Railway Company.

The following officers for the receivers are hereby appointed, and will have charge of the operation of the Keokuk & Des Moines property:

J. E. GORMAN, Chief Traffic Officer.
A. C. RIDGWAY, Chief Operating Officer.
GEO. H. CROSBY, Secretary and Treasurer.
M. L. BELL, General Solicitor.
F. NAY, Comptroller.
F. D. REED, General Purchasing Agent.
P. HEVENER, Supt. Insurance Department.

JACOB M. DICKINSON,
H. U. MUDGE, Receivers.

The Chicago, Rock Island and Pacific Railway Company.



DR. PLUMMER IS ELECTED PRESIDENT OF CHICAGO SURGICAL SOCIETY.

At the annual meeting of the Chicago Surgical Society on June 4, 1915, Dr. S. C. Plummer, our chief surgeon, was elected president of that society, and his many friends will undoubtedly be glad to know of the honor bestowed upon him.

MONTHLY FILINGS

BY THE FILE CLERK

A SPIKE TO DRIVE HOME



THIS IS ME.

SOFT WORDS HELP A HARD JOURNEY.

FIFTY-FIFTY.

All employez are now bein paid twict a munth whitch means that we all can go see our gurls twict a munth insted of wunst.

CHEER IM UP

I understand that the awditor grins when he sees the munthly reports comin in on time. All the agents shud get together and get all there reports in on time and sea if they cant make the awditor laff.

POPPIN OFF.

Sum agents when they get het up take there spite out on the tiket dater. Gee whiz but they do pound them daters, i think it wood be a mitey good plan for the agent when he gets to big a hed of steem to swape out the depo. It wood certainly releve the agent and it wood certainly woodent hurt the depo.

Be it ever so umble there is no place like home. Take a caboose for instance.

A CURIO

The Smithsonian insti-toot at washington D. c. has a place redy for the first book on Colorado that duz not have a pictur of the Royal George in it.

LOOK OUT FOR THE BIG STICK.

My boss said i ot to lern how to spell. I told him i used the simplified sitem. He said shur you dont mean simple. Good thing T. R. dident here my boss say that.

The pen is mitier than the sord but the tung is mitier than the pen. "I'll by a drink" has changed the destinies of mor men than anything ever riten by a pen.

A STRONG POINT.

Agents and tiket sellers when they sell a tiket to Chicago shud inform the passingers that the Rock Island uses the La Sall st. Stashun. the most central located depo in that town. It is the only depo on the elevated loop whitch means that passingers can go from there tran to the elevated cars without gettin raned on or gettin there feet wet.

THE 14TH LABOR OF HERCULEZ.

Did you ever go to the pitcher sho and notis a sheriff or detektive jump on a han-car and go after a crook hoo is on the limited. 99 times out of one hundred the han-car ketches up with the limited. When wun man can pump 40 or fifty miles a our out of a han-car the ralerodes wont haf to use derriks or steem

shuvels eny mor, all they need is that man.

Sum men are so dignafied that they wont speek to there best friends when they wawk along the streat. but these same men when they get on a tran wave there hans to everybody the tran passes.

NOT MUTCH.

I red where all the wild injuns had been killed, the man that rote that ot to ride sum of these excurshun tranes.

TIME DO CHANGE.

In the old dais passingers were mitey glad to get a seat on the wood box under a oil lamp and now they get a nice bouncy cushion under a swell electrick lite and all this for 2 centz a mile.

Did you ever set in a chare car all nite with your feet on the steem pipes and then try to put your shues on in the mornin. Gosh!

SAFETY FIRSTS

Keep yore hat check in plane site.

Dont snore to lowd all cars are not steal.

Keep out of that poker game.

Wunder why it is that counterfitters and burglars go to the penitent-shuary and the man that invented lickwid sope goes free.

The tranes are still runnin. dont let any of the Exposishun bizness get away from you.

MERITORIOUS SERVICE

Mr. R. E. Wallace, engineer, Chicago, has been credited with five merit marks for assistance rendered in connection with failure of engine 903 on train No. 12, morning of May 3rd. His assistance in disconnecting this engine helped materially in reducing delay to the train.

Mr. W. O. Owens, brakeman; Mr. W. S. Sharp, brakeman; Mr. O. C. Hatch, fireman; Mr. E. Welch, fireman, and Mr. J. O. Gaffney, conductor, of Herington, Kansas, have each been credited with ten merit marks for assisting to extinguish fire and pushing other cars away from burning car at spur between Whitewater and Furlay, May 11th.

Mr. John Everett, car repairer, Bridgeport, Texas, during the recent washout troubles on the Graham branch, and also south of Bridgeport, voluntarily went with the section men and assisted in every way possible in repairing track and getting trains moving, and has been credited with ten merit marks.

Mr. A. W. Haight, conductor; Mr. D. F. Booth, conductor; Mr. B. Bowen, engineer; Mr. J. E. Baggs, fireman; Mr. D. A. Ford, express messenger, and Mr. Eliza Strong, porter, of Amarillo, Texas, have each been credited with ten merit marks for their watchfulness on Sunday, April 25th, during the time of some bad, rainy weather on the Amarillo Division, passenger train No. 42 found water over track and bank badly washed out over drain pipe. On account of the watchfulness of the engineer this washout was discovered in time to stop and avoid derailment. The train was backed up several miles and about forty ties loaded in the baggage car by these gentlemen. The section men were called and all of these gentlemen assisted in cribbing up the washout, so that the train was able to proceed; also so that No. 43 in the opposite direction could get across.

Mr. G. P. Bodor, fireman, Belleville, Kansas, has been credited with ten merit marks for action in closing fountain valve on engine 899, train No. 39, April 13th, on the Clay Center line.

THESE GENTLEMEN ALL DESERVE SPECIAL MENTION.

Mr. G. W. Reed, Mr. T. Allen, Mr. N. R. Franklin, Mr. F. L. Gregoire, Mr. C. D. Hunter, Mr. O. McKierman and Mr. Jos. Dulin, of Farmington, Ia., are to be commended for assistance rendered in extinguishing fire in car 35971, containing ties for Ottumwa, Ia., and also for valuable assistance rendered in carrying water from river about 200 yards from where the fire was located.

Mr. Lars Mortensen, section foreman, Bureau, Ill., on the morning of May 7th, while Extra 2531, east, was passing, discovered a car with a brake beam down and dragging, and had train brought to a stop, which, no doubt, resulted in avoiding what might have been a serious accident.

Mr. S. R. McCammant, agent, Goodwell, Okla., on May 7th, discovered draft rod down on car in Extra 1934, east, passing his station, stopped the train, and rod was removed, which, no doubt, prevented the possibility of an accident occurring from this cause.

Mr. O. R. Powers, agent, and Mr. F. C. Beymer, station helper, Canton, Kan., on May 8th, train No. 81 set out at Canton Car C-92081, redball load, containing separator from Wichita for Preston, account separator out of blocks and not safe to handle, put it back in blocks and reblocked it so that it could go forward.

Mr. L. L. Parks and Mr. Austin Johnson, Geary, Okla., rendered very valuable assistance at derailment mile post 552, May 18th, in helping handle frogs, etc., and getting tank back on the rails.

Mr. W. H. Jefferies, brakeman, Valley Junction, Ia., is to be commended on the unusually clean and tidy condition in which he keeps caboose 17963 operating on trains 81 and 82. The condition of this caboose is so much out of the ordinary that very favorable comments have been made on its condition.

Mr. M. B. Custim, Shawnee, Okla., discovered broken flange on C 87536 May 28, 14 to 16 inches of flange being gone.

Mr. J. E. White, conductor, Mr. Dave Dacey, engineer, Mr. H. C. Whatley, fireman, Mr. G. L. Francis, express messenger, Mr. Geo. Lynch, porter, are each to be commended for interest displayed and efforts made to move train No. 23 on the occasion of being delayed by washout at Bridge 5070 between Sugden and Ryan on May 29th.

Mr. Homer C. Hale, fireman, Armourdale, Kan., discovered brake beam down on the tank of engine train No. 40, May 27th, and stopping the train in all probability prevented an accident.

Mr. J. C. Robinson, fireman, Arkansas Division, was given a letter of commendation for interest displayed in prevention of killing live stock.

Mr. Irving Campbell, cashier, Brinkley, while returning home one night discovered a badly bent and twisted brake beam lying across main line. He removed the obstruction which probably saved an accident. Such was highly appreciated.

Mr. Mack Hoffman, engineer, Arkansas Division, was given a letter of commendation for stopping his train one minute at mile post 235 thus allowing three cows time to get out of a big cut. This saved the company at least \$100 and was highly appreciated.

Mr. W. S. Ellison, foreman section No. 6, Arkansas Division, was given a letter of commendation for interest and action taken in the prevention of killing live stock. We take pleasure in noting that for the month of April, 1915, there was not a single head of stock killed on Mr. Ellison's section. He reports that the manner in which claims

are now being handled is a great improvement and will bring big results in the company's favor. Such interest is highly appreciated.



EMPLOYEES DESERVING SPECIAL MENTION FOR INTEREST IN PROMOTING EARNINGS OF COMPANY BY SOLICITING BUSINESS.

Mr. T. F. McNew, agent at Fairfield, Ia., was the means of securing for movement via the Rock Island 25 cars of live stock from Ameda, Ariz., to McLaughlin, S. D. Shipper had lined up movement via another line, but on receipt of letter from Mr. McNew outlining the service the Rock Island could furnish, the shipment was diverted to our line.

Mr. A. L. Anderson, conductor Missouri Division, secured two passengers via our line to Topeka, arriving at Kansas City, May 28th.

Mr. Roscoe Gregory, clerk in the superintendent's office, Trenton, Iowa, while on a visit to Albany, Mo., was instrumental in selling two California tickets via our line.

Mr. C. E. Burke, lumber yard foreman, Argenta, was given a letter of thanks for soliciting a passenger to Memphis. After he explained that 46 picked up passengers in Argenta for Memphis, party bought a ticket via the Rock Island.

Mr. Hugh Inglis, operator, Booneville, was given a letter of thanks for securing a passenger from Bigelow to El Paso.

Mr. G. W. Roane, timekeeper, Amarillo, secured two passengers destined to Humboldt, Tenn., using the Rock Island from Amarillo to Memphis and the L. & N. to destination; also one passenger destined to Dawson Springs, Ky., party using Rock Island for Memphis and the L. & N. to destination. The revenue from these tickets amounted to \$103.70.

Mr. M. G. Mitchell, conductor, Waverly Branch, June 11, persuaded two passengers to take the Rock Island to St. Louis in preference to another line.

Mr. J. R. McPartland, conductor, Cedar Rapids, Ia., brought in four passengers for Chicago who might have gotten away from us, and we want him to know this good work is appreciated.

Mr. John Morrison, conductor, Cedar Rapids, Ia., brought in eight passengers for Chicago who might have gone over some other line.

Mr. Roscoe Gregory has again been instrumental in persuading Mr. I. Crouse, Albany, Mo., to purchase tickets to California and return via our lines from St. Joseph.

Mr. E. A. Grimes, brakeman, Little Rock, secured a passenger to purchase round trip ticket Hot Springs to Mansfield, his initial journey to Hot Springs having been made via another line.

Mr. M. E. Stansbury, conductor, Oklahoma City, on May 25th had two passengers who were en route to Dayton, O., on train 42, holding tickets to Oklahoma

City. Through the efforts of Conductor Stansbury these people were induced to purchase tickets at El Reno through to Dayton. Had these people come into Oklahoma City they might have patronized some other line than the Rock Island.

Mr. Frank Hollaway, conductor, Cedar Rapids, Ia., brought in a passenger from Omaha.

Mr. Odle, special agent, Oklahoma City, secured two tickets to Dallas, Texas, which would have been routed via another line had it not been for the interest manifested by him in behalf of the passenger department.

Mr. W. T. Wilkins, conductor of the Dakota Division, has been very instrumental in securing competitive business for the passenger department and during the month of April personally solicited and secured 29 passengers making trips to competitive points, and during the month of May secured a total of 22. This is not the only time Mr. Wilkins has taken such an interest in the company's welfare, as we find he is picking up new business nearly every day.



Mr. Harris, master mechanic at Trenton, is in receipt of the following letter:

"Bisbee, Ariz., May 28, 1915.

"Master Mechanic,

"Rock Island Lines,

"Trenton, Mo.

"Dear Sir:

"Please give your fireman E. D. Lloyd my thanks for routing me over the Rock Island, as I made my trip fine and enjoyed a good time and good service.

"Thanking him very much.

"Yours truly,

(Signed)

"MONROE ASHLEY."



APPOINTMENTS

Mr. James G. Wishart, who has been with the Engineering Department for the past several years and recently chief draftsman in that department, has been appointed Office Engineer in the Chief Engineer's office at Chicago, effective May 1st.



Effective June 1, Mr. M. B. McPartland was appointed Master Mechanic of the Colorado and Nebraska Divisions, with headquarters at Goodland, Kan., vice Mr. E. F. Tegtmeyer, resigned.



Effective June 5, Mr. E. J. Jennings was appointed Road Foreman of Equipment at the Kansas Division, with headquarters at Herington, Kan., vice T. D. French, assigned to other duties.



Effective June 9, J. M. Montgomery was appointed Special Agent of the Iowa Division, vice C. Erickson, resigned.



Effective June 1, Mr. A. R. Ruiter was appointed Foreman Locomotive Department at 47th street shops, Chicago, vice Mr. M. B. McPartland, promoted.

Effective June 1, Mr. S. E. Nell was appointed Car Foreman at Carrie Avenue, St. Louis, Mo., vice Mr. C. R. McArthur, transferred.

*

Effective June 5, Mr. T. D. French was appointed Foreman at Belleville, Kan., vice Mr. C. B. Reid, deceased.

*

Effective June 10, Mr. C. F. McWilliams was appointed Roundhouse Foreman (day) at Shawnee, Okla., vice Mr. F. A. Grimes, assigned to other duties.

*

Effective June 10, Mr. F. A. Grimes was appointed Roundhouse Foreman (night) at Shawnee, Okla., vice G. L. Hegberg, transferred.

*

Effective May 1, Mr. A. A. Dunbar was appointed Machine Foreman at Shawnee, Okla., vice N. J. O'Leary, transferred.

*

Effective June 10, Mr. D. P. Sparks was promoted to Erecting Foreman at Shawnee, Okla., vice C. F. McWilliams, promoted.

*

Effective June 1, Mr. C. R. McArthur was appointed Car Foreman, Armourdale, Kan., vice Mr. J. Fletcher, resigned.

*

Effective June 1, Mr. T. F. Bledsoe was appointed Assistant Car Foreman at Cedar Rapids, Iowa.

*

Effective June 10, Mr. Sam Tolley was appointed Foreman at Ardmore, Okla., vice Mr. D. P. Sparks, promoted.

*

Effective May 18, Mr. Paul M. Carter was appointed Car Foreman at Haileyville, Okla., vice Mr. J. M. Hawkins, transferred.

*

Effective May 20, J. H. Wilson was appointed Agent at Allerton, Iowa.

*

Effective May 21, J. A. Irvin was appointed Agent and Operator at Perrin, Mo.

*

Effective June 8, D. N. Clawson was appointed Agent and Operator at Peck, Kan., vice J. Fraser, transferred.

* *

SURGICAL ASSOCIATION OF ROCK ISLAND LINES.

Dr. S. C. Plummer, chief surgeon, has just announced that the next annual meeting of the Surgical Association of the Rock Island lines will be held at Oklahoma City, December 1 and 2, with headquarters at the Lee Huckins Hotel.

* *

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke-Cinders-Alkali Dust-Strong Winds-Reflected Sunlight-Eye Strain and in fact should be used for all Eyes that Need Care. These Suggestions most surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

THE POOR MAINTAINER.

D. R. Day.

I am very fond of reading
Books of yellow backs or green;
And I always look for "classy stuff"
In the Employes' Magazine.

I have read the April number
With its poems sad and sweet,
And the little gem of Duffy's
Fairly took me off my feet.

I had thought that all Maintainers
Led a life of idle ease,
On week days playing checkers
And each Sunday on their knees.

I knew, of course, that signal lights
Sometimes were very dim,
And engine men oft' at a loss
In searching out the glim.

I little thought dispatchers
Would call a man at night
To pump a speeder nineteen miles
Just to fix a measly light.

All Maintainers I have known
Surely loved to hit the hay;
And I myself have found them there
When early dawn has turned to day.

I know that a broken bond wire
Will often disturb their rest,
And bring forth profuse profanity
When leaving a good warm nest.

I know how it is on a speeder
When its thirty or forty below—
The wind blowing a gale in your face
And the rails both covered with snow.

I have had the sores from blue vitrol
On both of my lily white hands,
And I have lugged water for battery
In discarded five gallon oil cans.

I have eaten a cold lunch in a snow bank
And wished for a job inside.

I would fain have been one of the idle rich
Who in parlor cars do ride.

So I think of the poor Maintainer
And it oft' doth cause me to weep,
So I say to all peavish dispatchers,
Just leave the poor fellow sleep.

* *

A GRAND PRIZE.

The only medal of honor awarded for rail joint products in the transportation department by the Panama-Pacific International Exposition at San Francisco was to the Rail Joint Company of New York.

* *

"She has a novel complexion."
"Yes, but the novelty is apt to wear off."



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

G. "Hiram" Y.

The Standard Language, regardless of who wins the war, will be BABY TALK. Brakeman W. G. Old's says that it will win when all other things have failed.

John Meyers of Seminole will refrain from going to Shawnee only on Saturday nights. Do come offener than that, John, we need the money.

Oscar Hatfield has taken the local between Shawnee and El Reno, and there has been a rumor that he will be the next president of the Seniority Discussing Association, whose meetings are held daily near the Merchants' Cafe (as soon in the evening as the shade gets around just right).

The cashier at the lunch counter at Boonville says that statistics show that Mince Pie is still Neutral, and the conductor on 81-82 remarks that Pork and Beans hasn't got an enemy.

DID YOU KNOW THAT time flies, house flies, and butter flies are to be swatted? Also that the Germans are swatting some flying machines? The best complexion is the one furnished by Old Sol? Sherman didn't fully describe war, but he done the best he knew how? Honesty might be the best policy, but it isn't the safest when Friend Wife finds out that there was no sick friend for you to sit up with?

There is nothing succeeds like flower seed, when it comes to civic attractiveness. Another attraction in the seed line is flour, and Okla. is there this year on that.

Engineer Al Huff says that of all the solitary confinement, there is none so pathetic as one lonesome bean confined to a bowl of standard soup.

Jim Bolton remarks that women may not stop the war; also we won't never be able to stop the women.

Bang-k-wham. Cupid made a shot at our conductor of the motor car run—and got him.

If for no other reason W. J. Bryan in quitting his job, showed that he was not afraid to join the army of unemployed, but if you know of anyone taking on any hands, you might let him know.

If roasting ears are to soon join the army that combats us around the beanerles, as Brakeman Spurlock says they will, we would like to learn as soon as possible the most effective way to assume the defensive.

From the agent at Wardville comes the statement that there is a commission for the regulation of everything. The section boss at Stuart remarks that there don't seem to be one yet that has the nerve to try the weather man.

LIES.—A conductor was heard to say "thank you" as a passenger handed up his ticket, and the said conductor was given 15 Brownies.

A raincoat has been found that will keep a local brakeman dry in a modern Oklahoma rain-storm.

Every nation at war knows what they are fighting for.

Safety First is a theory, and there are painful dentists.

Sooner or later we all learn that a friend is something that to be without, one's existence seems to be almost an impossibility.

If muzzles are a good thing they should be extended to those big bugs that hang around electric lighted street corners, so the call boy at Shawnee says. Another representative of the Bug family that works nights that also should not be overlooked is the kind that inhabits old quilts, mattresses and cotton pillows.

Conductor Buckhannan believes there should be a law to prevent one from getting off of a train going over two miles an hour. There is one, Buck, the law of Nature, and is for the benefit of certain passenger conductors.

Dispatcher Jack O'Brien says that when a train is late, there is somebody at fault. We will have to disagree with him there, not every time **SOME BODY**.

The night ticket agent at McAlester has what one might term The Dallas Blues, since a certain young thing left Calvin for that place. Don't worry, honey, she will come back if you will work it just right.

With pride the agent at Ardmore announced that he was the first in his neighborhood to have a "mess" of green beans this year. Good neighbors are one thing to be appreciated, all right, that is, if they have an early crop.

Along with the wheat crop there was a fine crop of June brides harvested. And the section foreman at Stuart wonders what the next harvest will be.

Bob Gleason remarks that it is funny that about the only way to get some people to take good advice is to charge for it.

Laying all jokes aside, we will begrudge Opr. Sally of his prize, if he does manage some way to fool that little girl into taking him for better or worse. Our best wishes goes with them, but the only prayer we can offer is: "Father, Father, forgive her; she knows not what she does."

Conductor Bill Brown of Shawnee was wondering the other day that if Adam had it all to do over again, would he?

Carl Mikesell is busy studying up the best fish story while waiting for his flowers to bloom. He assumes the watchful waiting on both jobs.

Burney Shelton recuperated his weak forces, got a new supply of ammunition and went berry picking on the Fourth, in celebration of his defeat on a certain other trip that he made, when he was forced to withdraw—nearly.

Stealing is plain stealing, and that's all one can make out of it. Ed Ryan of the Shawnee shops just "snuk" up and swiped little May McGrath and oozed over to a neighboring town and married her without saying boo. The fine is a few cigars for the first offense, son. The new Mrs. is keeping a watch on 'der Ryan, but we hope yet to capture him for the smokes.

Ben Robb, the engineer on the wrecker, says the advantage of some movie houses has over others is, the lights are not so thick and bright in some as others. The light situation may be better in some, but this old cousin stall has been worked to death, Ben. Safety First.

Paul Springer says good-bye to strawberries, then good morning cantaloupes.

BANDY.—The Sultan couldn't afford to try to forde the Dardanelles in a Ford for fear that the fishes would find out, and figure on a fine fresh, friendly feast. Besides, in that part of the woods nowadays people are great for Safety First.

We have been forced to succumb to the clamor of the masses. To hold out longer would

have been no less than suicide. Repeatedly questions have been asked of Abner and his staff, but for personal reasons he shook his head and shut his eyes. Black Hand letters have been received, threatening his life by the placing of rough-on-rats in his sassatras tea. Three times someone loosened the jason spring on his Ford, causing it to fly off the handle and nearly getting his bean each time. Twice in the same week somebody poisoned the car, the last time hiding it behind the town trash box and it took the whole Unchuka police force two days to find it, even though a reward was offered and paid for its recovery dead or alive. So from now on if you have a question to ask and want it answered just send it to Abner Bilkins in care of Hiram at Shawnee and if it can't be answered by them they will refer it to the Fly Swatters' or the Box Whittlers' Union.

A few that have been on hand for some time will be fixed up now. For instance: Dear Abner:—I am young and good looking, though my name is Olds; I am in love and would like to know if you would advise me if I am to consider her serious.—W. G. Olds. Yes, she is serious, all girls are; in fact, the whole woman question is a serious proposition. But considereth this, my son: That a woman's head work-eth in opposition to her heart.

Dear Mr. Bilkins:—Can you tell me what love is?—Chisel Chin Levins. Sure. Love is a disease. To cure same, get married.

My Friend, Abner:—My father is an Englishman; my mother is from Germany, while my wife's mother is from France, but is a large woman. What must I do?—A. Dukus Mixture. Go to Mexico, Duke. You can do anything there.

Abner:—When the folks go away on a visit, I get lonesome. What would be a good way to pass away the time?—Conductor Tom Cook. Buy you a half a gallon of Ingersol watches, and pass them out to some of those tired business men that are always late getting to the train.

Friend Ab:—Who is Billy Sounday, anyway?—Bob Freeman. Billy is a brother to Easter Sounday, resembles and is connected with old man Nut Sounday. He was born some place in America while his parents were traveling in Europe he learned to do among other things to play ball. His college yell is something like "fair-ball-en-out."

The agent at Hartford says at least the Wilson-Bryan t'do, probably won't have to be settled like the coal miners' difficulties are settled around his town.

Conductor Coleman Bright remarks while it may be a fact that when it comes to an argument, a man usually gives in, it remains to be learned of a woman ever giving up.

That the high cost of living is a joke was proven by a Kansas farmer's wife the other day when she cooked up some alfalfa instead of spinach, and Uncle Ezra ate it thinking it was "greens." Some men ARE easily fooled by woman anyway, especially when she starts to feed them on taffy, but this beats us.

Since Operator Wycoff returned to Calvin, the question arises in his mind as to how he is going to get a ring back from a certain little girl that took on the role of "Mrs." while he was away. Let 'er keep it, Dan, the war ain't put Kress out uv business, and you can get a nuther one.

Mr. Johnson of the Wewoka office assumed the title of Dad along about June the 6th, and asked us to guess what it was. Our first guess was "a girl?" "Nope." Well "a boy." "Oh, smarty, somebody told you."

Mr. Gilstrap, the agent at Wewoka, put his palm beechers back with a bump under the bed, and says that even though the weather man saw him with a week's growth of whiskers, he needn't think every day is ground hog day, and pull the string on the ice department. Our suggestion is that you take a quilt or a overcoat the next time you go to Seminole to a T'do, or leave off those please-don't-rain clothes.

Mr. Doyal, the agent at Haileville, is oozing around with a full-grown smile, eats more, looks fine and says he feels better here lately. By the next issue we hope to be able to give the name

of the lady. It may be that we may be able to report having had some cigars, one can never tell.

Guy Shaw, the night yardmaster at Shawnee, said the other day that he would hate to be a certain ex-president looking for a job, if the only employment office in existence was run by a man named Barns.

That the Red Sea has so many tons of chloride of potash, magnesia, nitrate and various other drugs in it, and being red, moves Baggage-man Wagner to remark that it is a good thing Oklahoma bootleggers don't live close by, as anything red with drugs in it is saleable, therefore shippable.

The prediction that the end of the world is near at hand caused the Chink to put up a clean towel, according to Sam Allredge.

"Keep your shirt on, and leave it to Woodrow," advises a paper down in Tennessee, and the section boss at Wister remarked no one could do more than one thing at a time unless it is a section foreman. It may be that the advice was intended for them.

After noticing that Russia had placed an order with the Philadelphia Locomotive Works for \$6,000,000 worth of their output, caused fireman Sam Lambert to write to the Czar for a job as Hoger.

The information that a hasher at the Chinks fell and broke his arm while filling the grease cups on the roller towel, according to Abe Martin, was the reason for Dandy Fox to fear the Rogers to want the train men to fill theirs while between terminals.

Brocky Boogs, conductor, in an argument with Joe Cobb on the Book of Rules, came near betting his Panama that he was right, but compromised on a promise not to get any more of Joe's stationery out of his grip.

Ab Booth, porter on 43 and 44, gives us the information that a waitress at Booneville was promoted the other day by passing the board of efficiency, inasmuch as she was able to hold her thumb in the soup the longest.

Conductor John Fox wants to know why it is there are so many jokes on his kind of an automobile. Engineer Fitzgerald says: "Why, John, a joke is a joke, isn't it?"

The submarines sing "Get out and get under," and the aeroplanes give the "once over" to the audience, according to Jesse Gibson, conductor, at Shawnee. Well, we hardly know whether we want to be on the outside looking in or on the inside looking out.

The way M. P. Jolly of the superintendent's office, and Brakeman J. L. Stephens was gallivanting around Shawnee the other night would be cause for either of their girls to demand an investigation. But we didn't see them, if summoned for a witness.

RAY C. WOLF of the 47th street line, Hiram is neither a column conductor or a plain editor. Instead, he is a cross between a "guess what" and the lamented Jo. Jo. He puts in about 18 hours a day watching the funny world go by, laughing at most everything and acting naturally foolish. By all means his name should be Fido, as he snores in his sleep and growls at everything he eats. But he appreciates a joke, even some of the places that are called restaurants along the line where train men have to eat. The greatest joke he knows is on the back-to-the-soil advocates, inasmuch as they have overlooked him as a natural farm hand, but taking Sorghum Bill into consideration, he consoles himself in the fact that it must take farm hands to make car hands and road masters.



AMARILLO DIVISION NOTES.

By Sorghum "Bill."

We are either going to have a war, or the future supply of railroad men will be plentiful. Listen to the way I get my excuse for saying so: Born May 20th, to Mr. and Mrs. W. H. Gruhlkey, a young roadmaster. Born June 7, to Mr. and Mrs. A. L. Aldredge, a young fireman. Born June 7, to Mr. and Mrs. D. H. Mooney, a section foreman. Ain't the Stork a busy merchant? More power to him.

Died, May 23rd: W. L. Barnett, night car inspector at Amarillo, after a brief illness, leaving a mother. He was mentioned in previous issues as being in bad shape, and every man stood by him and his bereaved mother to the last, and he was laid away with all the honors human souls could put forth. May he rest in peace.

A letter from Gus Glinos, our old extra gang foreman (now home abroad), stating that he was home on his mother's farm recuperating his health, and prospects good to bring along the girl of his youth, providing too many wars didn't get in the way. He reports being much better in health, and says no place like America. He says, "They fighten like dogs over there," so there must be lots of "Katzenjammer" going on. Gus is a full citizen and they have no strings on him.

Conductors D. F. Booth and Sam Maderias were away down south Texas on a stock claim suit. Just think! The railroad got a fair decision, so it is reported.

Mr. D. Van Hecke, superintendent, made a business trip to El Reno the fore part of the month.

Did you ever hear of Cameron View, Mexico? Geographically it lays about 20 miles due south of San Jon Ven, Mexico, on what is known as South Plains, and the country is slightly rolling and very fertile, settled with a sturdy set of farmers and fairly well improved; no idle land, with abundant crops of wheat, oats, and planting lots of kafir, milo and other row crops. Gardens looked fine; people healthy and thrifty. We took a rig furnished by Mr. Jones of Glenview. In it were Mr. T. D. Wilhelm, general freight agent, Ft. Worth, Texas; Mr. D. Van Hecke, superintendent, and W. H. Gruhlkey, road master. The drive to the "Cap Rock" straight south of Glenview was about 15 miles. The last mile being cut with washes and ravines. Then the climbing of the "Cap" was long, narrow and crooked. After skirting the cliffs some three miles we reached the level plains. About this time the buckle in the belts were put in the last hole, and then speculations began as to which place it would be possible to get something to eat. One suggested the big house a long way off. Another said, "Let's go a ways farther, anyhow." Jones was noncommittal, but your Uncle Dudley died on the job, and it don't always take outward appearances to fill an empty belly. So we crossed the Texas, New Mexico line and hove to at our distinguished friend, Jerry Valentine's place, and now I am telling you what we had to eat would make your mouths water. It was good and lots of it and more coming. From ahead, Jerry told me 45 miles away to market or two to four days out and back, but (back to the dinner for me), we ate and ate and kept Mrs. Valentine busy till the last hole in the belt was reached and some of the belts were big uns, too. Our team composed of Black and Hump, made good, for Jerry threw in a hopper full of maize, which may have been as much of a surprise to them as anything, but no matter, they never laid down. So, after leaving our cards (with the "smiling lady" on one side and Uncle Sam's address on the other), we moved westward. Ho in a beeline. Directly we passed a kid at work in a garden, asked him the route to Cameron. Pointing west he said, six miles that way, two miles south and a half back. So we followed the route when we stopped at a farmer ploughing and asked the way again and, pointing across the country, said there's Isler's, then go one and one-half miles west and a half south. This put the beautiful village of Cameron into our view, and at 7:30 p. m. after a drive of perhaps 35 or 40 miles, we landed, raining, sleeting, and raw as the devil, and hungry again. But we soon met Mr. Cameron, who was putting up his stock in the shelter and seemed very glad to meet the delegation. But rather gave us up, thinking we would not dare the trip in such weather, but we did, and unfortunately, Mrs. Cameron, a very motherly lady, had started to paper her house and the stove was down. Now you better believe there was some tall scheming going on. But Jim, the son, showed up and Sorghum got busy and soon we had a cheering fire of native cedar, and we all took all we could stand. Supper was next and promptly we got to talking business and went to bed

early at 11:45 p. m. It rained all night and the "saw mills" working fine; sure it was "music in the air," but some one kept rocking the boat. But anyway, at 7 next morning everybody laid in a good "country breakfast," and I know Jones commented on it all the way. After 10 it stopped and we knew how many miles the road was and believe me, we come right back to Uncle Jerry Valentine's for dinner and repeated the same job we had done just 24 hours before. I am telling you the truth when I say everybody enjoyed the spread. Black and Hump and onward we went, promising Jerry he'd hear from us again (and he will). Bye and bye we landed back to Glenview, Texas, and on the rails again. But while this may not interest everybody, I am telling you, you don't see it all inside the right-of-way fences and others have ups and downs. But them people have no way except through hardships to get rid of their stuff, and live only by terrible long hauls from 40 to 75 miles. Think of it! But to cut a road down the "Cap Rock" means at least ten thousand dollars. Who'll foot the bill? Is the game worth the powder from the railroad's point of view, as much as those people deserve help? The proposition is not ripe for our people to go into it that strong. A few good crops may put the community so it can. But we are all indebted to the people along the road for their interest displayed in the matter, and as to the trip, etc., and Cameron or Mr. Van Hecke or Wilhelm can probably give a more graphic description than I can. But it was a trip of trips. That's all.

Mr. Varney, station inspector, and Mr. Tassel of the car accounting department, made a trip over the division with the supply cars. I'm telling you, them gentlemen didn't miss much, neither did they get much. But they saw it all and gave lots of fatherly advice. Wish they would come oftener. They are good company. I'll leave that to supply car attendant.

A trap has been built on Gravel Spur, M. P. 843.5, and Geo. Stone of Elkins will do the loading. It will be the fine business for the track.

Mrs. D. Van Hecke, wife of the superintendent, returned from a trip and visit in the northern States, looking much improved and, of course, welcome home.

The neighboring roads, Santa Fe and F. W. & D., have had theirs in the way of washouts last 30 days, and our line didn't entirely escape. Some places washed out last writing are gone again. We got nice business for keeping open. They are all in good repair again till the next time.

Steam ditcher No. 4 and Davidson, the engineer, and Sam Maderias have filled the bank along the lake at M. P. 857x15 poles. No more bank wash for a while. Dave put rocks as big as the machine in the bank—well, so big they wouldn't fit the dump cars. That's some rock.

On the 9th of June Mr. Barnes, Mr. Van Hecke, Mr. Gruhlkey and Ames made an inspection trip with "Maud 4400." One of our big grasshoppers got into the blow hole in the carburetor and chased the lightning around the wheels as usual. Jack got his corkscrew after the Laddibuck and twisted him out.

Warren Haight, our passenger conductor, had a bad attack of sickness, but is now out and about. But he don't "Pinch" a fellow so hard yet.

Mr. Dixon, station auditor, was on the division at his usual routine. Always pleasant along with it.

Conductor McClure was off for a trip and rest-up. He is back on duty full of "pep," as the old saying goes.

Bert Sadoris, Ft. engineer, had the misfortune to fall heir to more sickness in the family. The little boy this time having a back-set of mumps. We hope for his speedy recovery.

Things begin to look pretty busy at Wildorado. An elevator is being built at this place which is 22 miles west of Amarillo, and a thriving little town with a good bunch of farmers to make use of it. It will be the thing this fall. "More business."

Engineer Almond returned after spending a week or 10 days in Arkansas. He looks fine and as chipper as a 2-year-old.

Negotiations for a big elevator at Vega are on and things will be booming on the T. & M. More business.

Vega, 35 miles west of Amarillo, on the Rock Island, is now a full fledged county seat of Oldham County, Texas. A big barbecue was held June 12th, and everybody got busy on the four fat beefs and two big porkers. Everything was free and wide open, and the people of Vega seemed to go the limit in appreciation of their winning their title. They are planning on a fine courthouse. They have a fine school and hotels; will shortly get a big elevator. The company has put in a heavy machinery unloading dock on the way so anything movable can be loaded or unloaded there. They have the largest stock pens on the Amarillo Division to accommodate the Landerin Bros., stock shippers, and altogether with the new phone system Mr. Glava has put in lately, the community around Vega are on their feet to make Vega a full fledged county seat, and in a way a better revenue station for the great Rock Island. So you see, just straw by straw the big stack is built. Those up yonder that bought lots in Vega townsites better hang onto them for a while; you never can tell. But the prospects are good now. But with proper spirit of boosting and good crops, Vega will make good. Next thing on tap will be better railroads and we can do that too. Put the business to us. It takes something reliable to make capital venture.

W. H. Blanchard, our roundhouse foreman, has been transferred to El Reno in the mechanical department. We are glad to see him go and sorry too. But he will make good anyhow. Watch him.

At Shamrock, Texas, J. E. Morgan is now building a combined elevator and flour mill and track about 500 feet will also be built to serve his business. At this writing the foundation is well under way and grading going on. This speaks well of Shamrock, and it is destined to be one of our best cities. All it needs to complete it is to be made county seat of Wheeler County.

There is a plan on foot to build a siding at M. P. 789.07, 7 miles west of Wildorado, for Dr. Everett on his place, being half way between Vega and Wildorado. It is another indication of the growth and confidence the people put in this Pan Handle of Texas. Also that the Amarillo Division is not a mossback, but is fast getting at least business enough to have a seat in the council when it comes to improvements. It is the best part of the T. & M. railroad anyway, to say the least, and will this year show up with a healthy increase every way; not for one year, but getting better every year.

J. I. Johnson is the busy merchant scouting up new locations and all the necessary trimmings to build tracks, elevators, mills, pig pens and general all around utility man. He will have some feathers in his hat when the big counting comes off. He is one that helped to make things move.

D. A. Davis is now agent at Adrian. He will soon know every nook and corner on the division. Man never knows too much.

Frank Farley, son of Agent Farley, at Amarillo, is the sick boy at this writing. There is a prospect of his recovery. Mr. Farley has had a siege of sickness himself. It is hoped everything comes out all right for him.

W. E. Scote, water service foreman, has been abed for a week and is now just breaking through his spell, and promises soon to be able to be out. People, like other things, will wear out and go down every now and then. No one can figure out who's next.

Mrs. Thos. Thompson, wife of Boilermaker Thompson, at Amarillo, is visiting friends around Horton.

Brakeman Judd, who was injured some time ago at McLean, is getting along nicely and we all hope to see him back soon.

Brakeman Kelley is coming along nicely from his injury. He is one that can get hurt bad and laugh. To break a bone must hurt, unless he laughed because it happened so simple.

Thos. Fellsbee, foreman at Genview, is the happy man since he got his family all home safe and sound.

ARKANSAS DIVISION.

By H. L. Howe.

CHANGE IN POSITIONS.

Mr. J. M. Johnson takes the position of bill and voucher clerk, superintendent's office, vice Mr. G. N. Burnett, who resigned. Mr. Johnson was formerly roadmaster's clerk at Brinkley.

Mr. Harry Eaton, formerly general foreman's clerk at Biddle, has been transferred to master mechanic's office. Mr. Francis McCarthy takes the position at Biddle.

MATRIMONIAL.

"A man is a man for a' that"—

But a woman is a woman for a hat.

PATRICK-MILLS—Miss Leona Mills, formerly waitress at Griers, and Mr. A. N. Patrick, fireman, were bonded together into the sacred communion of wedded life on May 3, 1915.

WILLIS-GRAHAM—Miss Ethel Graham of El Dorado and Mr. W. W. Willis, clerk at Griers' newstand, were quietly and solemnly married on May 5, 1915.

RAINES ——— Not yet. Excuse me, Cecil, but hope it will be soon.

We see by the dailies that Miss Mabel Claire Blackard, who formerly worked in the trainmaster's office, Little Rock, was married to a Mr. Benj. Jerome Mabel of St. Louis on June 1st. They will reside in Kansas City.

HEARD ON THE LOCAL.

"We look at life thru a lense bi-focal, And laugh at many things heard on the local."

O proud, amicable and dignified "Pop," how some of us vainly envy thee! Who is it this time? Why, Weatherford, how can you say things with strenuous stupidity? This time it happens to be Mr. Crate Arnett, electrician at Hulbert. Here's the idea—Bouncing, beautiful baby girl, born on May 1, 1915. We did not learn what name had been christened upon the infant's head. But if perchance Fate had decreed a boy we would have named it "Crate," for it no doubt would be a "case" at least.

They say that Mr. Morgan of the baggage room will handle most any kind of trunk, except an elephant's. (Old joke by Xerxes.)

Everybody is talking about Little Rock's Rock Island ball team. You may rock the boat, Gwendoline, but please don't rock the ball game.

C. R. Rush, the vibrating claim adjuster, says that goats are now barred by the statute of limitations. "Why is a goat like the German army?" asks the editor. "Awful," says Rush. "Do you favor expansionary, volumification, extraordinary and assimilate a la benevolently et cetera dramaticus?" is the next interrogative. "Quite commissary," says Rush. "Well," questions the Ed., "what is your opinion of the war?" "The same as General Sherman's," answers Brother Rush.

Things are running smooth, considering all obstacles, and the Arkansas Division ought to show a good battling average economically and statistically speaking.

We are glad to note the keen interest taken by employes in general regarding the prevention of personal injuries and killing of live stock.

We heard that a fellow called Mashburn,

Who wore on his hat a green sash-burn—

Once ate all the hay

In a swell cabaret,

So now he is eating Grier's hash-burn.

John Jones, traveling timekeeper, was in the city recently attending official duties. His many friends were glad to see him as usual. Mr. Jones was formerly accountant in master mechanic's office, Little Rock.

Mr. O. Turner, conductor, has a fine bouncing baby boy. Oh, you daddy! That's what I call a man. Thanks, old man. That's certainly a good smoke.

WAR SUMMARY.

(Transmitted with Headgear via Hong Kong.) At Chigger Hill on last Friday Col. Heza Nutt of the Pecan Volunteers got into a peck of trouble, "forged" his weight thru a blacksmith shop and "scaled" the "fencing" of his opponent. He came onto the right of way with the loss of only 6 tons of coal, abandoned account "slack" in speed. He was then attacked by Major Backache with several sections of the Spinal Column belonging to the 10th Crabapple Corps. This brought forth Gen. Delivery from ambush, who received a shot in the arm by orders of Field Marshal Von Barleycorn. Immediately Gen. Cussedness fired a 1700 up the

Hamilton Watch

The Watch of Railroad Accuracy



THESE fast-train Engineers, Conductors and Trainmen, and thousands more, carry the Hamilton Watch because they can depend upon its accuracy.

When you buy a Hamilton you follow the judgment of thousands of men engaged in work similar to your own. They made no mistake in choosing a Hamilton and you will make none.

*Write for the Hamilton Watch Book
—“The Timekeeper”*

It pictures and describes the various Hamilton models and gives interesting watch information.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone, (in Canada \$13.00) up to the superb Hamilton Masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad Hamilton. A Hamilton movement can be fitted to your present watch case if you desire.

HAMILTON WATCH COMPANY
Dept. 34 Lancaster, Pennsylvania

The Hamilton Watch Exhibit at the Panama-Pacific Exposition at San Francisco is in the Palace of Varied Industries, under the Dome. You are invited to see it.



hill, which burst the crown sheet of Cap. "The climax," who had been dropping fire for several miles with a "Humpy." The fight ended in a "tie."

Agent Chaney of Lonoke says if the worst comes to the worst, he wants the job as station agent at Berlin, Germany.

Mr. W. A. Hyde has moved to 129 Booker street, Pulaski Hikes—or Heights—at any rate it is out in that good breezy territory where the trees grow unencumbered save for signs of small dimensions informing the intruder that this or that lot is for sale. Out where the bumble bee bums and the humming bird hums, and together they scrap over the honeysuckle. Out where the village cut-up wears a tulip and the "vesper belle" wears a big red rose. Out where the wind plays a seraphic symphony of glee on your neighbor's clothesline and the moon casts a cheery and inexplicable hue upon the chicken house and front gate. O joy of suburbs! Thou art but my fellow mortal!

"THE LADIES' WORLD!"

By Violette Greye.

"Woman—The fairest work of all creation. The edition is large and no man should be without a copy."

Miss Nell Kelly is studying music. Farewell Paderewski, Leibling-Hoffman. We heard recently that she took the right of way on the KEYBOARD and on account of the NOTES being TIED she couldn't C SHARP. The CLEFF was to B FLAT at 1st BASS. "G," she cried. "that was 'A' slur." So, after taking a REST she SOFT PEDDLED to the FORTE CON BRIO.

Miss Edith Foster has been taking a leading hand in revival services. As she is also quite a singer it leads one to believe that the meetings are doubly interesting.

Miss Ivy Taylor entertained the "Forrest Club" recently. Those present were: Misses Ivy Taylor, Rose Wood, Honey Suckle, Jesse Mine, May Hogany, Myrtle Vine, Sweetie Pease and Hazel Nutt; Messrs. Johnny Jumpup, Old Moneywort (who takes his morning slag), Cy Press, Cheesv Moon, Col. Madeira, Quatersawd Oak, S. Weet Williams, S. Lipperv Elm, C. E. Darr, who Pined away from chewing Blue Gum and eating Locust.

Miss Annie May Patterson's dearest friend has gone to Arizona.

Miss Ola Hafer was called to Memphis recently on account of her sister's illness.

Miss Mary Cason will visit Washington, D. C., this year. She expects to be there about the time the suffragettes try to interview the President.

Such sultry days as these summer times cause our stenos to complain of the heat. But using up an excessive amount of "carbon" will make anybody hot.

Miss Harold Wagner was afflicted with "toof-ache" recently. Please pay the dentist.

There was a young fellow named "Howard," Whose "fiancee" one day was "showered"

With linens and things

And gold wedding rings—

So on the 19th she was "flowered."

Miss Lena Holtzman will visit Chicago this summer.

Miss Frances Allen visited the Y. W. C. A. camp which is located about 2 miles south of the 45th parallel of the Highland line and made a short talk on women's rights and those left.

KRISPY KRUMS.

There was a guy named Malone,

Who swallowed a chicken bone;

He gave forth a howl

And went out on a "fowl."

So his voice fell down "under tone."

Pete Bennetsen says George Washington's hatchet is so rusty now he can't cut any more capers. But Pete cuts the comedy with it nearly every day by bringing in "old line" stuff. O tears of Alexander! Lend muh thy kerchief!

There was a young fellow named Percy

Who came from the gay town of Searcy;

He gazed at the heights,

Sights, tights and lights—

And said, "O chickens, have mercy!"

The cheapest process of manufacturing in the world is thinking. And it's the only hope for reducing the high cost of living.

Geo. Amborn is getting fat on raw eggs. Force and olive oil. They say that as a "declimator of

femininity" he is in class A1.

There was a young Dutchman named Nietzsche, Whose girl was certainly a Pietzsche.

They both went insane

And jumped in the "Aisne!"—

And soon they were clear out of Nietzsche.

I was never conceited. My dad always led an altruistic life of casting bread upon the waters. And tho I have not returned after many days, I am still one of the "crums."

AMONG THE POETS.

There wuzza yung fellar named Huff,
Whoo wuz maid uv thee varry best stuff

But his brane wuz 2 week

Ane he's now kwite a phreek

On thee timekeapar's desk in Pine Bluff.

—Brown.

Give me a dainty chocolate,

A book in which to ponder,

A bunch of violets delicate,

And a Fairyland to wonder:

A look at Francis Bushman

Upon the movie screen—

All this I need each evening

To make a change of scene.

—Flo Gardner.

There was a young fellow named Ben-netsen, Who called on his girl at ten-netsen,

He tried to explain,

But the girl was too sane,

Said she, "Pete, where have you been-netsen?"

—Davis.

Phillies won the game today—

Rah! Rah! Rah!

Chaplin has a funny way—

Haw! Haw! Haw!

But when the boss gets on a frown,

Grabs at things and slaps 'em down,

Makes a racket like a houn',

Paints the job with mottled brown—

Then I cut the game of ball,

Quit the kidding, laughing—all;

Get right down and hit the ball,

For what HE says in cranky drawl

Is Law—Law—Law.

—A. N. Onymous.

CARDS OF THANKS.

We wish to thank our readers for the precious time they devote to reading these columns (not collyums) and hope they will live thru it without any catastrophic calamities.

Thanks to F. M. for that cigar he gave the editor recently. Humble Ed. gave honorable segar to robber man with cruel Krupp pointed to Dock's head. Result—Yegg smokes—expires—editor runs.

Thanks to Miss Flo Kelly for assistance rendered in gathering news for Arkansas Division.

Thanks to Rock Island baseball team for high batting averages.

Thanks to those employes whose names are too numerous to mention who have assisted in many ways in preventing accidents, personal injuries and killing live stock. Just a little act of half a minute and a nickel's worth of muscle will oftentimes prevent a serious accident.

LITTLE ROCK GRAVEL.

We "opine" that the worthy Brother Wolf has a literary caliber of about 42 centimeters, and a force behind that pen "o' his'n" symbolical of an "8-cyl-cad"! But gasoline is cheaper than storage batteries and more dependable. Why not? I use it myself for taking fish-sandwich-spots out of Palm Beaches.

Greeting, Mr. M. C. B. Corcoran, is that U? O-I-C-U-R-A-D-mon in your home town!

It's a good "Oman" to be guided by a bright "Moon."

Our friend William is continually breeding kindness wherever he goes, possibly from the fact that he is such a big "Germer."

Mr. John Geister has purchased a new "Phorde," which is capable of swimming any river from Hot Springs to Breakfast!

BLUE ISLAND SHOP NEWS.

VOL. NO. 2.

NO. 16.

EDITOR, ED. SCHNEIDER.

Fred Brewer has accepted a position as special apprentice at this point. Welcome to our midst, Fred.

Herman Schwachow, blacksmith foreman, made a hurried trip to Silvis on June 2d, on company business.

One of the most daring and sensational robberies ever committed took place at this point in broad daylight, on Saturday, June 5. Steven Copeland, our esteemed car inspector, left his ladder standing along side of a car while he went inside to inspect some lining. When he returned for his ladder, it had disappeared. He immediately notified Sam Pullman, chief of police at this point, and the chief made a hurried investigation into the affair. He finally discovered that two native sons of Italy were using same, and the stolen property was returned. Steve threatens to annihilate every Italian at this point if they steal his ladder again.

Situation Wanted—Position wanted by experienced young man as best man at weddings. Can give good references as to ability.—Walter Marchessault.

SPORTING NEWS.

Ed. Fredette is now playing ball up in Dakota, in the Dakota State League. A rolling stone gathers no moss, Ed.

Oliver Burke, our white hope, has informed us that while Jess Willard was showing at Chicago Heights he challenged him to a 45 round fight for the championship, but Willard told him to go and get a reputation. He must be afraid of you, Hippo.

The following note was received by us, and we were asked if we would be so kind as to include it in this column. Being of an accommodating disposition, we could not refuse:

King Kinney:
Dear Sir: In behalf of Mr. Kich at this point, I have taken the liberty to write you asking you if you could use your influence with Mr. Ralph Becktel of the A. P. T. department regarding his acceptance of the challenge issued by us whereby we claim that our local representative can beat Mr. Becktel in any race from 100 yards to 5 miles in length. Of course we will admit that Kich has not got the reputation of being one of the best half milers in this country, but taking in all we will say he is some speed artist. Kindly see what you can do for us on this matter. Hoping to hear from you in the near future, I remain,

R. C. L.

THINGS WORTH KNOWING.

Arthur Petit, piece work checker, spent his vacation resting up at his home.

Say, Bandy, why don't you organize a ball club at the Transfer House, so that we can play you? We are looking for fish.

Well, if 47th St. can beat Silvis, we surely can. Hey, fellows?

Victor Becca, is the new checker in the lumber yard. It beats the dickens how these Irish are getting the jobs, out here.

Thomas McMahon and **Frank Suchar** spent the week of June 7th enjoying themselves in Chicago, while on their vacation.

Oliver Burke has recovered his good health, after having been laid up on account of an operation he had performed on his nose.

Say, Shogy, when are you going to pay that reward you offered for the return of that dollar watch you lost? Come on, Shogy, be a sport, and pay up now. Tony needs the money.

124th St. ball team would like very much to arrange a game with Hamilton Park, but by the looks of things they must be afraid to meet us. We don't blame you, Hamilton, because you sure are going to lose your reputation as ball players.

MUSICAL NOTES.

Mike Gatea, our labor foreman, is an accomplished musician, he being a member of the Italian band in Blue Island. His duties consisting of the making of as much noise as possible on a base.

Our janitor, Leo Pabst, is also an accomplished musician, he playing the harmonica with great skill. He wishes to announce that he will give a concert in the near future for the benefit of the German sufferers. Tickets fifty cents a person.

OUR BUREAU OF MISINFORMATION.

You can't Buffalo us. Ask us any question whatsoever, and we will answer it to the best of our ability.

Dear (?) Editor: Why didn't they play cards on Noah's Ark.—Bandy.

Answer—Because Noah sat on the deck.—Ed.

Mr. Editor: Who has got the best baseball team on the Rock Island?—Donnelly.



**Have
Healthy,
Strong
Beautiful
Eyes.**

Oculists and Physicians used Murine Eye Remedy many years before it was offered as a Domestic Eye Medicine. Murine is Still Com-pounded by Our Physicians and Guaranteed by them as a Reliable Relief for Eyes that Need Care. Try it in your Eyes and in Baby's Eyes —No Smarting—Just Eye Comfort.

Twenty years of honorable success have firmly established Murine "In the World's Eye" as the "Standard of Eye Remedy Quality." Autoists—Golfers—Tour-ists—Mechanics—All—should have Murine handy by as **First Aid in Emergencies.**

Ask your Dealer for Murine —accept no Substitute, and if interested write for Book of the Eye Free.

**Murine Eye Remedy Co.
Chicago**



Answer—124th St. Shop.—Ed.
Mr. (?) Editor: What it is like in Heaven.—Blanche.

Answer—I don't know, I never was there.—Ed.

Question Editor: Who do you favor in the European war?—Miller.

Answer—I am strictly neutral, I don't care who licks the allies.—Ed.

Editor: What do they do in Germany when it rains?—Leo Pabst.

Answer—Let it rain.—Ed.

Editor: How far is it to Tipperary.—John Edgar.

Answer—It's a long way to Tipperary.—Ed.

Dear Editor: What do they call lemons in Cleveland.—Marchessault.

Answer—Lemons.—Ed.

Mr. Editor: What nationality is Frank Suchar?—Kich.

Answer—Irish.—Ed.

Question Editor: What is the saddest word in verse or pen?—Shogy.

Answer—Kluckerred again?—Ed.

Dear Editor: What kind of team are the Blue Island Shamrocks?—Haack.

Answer—Rotten.—Ed.

Mr. Question Editor: Who is the best looking young man at 124th St. Shop?—Harris.

Answer—You can rest assured that it's not you.—Ed.

DID YOU KNOW THAT—

They seem to be making quite a fuss over Barney Fineron at 47th St. Funny ain't it? When he was out here they never paid any attention to him. Maybe that's why he left. Write him up again, Wolf, he seems to enjoy it. We take off our hats to Miss Georgia M. Cullens, she sure is a swell looking girl.

Well, Herman, that freezer loaded with fish which you caught in the Illinois river at Peoria never showed up. I did my share. I had the car spotted right on the banks of the river, but I guess you didn't catch any fish.

Silvis might just as well be prepared to lose that game in the near future, because when we get through with them you wouldn't know they ever had a club at Silvis.

It looks suspiciously like Patty Kurchner of the Highland Iron & Steel Company is going to have our janitor for his father-in-law—he spends quite a bit of his time at his home.

If we find out who it is that sends all these magazine agents over to this office, capital punishment will be too good for them. Some of the victims of the last young lady selling the Cosmopolitan were Jack Ritchie, Waldemar Kich and Oliver Burke. They say there is a sucker born every minute and I guess its true.

Jack Ritchie spent his vacation in Washington, D. C. While there he interviewed President Wilson, and Woodrow advised him that the hard times are about over. They'll be over when the G. O. P. gets back in power, and not before.

Now, Grace, when your sister Blanch tells you anything, you want to run right up and tell Bandy all about it, and don't forget to follow out instructions.

We would be very much obliged to Ed. Haack of the store department if he would explain what happened to the ice cream he started home with on the night of June 6th. Was informed that the ice cream never reached its destination.

Come on, Otto, send us some news from the Burr Oak Rip Track, there surely must be something worthy of mentioning, happening there each month.

Mr. Haskell has informed us not to call Copeland, Steve, any more. Call him Doll. Pretty big for a doll, ain't you, Cop.

In behalf of the Honorable J. J. Jones, of Blue Island, I wish to warn certain parties at Hamilton Park to be a little more careful in the manner in which they speak of him, as he is very easily moved to sentimental words, and he might take a sudden notion to go to Hamilton Park and deliver a speech to the boys at that point. Safety first, is the best motto.

BASEBALL NOTES.

The 124th St. "All Stars" easily defeated the 47th St. Shop baseball team at the latter's grounds in Normal Park on June 13th. Features of the game were the pitching of Satori and the batting of Summerfeld of the "All Stars." Satori allowing but two hits and Summerfeld bagging four hits in as many times to bat.

Score by innings:
124th St. "All Stars".....0 1 0 4 2 1 3—11
47th St. Shop1 0 0 0 0 1 0—2

FOUL TIPS.

Hats off to Otto Summerfeld, boys, he sure is some clouter.

Hard luck, Shogy, you almost got that home run this time.

One of the distinguished personages present was James Flneron. He took a photo of the bunch, but at the present writing we haven't received one of them.

Understand that while we were playing ball Jack Ritchie had a party of girls visit him out at the office. Jack sure is somewhat there when it comes to ladies.

Wolf, of 47th St., did some awful clouting. How many hits did you get, Ray?

Also wish to thank Elmer Reynolds for his earnest efforts in rooting for our team. Thanks, Elmer, we appreciated it very much.

Our percentage up to date is still one thousand. We would like to hear from any Rock Island team in regards to the arranging of a game with our local team. Come on, Silvis, Rock Island, Davenport, Joliet, Cedar Rapids, Hamilton Park, etc., throw your feet out, get in the game, we can beat you at any time, place or date.

The 124th St. "All Stars" met defeat at the hands of the Burr Oak "Stars" on the morning of June 20th, but redeemed themselves in the afternoon by defeating the "Stanley Colts." Feature of the game was a triple play pulled off by the "All Stars" in the seventh inning.

Score by innings:
124th St. "All Stars".0 3 0 0 0 2 0 0—5
"Stanley Colts"0 0 0 2 0 0 1 0—3

"O YOU WEDDING BELLS."

I suppose that everybody knows that our genial assistant steel foreman, Frank Adams, confirmed bachelor and man about town voluntarily gave up his life of freedom and good times and married, as he himself informed us, the sweetest girl in the world. This event took

place at 4 o'clock in the afternoon on June 24th.

After the ceremony was over the newly-weds (I almost said young people, but I happened to see Frank with his hat off so I changed my mind) called a taxi-cab and drove away, leaving Bill Haskell to seek his own amusements. It didn't take Bill long to get some of his friends and go over to Frank's newly furnished flat, where they disconnected the gas and put the electric lights out of commission, after which they waited for the bride and groom to appear, but alas! the bride and groom never showed up so what could they do but go home and get some sleep.

All of Frank's friends at 124th street unite in wishing him and his bride a long and happily married life. (Horton, Kansas, papers please copy.)

P. S.—All women and marriageable girls in Horton please note that William Haskell and Steven Copeland as yet are unmarried.



BURR OAK TRANSFERS.

By "Bandy."

Bandy and family visited at Starved Rock June 6th and routed via Utica in hopes of getting some magazine dope. Nothing doing at Utica proper for Bandy, but it was a fine trip and all who have not made the same should do so at first opportunity.

Our rate department and others interested here would be glad if agents out on the line would bill their grain loads on Burr Oak instead of to Chicago and as per instructions that have gone out in past from the auditor. All local delivery and eastern line grain is distributed from Burr Oak yard and the billing has for years been taken into Burr Oak station accounts and the billing should be made on Burr Oak proper and thus save us the continual making of corrections on billing.

Edward Schneider, local war correspondent at 124th Street shop twisters, seems to me is going out of his way and jurisdiction when he reports me and my boy. Never mind Eddie, the boy got a hair cut at that, and paid for. The youngster would not have bawled if he had not spied your gondola car frame. Better repair yourself so as not to have people shy at you. Everything fair in war, except gas—you'll never do.

We wonder if we are having more trouble than other stations account new rulings in official and western classifications covering shipments heretofore bill released, etc., and where shipper has to specify values or keep his goods. We have our house well filled up with hold shipments account not properly billed and waiting for adjustments in releases.

Wanted—One extra copy of Southwestern Line 15-G covering rates to Oklahoma points. Cannot secure here and hope some agent has an extra copy to spare us.

Our Osborn Thomas and Bob Gammell spent a day recently at Holland, Mich., and understand they caught a fine string of fish. As a rule, that's what they all say, but me thinks Osborn had his "strad" along and charmed the fish and as they peeped out of water Bobbie caught them with his hands—some fishers.

Mark Brown, assistant O. S. and D. clerk, carries with him a Larken Brothers' lottery. From the premiums he has been delivering of late we think he soon will have to get a pack and grip and do the old Jew act. Get the "gelt" and when you get your Ford let us know and we will join you.

Our machine billers improved their records in their May work and cut down their error records. Four of our six billers made error records below one-half of one per cent or less than one error in 200 tallies billed. Crossland got low mark in May and showed an error record of .0024 or one error in 400 tallies, billing 8,829 tallies with 22 errors charged against him. Kordewick came next with .0044, Rohde .0046 and Klein with .0048.

"Rosy" Rosenquest had the cobbler put rubber heels on his shoes and all that is needed now is a Maxime Silencer for his upper end so the rest of us can do business when he is on the phone in his carload dispositions.

Harry Watts, our interline weigh bill abstractor, says a man who stutters breaks his work up—oh, good night, what next?

A uniform has been suggested for our help here this summer but as yet it is not decided what would be best, overalls or bathing suits. Summertime here it is very hot and bathing suits might be O. K., but just think how the editor and Henrici would appear.

J. Henri Fuller, our jolly chief clerk, we understand was offered a membership card in the Chicago Art Institute. We are not certain if the card was f. o. b. or c. o. d. Can it be possible that we have in our midst an artist with such rare abilities that he should have such an offer? Who knows but that J. Henri was the artist who created the "September Morn." All right, so long as he paints our names on the pay roll.

"Hurrah for the good old summer time.

Every night will be fine for joy riding,

Let's not forget the pleasures so fine,

Even if we have to always toe the line,

Nothing to worry us much but the moonshine."

Hilmar Anderson, our Whitey, while out riding on his motorcycle recently was stopped by a young lassie who wished to know why he had his extra seat on back of machine. Whitey said if he was able to run his machine so he could face her he would take her along and tell her about the seat.

Two of our prominent clerks who were for a few days carrying ice on account of a difference of ideas are now on favorable terms. Queer how a package of salted peanuts will please some people and square matters.

Herman Driesherf, our long slim biller, spent a recent evening at the White City, and from the remarks we have heard it seems he was taken for a "Rube." Slim says he looped the loop in a peanut shell and came home a string bean. But what took his eye most was the water nymphs. No wonder they roped him in.

Bill Hemrick, the Kaiser, who is assistant to Chas. Huber in trainmaster's office, paid us a nice visit recently and we wonder how he liked our office bunch. Come again.

We take exception to J. O. B. in Krispette's last issue regarding his slandering our city of Blue Island. We'll not make it a song of ten verses either. We will say that nothing is free in Blue Island but a night's lodging in our calaboose. Regarding his going back to Leavenworth to break stones, no need to do that as there are plenty of nuts where he is at to crack.

Don't worry friends, just smile and say,

"That life is all a joke,

The burning questions of one day,

Go up the next in smoke.

Pointed Paragraphs.

Most men would gladly love their neighbor, if she would let him.

The easiest thing to organize is an anvil chorus.

Modern efficiency is the new fangled name for hard work.

Look out and you will always have a look in.

Every man has a pet enemy.

There is no way to be popular when you are broke.

A naturalized citizen can't be a president, but at that he hasn't anything on most of us who are born here.

Matrimonial delusions for Forty-seventh street and Blue Island shops to bear in mind.

Like matrimony and castor oil, everybody wants to give it but no one wants to take it.

All girls are silly over men,

"Tis plain as plain can be,

Just listen and you'll notice when,

They laugh they say, He! He!

On January 24, 1854, Nicholas Tinker invented the first eight-day clock and nine days later it stopped because he forgot to wind the same. We better all see that we don't run down if we hope to keep going right.

We are pleased to report that Miss Mildred Anderson, stenographer for the chief clerk, was the recipient of a surprise upon her arriving home evening of June 15, the occasion being her birthday, and marking her 20th year upon this planet. We understand it was a suffragette affair, but at that a good time was had. Understand also that "Lohengrin's Wedding March" was beautifully rendered by one of the party for Miss Mildred's benefit, and we hope next time it is played for her it will be more appropriate.

The Barnacles carnival which was to be pulled

Station Agent's Electric Lantern



WHEN Tom Jones comes over to the station just after dark to get Aunt Martha's trunk, or a package from a Chicago mail-order house, the up-to-date Station Agent picks up his

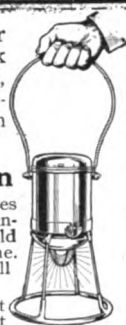
Federal Electric Lantern

and goes out to the baggage room and takes care of the work to be done without the inconvenience of filling and lighting the old smoky, greasy oil lantern. There is no flame. No danger. It is a wonderful help to all railroad men who work at night.

The hardest wind and rainstorm can't put this lantern out. Lights instantly without matches by a single turn of the handle. Cheapest battery cost. Handsomely nickel-plated. Collapsible. You will be glad to own and use one.

Write your name, occupation and address in the margin of this page, and mail to us today. We will send you our handsome free circular, completely describing this new Electric Lantern.

FEDERAL SIGN SYSTEM (ELECTRIC), Desk 128, Chicago
Dealers and Agents Wanted Everywhere



off on June 19 was postponed account rain and wet grounds. But from inside information we are under the impression it was not wet grounds but empty pockets. You never saw a yard clerk so fixed that he had an excess flow of money. At any rate the queen was saved.

Why did the squirrels follow Hans Gaertner and the chickens flock around Piehl when they recently went to Lincoln Park zoo? We have an idea about the chickens and Piehl, but gosh old hemlock, Hans Gaertner is beyond our comprehension.

Wonder why Lester LaCount, our interchange clerk, does not dictate a few of his letters in place of writing them himself.

Can it be possible his vocabulary don't work when he talks to the girl stenographers? He seems able to shoot the dope otherwise when he wants to. Try dictating and save stationery Lester.

Fred Caulson, our night clerk, was recently out with a motor cycle and met with an accident which might have turned out more serious than it did. The girl jumped to one side and Fritz, in turning his head to see if she got hurt, lost his bearings and hurt his foot. Don't think it was his foot as much as his heart, as a steady correspondence is now going on.

Our Night Yard Clerks

Joe Lesniewski, night chief at out freight, Our 99's and other work from him are never late,

Cully Harvey and Bill Rhode number grabbers are they,

Two of the kind that never hit the hay, they say.

Ed Staley, poet, with Joe he helps dispatch The fast runs that get away right on the scratch.

Eddie James, night inbound chief, formerly with the navy;

Never again, says he, this night job is the gravy.

Bill Moulder, all kinds of jobs he has had, Till he tackled "Lowry's" and then got in bad.

Carl Palmer, assistant to Eddie, some athlete, they say.

But he will hold his own on any old day.

47TH STREET LINE. Ray C. Wolf, Editor-in-Chief.

SOCIAL NEWS.

Thomas O'Grady, laborer, had his legs crushed by the transfer table recently and is in very bad shape. Mr. Serviss is handling a subscription sheet to help him out which is being generously filled up by the shopmen.

Henry Wadsworth, R. H. sweeper, gave us a little gem recently. He said that "Chicago mothers did not raise their boys to be soldiers. They raised them to be auto bandits." Henry must have owned a Ford which the bandits mistook for an auto.

Joseph Yorger, wiper foreman at 47th St., had his foot crushed by a side rod and was laid up for about a week. He is out now and hopping around after his "wops" the same as ever.

Miss O'Connell is a so-called protege of Miss Murphy—beaware.

Fred Nordstrom, blacksmith helper, has taken a six weeks' leave of absence to visit the fair and tour the west.

Bill O'Connell, machinist, claims to be a walking pal of Dan O'Leary. He says they try to beat each other to a well known thirst emporium.

Mr. E. Untley, track elevation acct., is the proud father of a 9-pound boy born noon, June 16, 1915. Cigars are in order, Ed.

WEDDING BELLS.

James M. Jeffrey—Frances R. Schrader, 23-20. We all wish Mr. Jeffrey and his bride all the luck, happiness and contentment in the world. Cigars acknowledged.

On the evening of June 12 at one of our leading hotels Mr. James Jeffrey, well known baseball player, society leader and one of the popular young machinists at 47th St., gave a farewell bachelor supper to the members of the Gazok No. 13 Club, the occasion being his resignation from the club on account of his marriage, on June 16, to Miss Frances Schrader, one of the south side belles.

Although the members were at first inclined to feel down-hearted at the thought of losing so good and popular a member, their spirits rose as the festivities proceeded and soon all were in a joyous mood.

Brother Connell, who officiated as toastmaster of the evening, started the ball rolling with a toast to the health, wealth and happiness of the bride and groom. We also drank to the health of our ex-members, Tauer and Shorley.

Brother Farr at the piano, next rendered a selection which was appreciated by all. The Gazok quartette, Brothers White, Shupert, Falsold and Muldowney, rendered the popular song, "Just for To-night." Some more refreshments arrived about this time and the programme was suspended temporarily. A few of the latest steps were then shown by Brother Young with his beautiful partner, Brother Gebert. He then followed with one of his original buck and wing dances, which ended amid a thunder of applause. Brother Gebert, popular vaudeville star, known to all theatergoers as "Honus the Wizard," next charmed the members with a selection from Faust on his famous violin. Brother Smith, the noted Kentucky warbler, gave the boys a rare treat when he sang the Swiss mountaineer favorite lullaby entitled, "Sleep, Baby Sleep." He was creditably assisted by Brother Farr at the piano. Brother McClory was last on the programme for the evening. He went through a series of impersonations of famous players such as Harry Lauder, Charley Chaplin, Eva Tanguay and other lesser stars. As time went on, each member made short speeches on various subjects until at last Brother Jeffrey rose from his seat of honor. Jim was a bit nervous and rather pale. The apple in his throat moved slowly up and down. A little drink steadied him and he started his farewell speech to the members. All through his speech he clasped his resignation paper in his left hand and every little while he would steal a fond glance at same. He spoke at length about the club's origin on May 13, 1913, the popularity of the club, the good times we had together and concluded by saying that he was heartily sorry to leave us and grieved to think that in a little over two years he was the third member to desert (Brothers Tauer and Shorley having gone before him). He stated that he wished the remaining ten of the original 13 mem-

bers all the luck in the world and that if we ever held an alumni he wanted to be present. Brothers Farr and Gebert took their places at the piano and violin and everybody joined in the closing ode, "Good-Bye, Boys."

Hand-shaking and congratulations were then in order for the groom and as we journeyed homeward in the wee small hours of the morning we knew that slowly but surely the original 13 were dwindling downward. There are ten of us left and no one knows when we will be deprived of one or more, as both Brothers Connell and Smith are considering matrimony.

On Saturday, June 19, Gresham witnessed one of the finest little weddings that beautiful little city south of Englewood has had the good luck to see. It is an ideal place for a romance, although some people do refer to it as a cow town, Monkey Run and many other names which cannot hide its identity. On this particular occasion the rejoicing was for our esteemed friend and fellow workman, Brother Edgar Crowley, who was married to Miss Laura Kelly, one of the bells of Gresham. After the ceremony the bride and groom left on their honeymoon trip to Burlington, Wis., and will be at home to their friends after July 1, in that beautiful town of Gresham.

Mr. Frank Ondrak is helping us in our campaign to make CHI a summer resort and is spending his vacation in the city.

Mr. B. Goldstein and Miss E. Greenhouse have left for Texas to spend their vacation.

Mr. James Fineron has left for Blue Island to spend his vacation and says he expects to have a good time.

The St. Louis Globe Democrat remarks that Kansas City's fine new hotel was built with St. Louis money. To which the Kansas City Journal retorts that the fact is handsome testimony to the wisdom and foresight of St. Louis investors. Small town stuff! Now, Chicago builds its own hotels with its own money and depends upon Kansas City and St. Louis for nothing but the guests.

APPOINTMENTS.

Mr. J. J. Fitzgerald, R. H. foreman at 47th St., has been appointed general foreman at Trenton, Mo., effective June 1, 1915.

Mr. Wm. Glenn, asst. R. H. foreman at 47th St., has been appointed R. H. foreman at 47th St., effective 6-1-15, vice J. J. Fitzgerald.

Mr. M. B. McPartland, general foreman at 47th St., has been promoted to master mechanic at Goodland, Kans., effective 6-1-15.

Mr. A. R. Riuter, general foreman at Valley Jct., has been promoted to general foreman at 47th St., effective 6-1-15.

Mr. W. C. Gregory has been appointed car foreman at La Salle, effective 6-8-15, vice C. M. Brown, promoted.

Mr. S. E. Nell, car foreman at Rock Island, has been promoted to car foreman at St. Louis, effective 6-1-15.

Mr. C. M. Brown, car foreman at La Salle, has been promoted to car foreman at Rock Island, effective 6-1-15, vice S. E. Nell, promoted.

Mr. Frank Maher has been appointed asst. R. H. foreman at 47th St., effective 6-8-15, vice Wm. Glenn, promoted.

Miss E. G. Brown, stenographer, has been promoted to stenographer in W. J. Tollerton's office, effective 6-9-15.

Miss Mary O'Connell has accepted the position of stenographer in this office, effective 6-15-15, vice Miss E. G. Brown, promoted.

SPORTING NEWS.

The 47th St. Shop team defeated the Silvis Shop team Sunday, June 6, by a score of 9 to 8. The game ended in the 7th inning when the umpire called a balk on our pitcher which we considered unfair. A party of about 40 made the trip and everybody had a good time. We were treated fine by the Silvis boys and hope to reciprocate in the near future. The pitching of Croake was superb and the fielding of Crowley won great applause. Jeffrey was the slugger of the game as he landed for 2 triples and a double. Coffey got a hand in the 5th when he made a difficult catch that would have been good for a homer. Catcher Passwater broke his little finger on his right hand in the 1st inning, but gamely stuck to the finish and handled Croake's smoke very good considering his handicap. All the boys put up a good game and are to be

complimented on their good showing in the first game of the season. Box score follows:

47th St.	R.	H.	A.	E.	Silvis.	R.	H.	A.	E.
Crowley, 3b...	1	0	5	1	Murrin, ss....	2	2	0	1
Slavin, 1b....	2	2	9	0	Wynn, 2b....	1	1	1	0
Jeffrey, ss....	1	3	1	0	Kelsey, 3b....	1	2	3	0
Loy, 2b....	0	1	1	1	Nolan, c....	1	2	0	1
Croake, p....	1	2	2	0	Cumblie, lf....	1	2	0	1
Passwater, c.1	0	0	0	0	Andrews, cf....	0	0	0	0
Coffey, lf....	1	2	0	0	Dyce, 1b....	0	1	9	0
Tauer, cf....	1	2	0	0	King, rf....	1	2	0	0
Melchoir, rf..	1	1	0	0	Pavel, p....	1	1	0	0

Total9 13 18 2 Total8 13 13 3

B. B.—Croake 3, Pavel 1. H. B.—Croake 0. Pavel 3. 3-B. H.—Jeffrey 2, Slaven 1, Wynn 1. 2-B. H.—Jeffrey 1, Melchoir 1, Slaven 1, Coffey 1, Kelsey 1, King 1.

124th St. Shop team defeated the 47th St. Apprentices by a score of 10 to 3, Sunday, June 20th.

FROM THE EDITOR'S PIGEON HOLE.

Some of the parties we write up in our colyum are inclined to take offense about certain articles. The editor wishes to advise that all articles printed are for the enjoyment of readers and no harm is intended. We like to please everybody and in doing so have to displease somebody some time, but we do not want anybody to take these articles seriously.

Understand that Kaiser Gelger weighs something like 450 pounds and is proud of it. Does that include the hair, Lionel?

We heartily agree with Mr. Kinney and think that Georgia Cullins really is "one sweet girl."

Our cock-roach, named Steve, is no more. Somebody left a dope cigarette stub on the window ledge and Steve was persuaded by Susanna, the hen roach, to partake of it. Susanna has now also disappeared and the office force will have to find some new pets.

A man nearly always gets married when his brains are taking a vacation—if he has any.

A certain number of passengers—take it from Mr. Seely of the Elevated railroads—prefer to stand. The reference must be to those members of the human race who are born at the rate

of one a minute. And Frank says that he always stands in a car.

As Edw. Kruse sings it:

It's a long way to prohibition,
It's the wrong way to go.
It's a sure to bring perdition
To the greatest state I know.
Let's all stick together,
Let this be our cry—
"It's a long, long way to Prohibition
And we'll not go dry."

Time softens all things—except a railway restaurant sandwich.

Speaking of the rum-demon, why should he be permitted to hang around drug stores in supposedly dry territory? Hamilton Park, kindly take notice and look around.

HOLDS GOOD IN THE LINE.

(From the Capitan (N.M.) Mountaineer.)

Correspondents of the Mountaineer will have to refrain from giving expression to personal feelings about people with whom they are not on friendly terms. It is no part of the paper's mission to indulge its correspondents in giving vent to ill feeling towards their neighbors, and their contributions in that direction will not be given space in its columns.

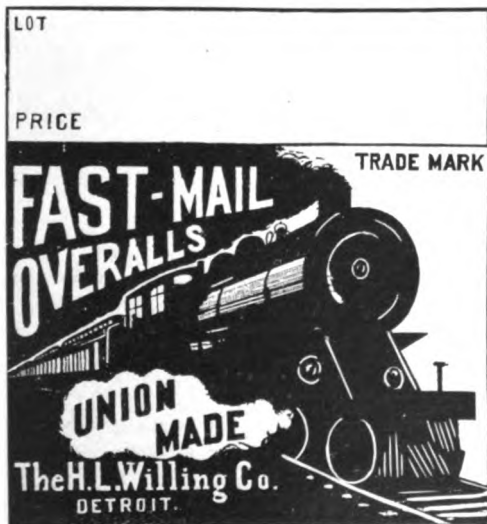
In the short time that Mr. McPartland was in charge here he made a good impression on the men and he has their best wishes for continued success and prosperity.

In the promotion of Mr. Fitzgerald to General Foreman at Trenton, Mo., we lose one of the best liked men 47th St. ever produced. Mr. Fitzgerald was well liked by every man under him, and we feel assured that he will make a success of his new position and he leaves here with the well wishes of every employee. The men presented him with a beautiful watch and chain as a token of their feelings. Mr. Edw. Kruse made the presentation speech which was well received by all present.

The Honorable King Kinney, editor of Hamilton Park Krispettes, departed from the Rock Island service the latter part of May. He has our best wishes for success in any new venture which he may undertake and we are sorry to see him go.

"Fast Mail" OVERALLS and JACKETS

(Union Made)



OUR TICKET

Always Look for This Ticket When Buying Overalls and Jackets for It Guarantees You Superior Quality, High Grade Workmanship, Comfort and Satisfaction.

"FAST MAIL" Garments are made of the best denim we can buy and will stand the test of hard wear.

"FAST MAIL" Garments are cut large and full with roominess where you need it.

"FAST MAIL" Jackets are made with adjustable collar and insure free arm action at all times.

One trial will convince you that "FAST MAIL" garments are the best.

"A DOLLAR'S WORTH WITH EVERY PAIR"

Always ask your dealer for "FAST MAIL"

The H. L. Willing Company, Detroit, Mich.

Proud and boastful Hamilton Park lowered themselves enough to come all the way to 47th St. after ball players and succeeded in enticing two of our pitchers away from us. Just the same we would like to play their team and proceed to give them that nice little trimming which they so richly deserve, as they cancelled the game with us scheduled for June 5. There is also a little incident about a car that we hold against you, A. P. T.

In the promotion of Miss Brown to Mr. Tollerston's office we lose a very sincere friend and everybody at 47th St. regrets her leaving, yet is pleased by her promotion. Miss Brown has worked in the M. M.'s office at this point for over 11 years and in that time has made many staunch and true friends. She was ever willing to do a favor and we all appreciated her happy disposition and cheerful ways. The force presented her with a handsome solid gold bracelet watch and Mr. Herlithy made the presentation speech in which he gave her our best wishes for

There are numerous monuments, the Field Museum and the Art Institute. Any reader desiring information and literature regarding this city of cities can have same for the asking by writing the Chicago Association of Commerce. Remember the motto, "I Will."

The photo appearing on this page is of the now famous Gazok No. 13 Club. The order was established among the thirteen shopmen in May, 1913, as a bachelors' association and the rules said that any member who took a wife automatically resigned. The club will take in no more members, so that there are quite a few different locals starting up with the same principles and by-laws. Up to date three members have left the ranks and the members have pledged themselves to hold together until the last one has received the call. Top row, reading left to right: Fred Fasold, president; E. B. Smith secretary and treasurer; Elgin D. Shupert, vice president; J. W. White, Walter Gebert and Albert Farr. Middle Row—James J. Jeffries,



continued prosperity and success. Good luck, Miss Brown, and don't forget all your friends at this office who are always glad to hear from you.

Miss Murphy and Mr. Connell disclaim all knowledge of having participated in a game of croquet at Washington Park. Mr. Connell goes so far as to state that he knows absolutely nothing about the game. "Slats" Fasold has taken him in hand and will try to teach him how the wonderful game is played, as "Slats" is an ex-champion at this sport.

Before Mr. Kinney left he did me a great favor. He gave me an introduction to Miss Edna Renfro of the F. C. A. at Hamilton Park. Very glad to make your acquaintance, Miss Renfro, and hope that we meet again.

The "Line" has started a campaign to make Chicago a summer resort. We have all the amusements that the Michigan points have and we have numerous added attractions that they cannot have. We have fine swimming and beaches, boating, fishing and amusement parks. There are hundreds of acres of beautiful parks and miles of the famous lake shore drive along the front of Lake Michigan. Healthy climate and many historical and educational institutions.

the latest deserter; Jeremiah J. Connell, in line as next deserter; Arthur J. Muldowney. Bottom Row—Hugh McClory, George Young, Jeremiah Tauer, a recent deserter, and John W. Shorley, a deserter.

As can be seen, they are a happy looking bunch, and therefore it is hard to imagine them becoming benedicts. However, there are still ten left after two years of comradeship and it may be another two years before they see fit to take the fatal step. Their motto in the club-room: "If you spit on the floor at home, spit on the floor here; we want you to feel at home."

SAFETY FIRST.

While chipping off brasses, Wm. McConnachie, machinist, always wears goggles to protect his eyes. These came in handy recently when a large piece of brass flew off the chipper and broke the glass on the left side of the goggles. Only for this protection Scotty would have been minus one eye. This should be a lesson to those venturesome employees who do not take the trouble to use goggles.

Our machinist apprentice from Blue Island, Howard Logman, is broken-hearted because Miss Edna Renfro of Hamilton Park has found



Only \$175 and up

From Factory to Home



3 to
4 years to pay

FREE STOOL AND SCARF



5
Weeks Trial

Free Music Lessons

We Save You \$100 to \$200.

No Matter Where You Are Located—you can get the finest Piano or Player piano you ever hoped to own at the lowest price you ever expected to pay. **Your Own Terms.** We have been in business over fifty-six years. Thousands of Sweet-Toned Schmolter & Mueller Pianos and Player Pianos are in use in all parts of the country. We save all middle profits—all agent's commissions, profits and expenses.

Five Weeks Trial In Your Own Home

SEND TODAY—RIGHT NOW and read all about this remarkable offer. **We pay all the freight from the factory to your station.** Use the instrument you want in your home for **five weeks**, then decide whether or not you want to keep it. If you don't find the Piano or Player piano we select for you the **Biggest and Greatest Bargain** you ever expected we take it back at our own expense.

Let us tell you all about our **Factory-To-Home Selling Plan**—our Low Factory Prices—our Liberal Payment Plan—our Twenty-five year guarantee. You will know why it is unnecessary to pay high prices others demand for same quality.

We ask for no references—there is no red tape—you don't need a bank account, neither do you have to be a property owner, in order to deal with us.

Schmolter & Mueller Piano Co.

Established 1859

Resources \$1,000,000

OMAHA, NEB.

—USE THE COUPON—

SCHMOLLER & MUELLER PIANO CO.
Omaha, Neb., Dept. R I.

Send me full information about your Factory-to-Home Selling Plan. I am interested in a (Piano) or (Player Piano).

Name

Address

a better tango partner and will not accompany him to the hops any more. Cheer up, Howard, there are more blondes in Blue Island.

El Reno, Okla.

Mr. H. H. Donahue has been confined to his home for about one week with a case of mumps, but we are glad to state he is again on the job. He says that is one swell affair he is not in love with.

Mr. C. A. Brummagem, assistant transportation clerk in the general manager's office, has departed for Jerry City, Ohio, for an indefinite stay, account illness of his wife. All are sorry to have Brummagem leave us and hope it will not be long before he is again in our midst.

Word has been received in El Reno of the marriage of Mr. Howard Sherman to Miss Ethel Robertson, of Little Rock, the many friends of Sherm in El Reno wish both an extended happiness while following the path of matrimony, lead where it may.

Miss Helen Burke is spending her vacation in St. Louis and other northern cities, the location of which she refused to state.

Mrs. J. F. Kimmerly, who has been spending the cool winter months in Kingsville, Tex., has returned to El Reno, thereby missing the hot months in Texas.

Mr. H. Clewer was among the El Reno visitors last month.

Mr. H. G. Emrick, formerly night yardmaster at El Reno, has accepted a position as yardmaster at Enid, Okla., and departed for that point on the 20th of June to take charge.

The marriage of Mr. David Merritt Thomas and Miss Lillie Cates was solemnized Saturday afternoon, June 20th, Rev. M. G. Barlow officiating, both bride and groom are well known and popular young people of El Reno, and their host of friends wish them eternal happiness in their new path of matrimony. Mr. Thomas is employed as secretary to Superintendent Tinsman of the P. H. Div. The newlyweds spent a few days visiting in different towns in eastern Oklahoma before returning to this place to make El Reno their permanent home.

Mr. R. J. Stewart attended the annual meeting of Master Mechanics and Master Car Builders at Atlantic City last month.

Claim Agent A. G. Morrison held a very interesting meeting of all claims adjusters in his office June 18th, Mr. R. E. Palmer of Chicago being present.

Mrs. Flora Barnes spent June 18th in Ft. Worth attending a meeting of chief clerks to the legal department.

Mrs. G. D. White and children are visiting in Denver and Colorado Springs, Colo.

Mr. A. B. Copley has returned home again after spending about one month in Corpus Christi, Tex., account ill health. We are all glad to have Mr. Copley back again and state with pleasure that his health has improved wonderfully.

Mr. J. C. Stickley had as his guest June 16th his brother, H. V. Stickley, of Sweetwater, Tex., who was on his way to Ainsworth, Ia.

The Third District is making all arrangements for efficient handling of the large grain crop this season. Mr. J. H. Dimmett will have charge of all matters pertaining to cooping cars and movement of grain.

Mr. R. L. Loy made a trip to Chicago the 15th of June to attend a meeting of chief clerks to claim agents.

Mr. Chester T. Price, chief clerk to district special agent, and Miss Edna Curtis of Kansas City, were united in holy wedlock at the home of the bride June 16th. Mr. Price (Chessie) is among the most popular young men connected with the Rock Island in El Reno, and his host of friends gave him their best, but all were sorry the wedding did not come off in this city so they could give him the royal sendoff he deserved. The bride and groom spent their honeymoon trip in Denver and Chicago.

A certain young lady of Estherville, Ia., asked Mr. L. R. Cohen some days ago if Kenneth Curry ever intended returning to that city. It seems that O. K. C. has been neglecting his Estherville friends, and we will state for their information that as it looks now there is very little chance of his returning soon as

he seems to be "hard hit" and all his roaming ideas run to Valley View, Texas.

Miss Susie Stone has accepted a position in the claim department.

Mr. Lynn Rohrbach has accepted a position as mailing clerk in the general manager's office.

A private telephone has been installed between the offices in Oklahoma City and El Reno and is proving a great success.

Mr. W. B. Ross was an El Reno visitor during the first of the month.

EL RENO YARD OFFICE.

Editor: I am earnestly glad to see the interest displayed by the various departments through the magazine from El Reno, the space was well occupied and well spoken.

Mr. Earnest Hodgkison, switchman, was badly injured some few days ago by walking off the top of a car, being blinded by the glare of headlight from a road engine. Both arms were broken and otherwise bruised up, but he is game and was on the street next day.

Our old friend, Mr. Paul Johnson, has caught the Anadarko local for several trips; says it is a good job but—oh—he would rather some other good man have the run.

Conductor Hammons has contributed his portion of brick toward our new office building in paying up for the previous lines in his behalf, in the magazine.

Jeff Taylor, after visiting several places seeking his former good health, returned to El Reno and underwent a surgical operation and is now up in good shape and at work again.

Mr. H. E. Kirkman has recently procured transportation for himself and wife to Beebe, Ariz. His wife is in very bad health and he is under the impression that the climate will restore her to health. We extend our sincere hopes, and hope that the change proves beneficial beyond his expectations.

Switchman O'Connors suffered a slight injury a few days ago by catching a swinging car door, and holding same so that it would not strike Mr. Friday's head. We wish to congratulate Eddie on his quick action and presence of mind.

Mr. W. C. Wright has recently been placed on the night force of the car department again account reduction of force; he was furnished one of the most complete tools in the way of wrench I have ever had the pleasure of inspecting. He says that his instructions delivered with this instrument are trying, inasmuch as there are too many loose nuts on the night force.

At this time there is quite a number of cars stored for the future grain movement, and more in course of recuperating.

There has been more rainfall in this section of the country so far this year than has fallen in the past five years, and has looked pretty bad for the gathering of the present crop, which is the greatest of the country.

The weather has recently cleared and the harvesting machines are to be heard and seen on every grain field, taking care of Oklahoma's golden harvest.

If tramps could be counted at a value of the least item, Oklahoma could be reckoned as the richest state in the union.

FROM THE LOCAL FREIGHT OFFICE, EL RENO.

The baseball team at the freight house has been disbanded due to the rush of business making it impossible for the boys to practice and they were unable to get away in time for the games.

Lawrence Higbee spent Sunday, June 20th, in Watonga. While there he assisted Watonga in a ball game.

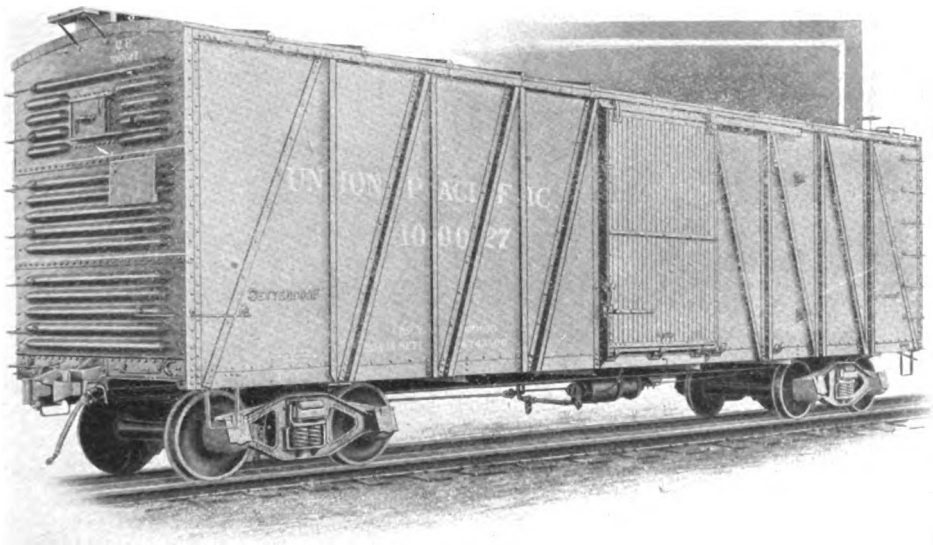
Geo. Purcell, cashier, spent Sunday, June 20th, at his home in Marlow, Okla.

Mr. C. S. MacSwain, T. A. F. C. D., spent several days here helping to check up and dispose of a carload of burned merchandise. He was assisted by Claim Clerk Hoffman.

The Saturday night fishing club is reorganizing at the freight house, but on account of high water very little has been done. From the size of their hooks and lines they are preparing to bring in some big fish. W. R. Snook holds the championship to date.

Miss Pearl Dix will attend the big celebra-

Bettendorf All-Steel Box Car



**The Bettendorf Company
Bettendorf
Iowa**

tion at Chickasha and Verden on July 4th and 5th.

This summer promises to be one of the busiest seasons that we have had for years. At the present writing the wheat harvest is on in full blast and there is an unusually heavy yield. On account of excessive rains the alfalfa movement has been set back at least a month. Our L. C. L. tonnage for the month of May was the heaviest that it has ever been since the bonus system was installed. We handled 2,591 tons at cost of 23.36c per ton, which is 9.6c under our basing cost. Everyone connected with this work sure did their best to make such a good showing.

Dan Wilant, weighmaster, is the proud possessor of a new Ford. This is the second one to get the "Ford" fever this month. Here's hoping they will keep out of the way of the automobiles.

Robert Walker has been promoted to warehouse clerk, and Lawrence Higbee has taken the passing record desk.

ELDON, MO., NEWS.

By B. H. W.

Safety First meeting was held at Eldon, Mo., Tuesday, May 25th.

M. J. H. Wood, formerly road foreman of equipment on the St. Louis Division, and who was promoted to position of fuel supervisor on the Third District, was a caller at the office May 7th. Mr. Wood was in Eldon in connection with the valuation of freight and passenger power, being recently appointed member of the Valuation Board. Mr. Wood will also go to Carrie Avenue, St. Louis, and make a valuation there.

"Deacon" Gunter, who is distributing the "chicken cars" now, and Local Druggist Crossen made a fishing trip to Henley, Mo., a few days ago, but did not meet with much success. Deacon says they caught a few small ones, also a great big one, but that the big one would not stay caught. Therefore, they had to come home without him.

Dispatcher and Mrs. C. H. Weidner made a trip to Volland, Kan., where they spent a couple of weeks visiting with relatives. Dispatcher L. H. Bolander relieved Mr. Weidner during his absence.

C. G. Russler was in town last week shaking hands with old friends. Mr. Russler is agent at Meta, Mo.

Milo Moles was a caller at the office May 6th, greeting all the boys. Milo states he is getting along fine in his new position as O. S. and D. clerk at Topeka, and likes the town O. K., also the girls. Mr. Moles was formerly file clerk at Eldon and was transferred to Topeka when the O. S. & D. desk was removed to that point. We are all glad to hear that Milo is doing so well.

Agent C. O. Mennell attended the annual inspection trip of terminals held by the local freight association of St. Louis at that point May 9th.

Engineer T. M. Ennis departed for Lima, Ohio, May 8th, where he will visit with relatives, also stop off at Chicago en route.

Effective June 1st, 1915, Mr. C. R. McArthur was appointed car foreman at Armourdale, Kan., vice Mr. J. Fletcher resigned.

Dispatcher F. B. Kirk and wife returned from Kansas, where they spent two weeks visiting relatives.

Effective June 1st, 1915, Mr. S. E. Nell was appointed car foreman at Carrie Avenue, St. Louis, vice Mr. C. R. McArthur, transferred to Armourdale, Kan.

Conductor J. H. Dungan met with a slight accident a few days ago while in charge of train No. 96.

Two special tourist cars bearing fifty-five ladies and four gentlemen school teachers, passed over the St. Louis Division Wednesday, June 9th, en route to the Panama Exposition from St. Louis.

Train Master J. S. Jones was in Topeka June 4th and 5th working on new time card No. 30, which went into effect Tuesday, June 8th.

Time card No. 30, which went into effect at 12:01 a. m., Tuesday, June 8th, contained quite a few important changes. Effective with this card local trains Nos. 681 and 682 will resume

operations between St. Louis and Belle, Mo., on their old schedule. Local freight trains Nos. 83 and 84 will also resume operation daily between Eldon and Belle, Mo. Trains No. 27 and No. 28, effective with the new card, are now fast trains, train No. 28 leaving Kansas City, 11 p. m., arriving St. Louis 7:55 a. m.; train No. 27, leaving St. Louis 10:30 p. m., arriving Kansas City, 7:30 a. m., shortening the time of these trains between St. Louis and Kansas City one hour and thirty minutes.

Train Master J. S. Jones and Road Foreman of Equipment held a class meeting at Eldon Sunday, May 24th, quite a few train and enginemen attending.

Roadmaster V. B. Simpson held a class meeting with his foremen at Eldon Saturday, June 12th, all foremen on the east end of division attending.

We are all hourly expecting the announcement of Night Cashier O. D. Taylor's wedding, which is rumored to come off in the latter part of June.

A special train, consisting of ten cars, handling the Brooklyn Daily Eagle, en route to the Panama Exposition, was handled over the St. Louis division June 18th.

A special train, consisting of twelve cars, was run to Creve Coeur Lake out of St. Louis Sunday, June 19th, to handle employees of the Koken Barber Supply Co., who gave a picnic at that point.

HAMILTON PARK KRISPETTS.

Essanbee, Editor.

Vol. 1.

No. A.

A WORD FROM THE KING.

Commencing with the current issue, the Hamilton Park Krispetts will be conducted by John M. Balum and Peter Spruit, both of the A. F. T. This is necessitated by the fact that I have resigned from the Rock Island. Knowing Messrs. Spruit and Balum as I do, I feel confident they will maintain the same high standard in conducting the column as heretofore. In behalf of my successors I bespeak for the same loyalty and co-operation that you tendered me.

In closing I wish to thank my many friends for their well wishes towards my future success, and I assure them I will not forget them no matter where I happen to be in years to come. I also wish to express my deep appreciation to Messrs. Reisman and Simpson for the staunch support tendered me, and Miss Richardson for her words of good cheer, all of which were responsible for making Krispetts such a conspicuous success. Sincerely,

KING KINNEY.

LITTLE THINGS.

A little word said pleasantly in passing,
May brighten up some careworn fellow's day;
A little sneer, a little bitter sassing,
May change his skies from gold to somber gray.

A little praise may send feet blithely tripping,
That otherwise would drag the long day
through;

A little help, when some poor cuss is slipping,
May start him right and bring success in view.

A little roar when vicious things are brewing,
May spoll the brew, and oil up virtue's wings;
A little kick when statesmen are pursuing, false
Gods may bring them round to better things.

A little sense may make you seem a fountain
Of wisdom if you keep your tongue on straight.
A little debt may soon become a mountain
And brush you down beneath its galling
weight.

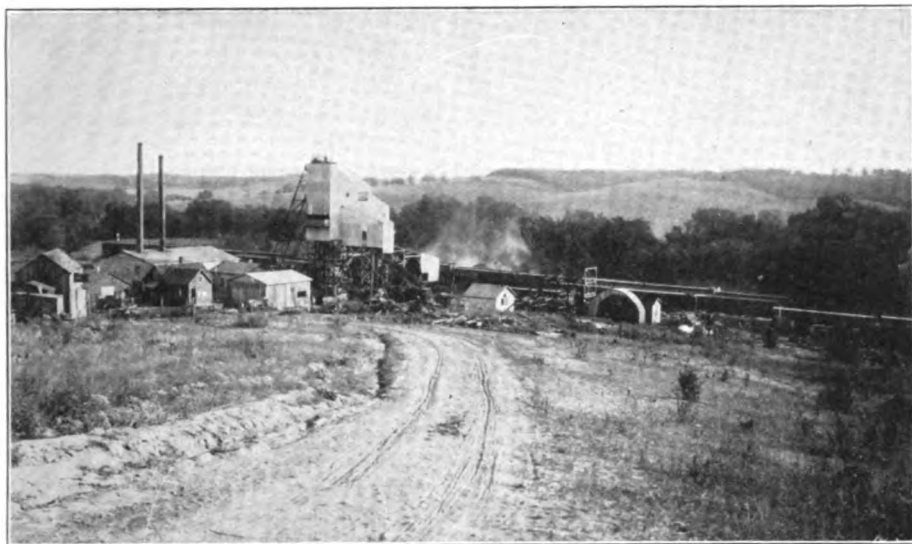
The little things make life a joy or nuisance,
If you ignore this fact, when you are gray
You'll realize you were a blooming goose, since
You let the best of all things get away.

—Walt Mason in the Daily News.

Henry Reuben, we understand, has been skating to work recently. Roller skates, however, gather no moss, Henry.

Emma Krohn of the A. P. T. whom we thought immune from Cupid's darts, will be wedded to a Mr. Shauer June 26th. Our only regret is that the cigars are not in order.

THE CHARITON BLOCK



OUR MINE AT CHARITON, IOWA

is superior of all coal for domestic use;
clean to handle and burns to a light
ash.

Mines located exclusively on the
Chicago, Rock Island and Pacific Rail-
road at Chariton, Iowa, the Hub of the
Rock Island System, insuring prompt
delivery.

Give CHARITON BLOCK a trial.
It will please you.

Address

Central Iowa Fuel Company

1219 Hippee Building

DES MOINES, IOWA

Emma's career with the C. R. I. & P. covered a period of eight years served faithfully. Emma's job will now be a regular one. Best wishes for a happy wedded life.

We would suggest that Harry Koch accept her remarks and not fail to get that 11:30 o'clock train from Blue Island. The schedule, perhaps, will be changed, Harry.

Walter C. Smith has returned from his honeymoon, visiting Colorado Springs and other points of interest along the only route to the Rockies, the C. R. I. & P. Ry.

Miss Edna Renfrow has returned from a vacation trip spent down on the farm with the rest of the chickens. June 19th, she leaves for Michigan City to become a Hoosier for the day.

The A. F. T. baseball team, having defeated all of their opponents to date, now desire to further extend their fame and would like to communicate with all baseball teams within Chicago Terminal Division. Address J. Honan, Manager, care of Auditor, Freight Office, Hamilton Park, Ill., for games Saturday afternoons at 2 p. m., Hamilton Park baseball grounds.

We have received the following letter from our athletic pride, Ralph Becketl of A. P. T. office. Ralph says he is undergoing the most rigid system of training at present in order to be absolutely in the pink of condition when the gun pops at the Central A. A. V. meet, and especially San Francisco World's Fair games, the former to be held July 3rd, and competitive trials for the latter July 17th at Stagg Field, University of Chicago. Ralph's opponents are to be the best in the West, men of the caliber of Campbell of Chicago, Harvey of Wisconsin, who stretch the distance (880 yards or one-half mile) in 1:55 flat. The trip to Frisco town is offered as prize.

To give one an idea of the class of ball players we have at Hamilton Park, we wish to draw the attention of our dear readers to the game of ball between chief engineer's office and auditor disbursements. The spirit displayed outmarvels all records for determination of purpose and the "never give up the ship" until the last ball is pitched.

The features of the game included as ever the popular knight of the game, in the person of Dan Reale, who abstracted a two-sacker and a third station stop and fielding cleverly. The painful part of the pastime came about in the eighth inning for a tie score, and one man on base (second) and two gone when the authority of the law approached and says, "I am sorry my lads but you will have to scout," much to our disgust, says Dement, and vamoose we did to the club house bringing tears of joy to our opponents' eyes for saving them from defeat.

Chief Engineers.	ABR	H	T	B	B	P	O	A	E
Burke, rf.	4	0	0	0	0	0	0	0	0
Benson, ss.	4	1	1	1	0	3	4	1	
Lusky, lf.	3	2	1	1	1	3	0	0	
Rung, 3b.	4	1	1	1	0	3	0	0	
Ruggles, 1b.	4	0	2	2	0	8	0	0	
Murphy, 2b.	3	0	0	0	0	0	1	0	
Lockhart, c.	3	0	1	3	0	6	0	0	
Clark, cf.	3	0	1	1	0	0	1	0	
Hewlett, p.	3	0	1	1	0	0	0	0	

Totals	34	4	8	10	1	23	6	1	
Auditor Disbursements.	ABR	H	T	B	B	P	O	A	E
Reale, lf.	3	2	2	5	0	3	0	0	
Larson, 3b.	3	1	0	0	1	0	0	0	
Schwert, rf.	3	0	1	1	0	1	0	0	
Headdecky, 1b.	2	0	0	0	1	8	0	0	
Dement, c.	3	0	0	0	0	10	0	0	
Pavel, 2b.	3	0	0	0	0	1	1	1	
McCarthy, ss.	3	0	0	0	0	1	1	0	
Lang, p.	2	1	0	0	1	0	2	0	
Waldron, cf.	3	0	0	0	0	0	0	0	

Totals	25	4	3	6	3	24	4	1	
Chief Engineers.....	0	0	1	0	0	1	2	4	
Hits	0	0	2	1	0	2	3	8	
Auditor Disbursements.....	1	0	0	0	0	0	3	4	
Hits	0	1	0	0	0	0	2	3	

*Game called, two outs in eighth. Two-base hit—Reale. Three-base hits—Reale, Lockhart. Struck out—By Hewlett, 6; by Lang, 10. Hit by pitched ball—By Hewlett, Reale, Schwert. Left on bases—Engineers, 3; Auditors, 2.

(Man on second and two out in eighth inning had to give diamond up.

Irma McCues' face seems to bear more of a smile than usual—why the change?

A certain conductor on the Southern Pacific has made inquiries as to the welfare of a certain young lady in the freight claim department, and from reports we understand it to be none other than our prominent belle, Miss Kitty Haggerty, one of our prettiest girls in the freight claim.

Cupid's darts struck (Pierce) about two years ago and he was married in a (Hurrie) June 22, 1915. Best wishes to Mort and his bride to be, Miss Janet Hurrie.

Mr. Roy McMaster was a recent visitor, having taken a trip to the coast. He reported a delightful time and we are always glad to hear from one of the old standbys.

Joe Warner prefers automobiles to jitney buses as could be observed if you would take particular notice of his movements to and from the office with a certain young lady.

Jimmy Normoyle indignantly advises that his name should not appear in our column, but we could not withhold from inserting such a wonderful name as NORMOYLE.

Dan O'Neill of the car acc'ts is especially thankful that the car strike has subsided. No waiting—no delay, Dan, at 79th St. when out visiting north.

HERINGTON, KAN., "FLASHLIGHTS."

Georgia M. Cullins.

"DO SOMETHING FOR SOMEBODY."

Do something for somebody, somewhere,

While jogging along life's road;

Help some one to carry his burden,

And lighter will grow your load.

Do something for somebody gladly,

'Twill sweeten your every care;

In sharing the sorrows of others,

Your own are less hard to bear.

Do something for somebody, striving

To help where the way seems long;

And the homeless hearts that languish

Cheer up with a little song.

Do something for somebody always,

Whatever may be your creed;

There's nothing can help you

So much as a kindly deed.

—Universalist Leader.

Mr. C. H. Hubbell, superintendent telegraph, and R. W. Potts of Chicago, were office visitors one day the latter part of the month.

Wm. Ames and family have returned from a visit with relatives at El Reno, Okla. Will was just a little more careful about his wife than a certain party from El Reno, inasmuch as he accompanied her so he wouldn't have to go after her if she stayed too long.

Baggage man Harry Haas is wearing his hat over one eye nowadays. WHY? Because an eleven-pound baby boy arrived at their home May 15th.

Mr. and Mrs. J. C. Stickley have returned to their home after a visit with relatives here.

H. Moreland of the R. L. Shops, is looking for a sign "Man Wanted" by some fair damsel. Now girls, please write him, as he sure needs your letters of sympathy.

C. G. Smith is a new switchman on the board. He who sows in hate, reaps in tears.

Frank Wendlandt is very attentive to a young lady on the west side. Too bad, and they are so young.

Doc Hambleton, machinist apprentice, looks rather lonely of late. We don't know the cause, but understand he is planning a trip to Enterprise.

Chester Cross is playing some ball this year. Some say he is a has-been and couldn't hit a teacup with the handle off.

"WHAT ABOUT IT, BOYS?"

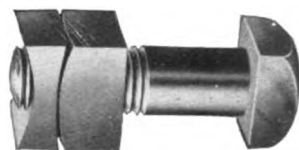
Suppose the girls in your neighborhood were to form a club such as this, would you be able to support one today? "A marriage club formed by Wellsley college prohibits its members from marrying a man whose income is not \$5,000 a year."

Steve Carr spent a few days in Kansas City. E. J. Baird acting varomaster and C. A. Lacey assistant, during his absence.

Cal Kester of Kansas City was a business visitor the 10th.

WRITE IT RIGHT!

"BOSS" LOCK NUTS



When you specify don't say "Lock Nuts"—but "Write it Right"—put it down this way:—



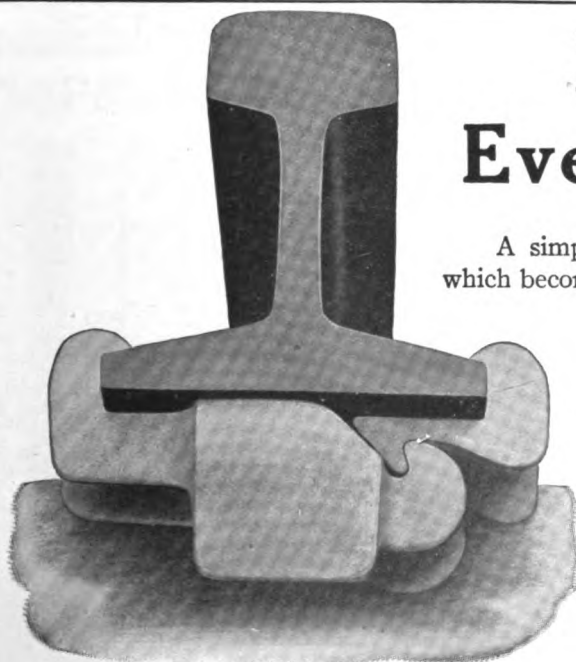
"BOSS" LOCK NUTS



Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "BOSS" Lock Nuts annually?

BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO



In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

P. & M. Rail Anti-Creepers

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

The eating house is sporting a new coat of paint.

Jesse Austin, John Burbuck and Harry Moreland had a fishing trip to Woodbine not so awfully long ago. Some say the boys forgot to take fishing poles and had to retrace their steps four miles and the best part of it was the boys were as sober as judges. Some judges?

Pa Falls has bought him a new auto and you auto see him go. He says it is awful nice to be able to go auto riding. Some haven't had the opportunity to go, so consequently can't say how nice it is.

John R. Sanstrom, T. J. Butler, H. Stover and John Rooney were called to Topeka as witnesses on trial there.

August looks awful blue this week and it just dawned on the writer that his best girl had gone to Hope. Cheer up, she will come back soon, and then you can play ball as good as ever.

Quite a number of very good improvements are being made around the yards and office buildings here. Almost everything in sight has been painted red on the outside as well as painting inside. The water ditch which formerly made an unsightly place in front of the yard office has been encased and covered over with dirt. Also new light installed in front of yard office, which will save lots of accidents to parties having to work in the yards after night. A carload of crushed stone was used in making the joint crossing with the Missouri Pacific solid. C. P. Callahan had charge of the work and sure fixed it up fine.

Frank Thornburg spent a few days in Kansas City, James Doyle filling his place during his absence.

"LANDED."

An old lady and gentleman were taking their first trip on the steam cars. She held her breath while they were crossing a trestle, and then, turning to her husband, exclaimed in a high voice: "Thank God, Ezra, we have lit!" —Argonaut.

Mrs. G. J. Callahan spent Decoration Day in Junction City.

"If, instead of a gem, or a flower,
We could cast the gift of rich thought
Into the hearts of others,
That would be giving
As the angels give."

Miss Catherine Brown of Denver is a guest at the Cronican home for a month.

N. R. Miller, formerly of the master carpenters' office, has now accepted a position as ballast inspector at the Solomon pit.

Conductor and Mrs. W. E. Rose are the proud parents of a son, born June 1st.

"Can I get off today, boss?" "What for?" "A weddin'." "Do you have to go?" "I'd like to, sor—I'm the bridegroom."

We understand there is a certain party from the master carpenters' office who makes a practice of taking a pretty little blond lady from the west part of town to the movies every night.

New Grier camps have been started at various points along the R. I.—Elbing, Peabody, Aulne, White City and Latimer. Thomas Robertson of Kansas City is overseeing the job.

M. V. O'Haver is going to put in his entire time selling typewriters. He has been succeeded by Joy Smith, as personal record clerk.

Mrs. Don Douglas has gone to Racine, Wisconsin, for a visit with relatives.

All right, "Sorghum Bill." If you think I had a chance to cut in that time, we'll let it pass this time, but, beware, I'm going to watch your colyum closely hereafter.

Mr. J. D. Petty of Denver was an office visitor the 16th.

Murmur at nothing. If our ills are reparable, it is ungrateful; if remediless, it is vain. As a vacant building echoes all sounds, so does a vacant mind respond to every suggestion.

Albert Rose of California is visiting his brother, W. E. Rose.

Miss Dunn, stenographer at the roundhouse, has been on the sick list for some days. Her place is being filled by Mrs. Kilby, who formerly held that position.

Boots Pelter, one of our pitchers, is taking good care that no one goes out on North 8th street. Can't blame you!

Roy Flack, our fine twirler, is still going on the west side. Begins to look suspicious.

James Lynne, the material clerk, is back on the same job peddling out the same line of goods.

James Lee is figuring on buying himself a motorcycle. Yes, James, you can take her with you.

H-E-I-G-H-O.

The freakiest fly trap has just been patented. In it there is a solution of sugar and water, attracting the insects within an inclosure where they are devoured by a captive toad. Now, what do you know about that?

Assistant Chief Dispatcher T. M. Bryden and wife have returned from a visit in Chicago.

"Tickle" sure had some time, 'specially the last night of Ballentyne Barn Dance. We are next, Tickle?

J. J. Donnelly is new roundhouse foreman in place of Tom O'Conner, resigned.

Ed Jennings is the new road foreman in place of Ted French, transferred to Belleville.

Chas. Smalley was up to Abilene as a juror for this term of court. Old gentlemen like him should not go courting.

"DO YOU CACKLE?"

A small article, with a large meaning, was one recently found in the Modern Woodman paper, entitled, "Do You Cackle?" Did you ever live in the country and notice that when a duck lays an egg she waddles back to the pond in an indifferent silence, but when a hen lays an egg her frantic cackles makes it known? The hen advertises, and that probably is the reason why we eat hens' eggs instead of ducks' eggs. If some of the railroad people would "cackle" for the road occasionally, they would make more rapid progress. Get busy; now is the time of all travel to the World's Fair.

Dan Gunn, one of the day inspectors, is getting into society. He is taking in the barn dances and is contemplating buying a "Ford," so girls, get busy.

Pat Doyle is still taking in the movies. The attraction there is something fine, we all agree with him.

Right recently Delmer Sheridan took a bunch out to the barn dance, and, not content with trying to turn them over, got out and whispered to the mules to balk—which they did.

E. Dicks, our right felder, is some kid with the girls. Ask them all. They say, "Oh, yes, we know Elmer."

Operator Rippon has been transferred to El Reno relay and F. R. Collins is filling the vacancy.

Sing a song of laughter,
A pocket full of smiles;
What the world is after
Beats all other wiles.

Life's too short for grumpiness,
Spend your little while
Looking for the beautiful,
Wearing of a smile.

KANSAS CITY, MO.

Mr. Paul E. Slaymaker and Miss Julia Irene Gradwohl were married at 8:30 o'clock Wednesday evening, June 16th, at the home of the bride's sister, Mrs. John G. Kling, and Mr. Kling 3725 Tracy avenue. The ceremony was performed by Rabbi H. H. Mayer. Mr. Slaymaker is car service clerk in the local office. The couple left on the 11 o'clock train for a trip to points in the east. The office force wish them success and happiness.

Mr. W. D. Fernald, Jr., and wife left June 15th for Chicago.

MEMPHIS TERMINALS. "Auf Weidershein."

W. L. Stout, agent, enjoyed a week's vacation in May, visiting Nashville, Tenn., Chattanooga, Kennesaw and Atlanta, Ga.

Miss Georgia Hafer, Mr. Stout's stenographer, underwent an operation for appendicitis at St. Joseph's Hospital on May 17th. She is reported improving and we hope to have her back with us soon.

Superintendent Walker and General Manager Beacom visited Memphis on June 3d.

Ideal Factory Sites

Offered on our property at
MEMPHIS, TENN.

where every facility for varied lines of manufacturing can be obtained—Raw material in abundance nearby—Excellent Railroad facilities—Low freight rates, are some of the reasons why.

Forty industrial institutions located on our property.

We also have homes for help and residence subdivisions.

Correspondence solicited.

SOUTH MEMPHIS LAND COMPANY

73 Madison Avenue, Memphis, Tenn.

Rock Island Emblems Fobs and Cuff Links



Actual size of buttons or cuff links.
SEND FOR ONE TO-DAY.

¶ It means something to be a part of this great American railroad system, whether you're section man or president.

¶ Send for a Button, Fob or Cuff Links and travel all over the world and see how folks "take off their hats" to a "Rock Islander."

FOBS

Fine Russia Leather, [without Emblem]..... 28c
Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob. Fob is 5½ inches long.

BUTTONS

Screw back will be sent unless pin back is specified.
Plated..... 65c
Rolled Gold..... 78c
Solid Gold..... \$1.28

CUFF LINKS

Plated..... 75c pair
Rolled Gold..... \$1.80 pair
Solid Gold Emblem Faces, plated shank and beam..... \$2.25 pair
Solid Gold Faces, shank and beam..... \$4.80 pair

Address,

Rock Island Employees Magazine

You *know* OVERALLS,
Uniforms, Shirts, etc., are



if they have
this ~~mark~~
mark

on the back of
the material on
the inside of the
garment.

*It's the cloth in the
garment that gives the
wear.*

Stifel's Indigo Cloth

Standard for over 75 years.

Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



This little mark is put
on the back of the cloth
on the inside of the garments for *your* protection.

tion. Look for it before you buy.

Cloth manufactured by

J. L. STIFEL & SONS
Indigo Dyers and Printers
WHEELING, W. VA.

—SALES OFFICES—

NEW YORK.....260-262 Church Street
CHICAGO.....223 W. Jackson Boulevard
SAN FRANCISCO.....Postal Telegraph Building
ST. JOSEPH, MO.....Saxton Bank Building
ST. PAUL.....238 Endicott Building
TORONTO.....14 Manchester Building

Passing record clerk wishes it known that his name is spelled Le Bosquet and not Labosky. He says that if it is pronounced like the last name it is not spelled that way. Vive La France. We are neutral.

This for our Handsome Beau Brummel operator, L. C. Mitchell:

Lambert C. Mitchell, of much renown,
Is the prettiest little fellow in our town.
A sweet little "Irish" girl he goes out to see,
Where he gets the Irish is a mystery to me,
If you ever see her you'll at once agree
There's not much Irish there to see,
But to bring this spasm to an abrupt close,
I'll slip it to you easy—she's got a Beale St.
Nose.

Wanted—A post. Apply car desk.
Lessons in fox trotting given gratis by expense clerk.

Our new recruit, Jas. R. Babb, appears able to hold down his desk. He only weighs 261.

If Memphis cops the pennant, will she play quinine?

Old Rock Island's on the map
In Memphis, Tennessee.
And if perchance you see a yap
Who with us can't agree,

Just grab him by the coat tail
And swing his "physog" round
Until he can never fall
To see your righteous frown.

Then tell to him the wonders,
From Hulbert to Fourth street.
Be sure you make no blunders;
Don't let him miss the treat.

Go into detail
Of "swat the foreign car,"
Or give him of the ale
That knocks the claims afar.

Explain always proper billing
And how we handle rates.
No better warehouse milling
In these United States.

Then point to our Statistics,
Accounts by straight edge lined,
Of stenos that are mystics
Of speed and care combined.

Why tell him of a yard force
That works like H— is hot.
Until one by one each "horse"
Is tethered to the spot.

Describe our "Uncle Jerry"
(That's Mr. W. L. Stout),
Who always keeps things merry,
And he's always round about.

Talk about success, my boy,
It's mere Co-operation;
With it work is just a toy,
Without it's thunderation.

On, on, until the story's told
And when you lay thee down,
Remember this, my laddies bold—
Old Rock Island wears the crown.
Longissimo.

Did you ever have to do a thing you "knew you couldn't do"—but you did after all—by trying? Try it.

Wuxtra! Wuxtra! Tim Babb has a new girl.

Some more "pottery":
Wm. M. Hester, high up and low round,
Is the tallest man in Memphis town.

The girls he loves are many fold,
And are all over Memphis I'm told.

He loves them young, he loves them old,
He loves them fast, he loves them bold,
But I'll tell you now, it's a sight to behold
When all those girls turn Slim Hester down cold.

The way they do it seems simple as a joke—
They just hand him a lemon when they leave him broke.

Joe Cottingham, expense clerk, one evening in May

Out on Snowden wended his way.
Was she looking for him! Well, I should say.
For she was looking for him that very day.

She murmured, "Oh, my darling Little Joe,
You are my bestest, bestest beau;
I am OH so thirsty, little pet—
Send and get us some brewette."

And straightway Little Joseph went
To the Emporium where he was sent.
He brought back cold bottles four,
For he had no money to buy more.

They drank those four—that was enough,
For Joe began to act a little bit rough;
All the lady did was to show him the door,
And now she won't let Josephus come back any more.

Said Timothy Babb, the Little Arab,
To a maid in a crepe de chine gown,
If you'll listen to me I'll tell unto thee
How we'll take in the whole blooming town.

She inclined her ear without sign of fear
To this swain so like Lochinvar bold,
And they tooted around just everywhere bound
Until they'd seen all that's new or that's old.

Then she said, Oh! Heaved a big sigh,
And squeezed a lemon in Timothy's eye.

Some writeup about Memphis in the March number, wasn't it? Makes us all doubly glad that we live in Memphis. We would like to inform those that have never been in Memphis that the article or articles were rather conservative.

We have heard a great many compliments on the Rock Island of late, both out on the line and around town. We feel like, ourselves, patting us on the back. One man in Memphis said he would wager there wasn't a smoother running local freight office in the country. Although this covers a lot of territory, we don't doubt it.

Julian Cottingham has taken it as his official duty to test all the new stenographers that are employed. He sees that he gets the first tryout, especially if it is a lady.

Hugh Mask wants Crump to make the "jit-neys" issue transfers. He lives way out on Madison and has to ride the street cars or else pay double fare.

"Sweet Papa" Nelson has challenged Bob Babb to a ten-round bout at the Phoenix Athletic Club, to take place in about two weeks. They have been working out for the past week until they are down to condition. Sweet Papa now weighs 97 pounds and Babb 261. If there is any other Rock Island office that can beat this combination, speak up and we will keep quiet forever after.

How's this for another good combination? Would make a good quartette. Would they? Bob Babb and Bill Du Val, weight 261 and 251, respectively, and Hester and Kirkland, height 6 feet 4 and 6 feet 3, respectively.

A matter of thought.

A man passing an orchard well fruited remarked that he should like some of the apples. The owner upon hearing his remarks told him to go into the orchard and fill a basket with apples and as he came out to pass through three gates. At the first he was to leave half the contents of the basket and half an apple; at the second gate he was to leave half the remainder and half an apple; at the third gate leave half of what still remained and half an apple. When he had passed through the third gate he had one apple left. How many apples were in the basket at first? Don't everybody speak at once.

I think that those fellows that write the 47th St. "Line" have it well titled. It's a swell "line" all right.



MISSOURI DIVISION.

Mr. Chas. H. Turner, agent at Spickard, Mo., is taking a 60-day leave of absence. Operator F. E. Berry is relieving him.

Mr. C. F. Hoover, agent at Numa, Ia., left June 14th on a ninety-day leave of absence. He plans an extensive trip through the west with his family.

Mr. J. C. Engle, engineer, with his wife, attended the National Convention of B. of L. E. at Cleveland, Ohio, in May. He expects to start the latter part of June for an extended trip



**Our
COFFEE**
Served by the
J. J. Grier
Hotels
and
Eating Houses
W. F. McLaughlin & Co.
Chicago

TYPEWRITERS ALL MAKES



1/4 TO 1/2 MFRS. PRICES
Guaranteed Perfect.
10 DAYS' FREE TRIAL
Money refunded if not satisfactory.
Rented, Applying Rent on Purchase Price. Or Sold, Cash or Easy Payments.
Send for our Bargain List No. 68.
Typewriter Emporium
(Established 1892)
34-36 W. Lake St. Chicago

DAVID RUTTER & COMPANY

Plymouth Building, CHICAGO

Producers and Shippers of **PIRATE COAL**

Mines on the P. & P. U. and P. R. T. Railways, Peoria

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries

Grades—SLACK, EGG, LUMP AND CHUNK

Rock Island Coal Mining Company

Mines at Alderson and Hartshorne, Oklahoma

The Alderson and Hartshorne deep-shaft coals are well-known throughout the Southwest as the best domestic fuel available. The entire output is sold to The McAlester Fuel Company, McAlester, Oklahoma, who are exclusive distributors to the trade.

Coal Valley Mining Company

Foot of 20th St., Rock Island, Ill.

Producers of Sherrard and Matherville Coals.

Mines Located in Close Proximity to Rock Island Moline and Davenport.

The product of these two companies is of standard ROCK ISLAND quality, and employees are respectfully requested to give these coals a fair trial, and recommend them to their friends if found satisfactory; if not, address General Office, 139 W. Van Buren St., Chicago.

EDWARDS & BRADFORD LUMBER CO.

Coal Producers and Shippers

FISHER BLDG., CHICAGO, ILL.

All Rail and Dock Shipments

McDowell County Pocahontas, "Red Band", Splint, Hocking and Yough

5000 TONS PER DAY of Central Illinois, Indiana and Franklin County Steam Contract Sizes

"HIAWATHA" (Franklin County)

through the west, taking in the fair at San Francisco.

Miss Jessie Pringle, clerk in the trainmaster's office at Trenton, spent a couple of days in Kansas City recently.

Conductor D. B. Sankey, with his wife, recently returned from Rochester, Minn., where the latter had undergone an operation. We are glad to learn the operation was successful.

Mr. G. C. Zingerle, for many years dispatcher at Trenton, was a Trenton visitor recently, calling on old friends at the offices. He is now in the lumber business at Blythedale, Mo., and reports there is nothing like it. "Zing" is greatly missed by the "boys" along the line, and they all rejoice that he is doing so well in his new venture.

Engineer George Breitenbucher has been laid up for some time on account of a badly scalded foot.

Mr. Grover Logan of Mr. Ridgway's office was a Trenton visitor May 29th. He was on his way to Topeka, but on account of flood conditions west of here could not get any farther. He put in the day visiting his brother, D. A. Logan, accountant in the superintendent's office, returning to Chicago that night.

Engineer M. Hopewell and wife were called to Charlotte, Mich., about three weeks ago on account of illness of Mrs. Hopewell's brother.

Mrs. Cullison Tennant and Mrs. Ray Callan spent a week in June in El Reno visiting Mrs. Eugene Coughlin.

May 23d M. H. Doyle, chief timekeeper of the superintendent's office, went as far as Bureau with his wife and son on their way to Mrs. Doyle's home in Illinois.

Roscoe Gregory, clerk in the superintendent's office, with his wife, spent Sunday, May 23d, in Albany, Mo., with relatives. While there he was the means of selling two Rock Island tickets to San Francisco and return.

W. H. Plum, agent at Edgerton Jct., who has been on a thirty-day leave of absence, returned to work May 25th.

J. A. Rouch, agent at Floris, Iowa, returned May 13th from a month's leave. He was relieved by his brother, P. E. Rouch.

Mr. A. Hillyard, operator at Allerton, who has been acting as agent at that point for several months, returned to his former position May 21st, being relieved by Mr. J. H. Wilson, who took charge as permanent agent on that date.

Miss May Stanley is working extra in the superintendent's office for a month.

Mr. R. S. McCollom, assistant chief dispatcher, with his family, returned the second week in May from a trip through California and the fair. He reports a very pleasant time.

Mr. Sid Reed, machinist at Trenton, spent several days in Kansas City the last week in May attending Grand Commandery.

Mr. Rex Elledge of the superintendent's office was a Kansas City visitor June 5th.

W. T. Hanley, brakeman, is busy receiving congratulations these days, the occasion being a son born in the month of June. Conductor A. Y. Halden, the grandfather, is also wearing a broad smile.

Miss Hazel Griffin, daughter of Engineer J. C. Griffin, was married at Trenton June 9th to Mr. R. L. Bricker of Aberdeen, Wash.

Mr. J. L. Cramer, formerly chief clerk to the superintendent at Trenton, was shaking hands with Trenton friends one day this month. He is now living at East Moline, Ill.

Kark Kenderdine, formerly of the Trenton dispatching force, was a Trenton visitor recently. He is now in business for himself at Rock Island, Ill.

John A. Bundy, chief yard clerk at Eldon, Ia., spent a week in May visiting friends and relatives at Des Moines.

C. R. Boman of the telegraph department spent Sunday, June 12th, in Trenton.

Miss Mabel Torpey of the superintendent's office was off several days in June account illness.

Miss Gertrude McCallum, daughter of Engineer C. D. McCallum, was recently married to Mr. Floyd Potts, brakeman.

R. C. Scofield, trainmaster at Trenton, left June 13th for Portland, Ore., where he will spend his vacation. He was accompanied by his wife and daughter.

B. F. Peebles, brakeman, left last week for a trip to California.

A son was born to Wm. Priest, brakeman, the fore part of this month.

Am attaching some items submitted by the mechanical department at Trenton.

Our amiable friend, Mr. C. W. Reed, road foreman on the Missouri Division, has been permanently assigned to the position of road foreman on the Nebraska Division. We are certainly sorry to have Clay leave us, however, we are glad to see that he is getting a position equally as good if not better. Our loss in this respect will be the Iowa Division's gain. Here's wishing you success, Clay.

Miss Gertie Owens is a new addition to the clerical force in the master mechanic's office. Welcome, Gertie.

Mr. M. J. McDonald has just returned from his vacation in New York, where the President requested him to come as he wanted to see him on very important matters. Marty visited one day with the President, watched the naval parade, and was entirely satisfied evidently with his trip, although he hasn't said anything about it as yet. He evidently did not meet as many of his old girl acquaintances as he thought he would, however, Marty advises that the cabarets are about as good in New York as those in Kansas City, which helped to make up for his failure to meet said acquaintances.

The mechanical department at Trenton is very unfortunate in losing Mr. W. T. Abington, who has been assigned to position as general foreman at Valley Junction. This is a stepping stone for Walter to a better position, and we are certainly glad to see him advanced, although sorry to have him leave our ranks. We wish him all kinds of success in his new field of work.

Mr. J. J. Fitzgerald, formerly roundhouse foreman at 47th St., Chicago, has been assigned to position as general roundhouse foreman at Trenton, vice Mr. W. T. Abington, promoted. Mr. Fitzgerald is an amiable, first-class fellow and comes to us highly recommended, and we are glad that his lot has been cast with us.

Mr. Clyde Stanley, machinist apprentice at Trenton, has been transferred to Silvis to complete his apprenticeship. Somebody misses you, Clyde.

Messrs. Mournie and Van Aiken have been on the Missouri Division the past week checking up superheater conditions. We are always glad to see the two gentlemen call on us, as Mr. Mournie always brings a box of good cigars with him and occasionally a box of candy (?).

Messrs. O. E. Tupes, traveling accountant, and S. Stewart, traveling time accountant, were recently welcome (?) visitors in the master mechanic's office at Trenton. We are always glad to have them call on us, as Mr. Tupes smokes good smoking tobacco and Mr. Stewart chews good chewing gum, but neither one is much on pool.

Mr. John Baker, chief clerk to Mr. Richardson, was a visitor in Trenton Friday, June 11th.

Mr. Will Moss, machinist, just returned from St. Joe where his wife underwent a very serious operation last week. Last reports indicate Mrs. Moss is getting along nicely.

NEBRASKA DIVISION.

By M. B. K.

Agent H. M. De Bus and wife are spending their vacation in the east.

Machinist J. L. Wasson spent a few days in Grinnell the latter part of May.

Conductor B. E. Carroll spent a few days in Fairbury the latter part of May, attending commencement exercises of the high school, from which his daughter graduated.

Conductor Slover also laid off for a few trips in order to attend the commencement exercises of the Council Bluffs high school.

Operator J. F. Cook spent a few days the latter part of May in Kansas City.

Ticket Agent A. L. Helmburger was also a Kansas City visitor the latter part of May.

Mr. B. Thornton was called to Clay Center May 26th on account of death in the family.

Section Foreman Clifton and wife were Thompson visitors the first of June.

Fireman E. J. Barr spent a few days in Burlington, Iowa, the latter part of May.

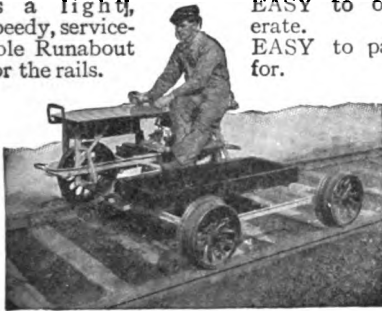
Conductor O. E. Jones was called to Denver the latter part of May on account of the death of his mother. Mr. Jones has our sympathy in his sorrow.

Don't Pump Your Life Away

on a Hand Car or a Velocipede when you can ride in an Automobile.

**The No. 2
ROCKFORD CAR**
is a light,
speedy, service-
able Runabout
for the rails.

**SIMPLE in
Construction.**
EASY to op-
erate.
EASY to pay
for.



No. 2 Rockford Car.

Send for Catalogue No. 43.

Address Dept. TT,

CHICAGO PNEUMATIC TOOL CO.

CHICAGO
1061 Fisher Bldg.

NEW YORK
52 Vanderbilt Ave.

Branches Everywhere.

KERITE

INSULATED WIRES AND CABLES

Be Guided

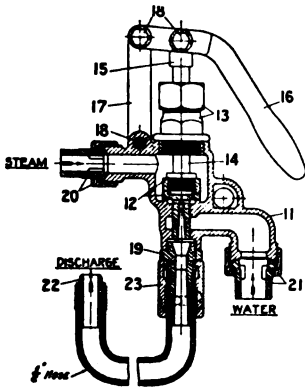
by facts, not theories—
by performance records,
not claims—by ex-
perience, not prophecy.
Every consideration
points straight to
KERITE for perma-
nently satisfactory and
economical service.



1850

1915

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO



NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water
on account of blowing off of sprinkler hose elim-
inated by using this Independent Coal Sprinkler.

Throws Water 25 feet at a Temperature of 95°

Sole Licensees and Makers

NATHAN MANUFACTURING COMPANY

101 Park Ave., New York, N. Y.

Western Office: 1612 Old Colony Bldg., Chicago, Ill.

Patent Applied For

Price \$5.00 Net

TEXACO

THE MARK OF QUALITY FOR
ALL PETROLEUM PRODUCTS

TEXACO ILLUMINATING OILS
TEXACO NAPHTHAS
TEXACO GASOLINES
TEXACO LUBRICANTS

High Grade Lubricating Oils and Greases
for all conditions.

TEXACO MOTOR OILS
TEXACO ENGINE OILS
TEXACO AXLE GREASE
TEXACO RAILWAY OILS
TEXACO ROOFING
TEXACO FUEL OIL

TEXACO BITUMENS AND CEMENTS

Scientifically prepared for special purposes
such as

PAVING, ROOFING, WATERPROOFING

MASTIC PIPE COATING INSULATION

THE TEXAS COMPANY
HOUSTON NEW YORK

BRANCH OFFICES

Boston, St. Louis, New Orleans, Pueblo,
Philadelphia, Norfolk, Dallas, Tulsa,
Chicago, Atlanta, El Paso.

Engineer Gravelle is now playing bachelor, his wife and daughter having gone east for Mrs. Gravelle's health. She has our best wishes for her speedy recovery.

We are glad to welcome our new road foreman of equipment, Mr. C. W. Reed, among us.

Mr. W. V. Corp, manager wire chief, Fairbury relay office, and Mr. Karl Kopsich, car distributor, were scheduled to fight a ten-round bout June 16th, but on account of Mr. Corp having important business with his Olive farm in California, the bout was postponed indefinitely.

We are glad to see the familiar face of H. H. Rollins, again in the telegraph office.

Chief Dispatcher Inwood reports having spent a very pleasant vacation in Canada.

Master Mechanic Tegtmeyer's many friends were sorry to hear of his resignation and wish him success in whatever he may undertake. His successor, Mr. M. B. McPartland, has our very best wishes.

It was with a shock that we heard of the death of Mr. C. B. Reid of Belleville the latter part of May, and the bereaved family have the sympathy of all.

Mr. F. D. French has been appointed General Foreman at Belleville, and we wish him success in the new position.

We are glad to welcome Mr. E. N. Newton back to the Nebraska Division.

Miss Mable Hamm, master carpenter's clerk, spent a few days visiting in Omaha the first of June.

Fireman F. W. Ellsworth is visiting in Chicago.

Conductor F. M. Fredericks was called to Clyde, Kansas, the middle of June on account of death in the family.

Drill Pressman Ed Fields spent a few days in Clyde, Kan., the first of June.

Stationery Fireman Richard Tackwell and family are spending their vacation in the east.

Engineer H. E. Rayfield and wife are making an extended trip through California.

Section Foreman W. S. Newton, wife and son expect to spend their vacation in California.

Ticket Clerk Bradley has become quite a regular attendant at church lately, at least, so he tells us. The denomination of his preference evidently has no church in Fairbury, as it is necessary for him to go to Belleville to attend. How about it, Cornelius?

Brakeman B. L. Shepherd and family expect to spend their vacation in Montana.

Brakeman P. A. Bower was a Lincoln visitor the first of June.

General Clerk F. E. Hurless was an over-Sunday visitor in Chicago the fore part of June.

Brakeman Jas. Dolg and wife are spending a few days in Omaha.

Brakeman E. O. Calder and P. W. Pierson are now on leave of absence in the South.

Mrs. J. H. Pryor, agent at Mahaska, is enjoying a visit from her mother, Mrs. Swain, of Indianapolis.

Engineer W. A. Archer and wife spent a few days the fore part of June visiting friends in Rock Island.

Dispatcher W. H. McCoy and wife are visiting with their daughter in Dakota. W. R. Johnson is relieving Mr. McCoy.

B. & B. Carpenter Lew Adkins has been spending a few days visiting in Clayton, Kan.

Engineer J. E. Rider and wife spent a few days the last of June in Kansas City.

Brakeman J. E. Bell spent a few days in Kansas City.

Brakeman C. B. Redding, who has been at Excelsior Springs for his health, is slowly improving.

Fireman L. R. Breck and family are visiting in Havelock.

PEORIA

GRANT STREET CROSSING.

Since my last writing for the magazine, we have had a holiday, called Decoration Day, the 30th of May. This day is set apart to remember the dead, to remember the friends who have gone to that Great Beyond where there is no return. How many of the present employees remember as I do some of the old officials of the road? Who remembers John F. Tincy, general

superintendent from 1862 to 1866; G. H. Beardsley, superintendent in 1867. P. A. Hall came after him. Then came Hugh Riddle as president of the road. Then Allen Manuell was general superintendent many years. Then came R. H. Chamberlain, R. F. Royce and other superintendents. Who remembers when the roundhouse and train yards were at 12th and Clark streets, Chicago, and Chub Flemming was yard master? Who remembers Barney Everetts later on? Who remembers P. L. Cable, superintendent; Capt. Reed, train master, and general utility man for many years? In road masters, who remembers Hank Richards, G. W. Dye, R. A. Burnett, F. Alexander, R. L. Stockwell, Tom Hickey, etc. of old times? Conductors I will only name two. These two had been captains of canal boats on the Erie Canal, and came west to work for the Rock Island road when it first did business. These were Capt. Wheeler and Capt. Phillips. Capt. Reed had also been a canal boat captain. Of engineers I will only mention one. That was Johnny Hill, who, with engine No. 9, pulled the pay-car for many years. We should never forget him. May they all be at peace. We will soon follow.

Grant street crossing has been improved very much the past 30 days. The street has been graded and new crossings put in. Thinkers look around here as if they had been swept with a new split broom; in fact, the whole Peoria yards are in fine shape. Danl. Lehun, the division foreman, deserves much credit and should be proud of his job. At the freight house things are about as usual. One of the clerks, Ralph Spech, was married June 8th. Ralph and his best girl were afraid to take the train at Peoria, but hiked up to Mossville; from there they started on their honeymoon. May joy be with them.

The boys think that John Quinlan will be the next one of the boys to get married. John don't want the earth, but would like to have L. Moore.

At the yard office and roundhouse things are about as usual, and not many things that are new. R. W. Prichard, master mechanic, has fixed him a new office and storehouse, and things look as neat and clean as a Dutch farmer's wife's kitchen. Prichard's head clerk, Wm. Carney, was in charge when I called. Joe Hall, Wm. Lefevre, had gone to church, as it was Sunday. Bob Armfield and Jack the Operator, were too busy to say much at the passenger station. D. E. Wilson was busy selling tickets. He is lightning at his job, and his good looks keep the people in good humor, but some way it takes him longer to get a ticket fixed up when a beautiful young chicken stands before him. City ticket office doing good business.

Mr. Wm. Lafever, superintendent car shops, is the father of a nine-pound boy, and his name will be Theodore Lafever. Billy and wife are doing well, and Billy is as proud as a peacock. After the first excitement Billy rushed to a barber shop and had his hair cut short. Billy thinks about the first thing that boy would do would be to pull his hair. May the boy live and grow up to be a great railroad man.

THE MONTHLY MUDDLE.

Published at 20th St., Rock Island, Ill.

MOTTO: "WITHOUT FEAR OR FAVOR WITH FOOLISHNESS FOR FLAVOR."

Ed. Meehan, Muddler-in-Chief.

"Cully" and "Mac," Asst. Muddlers.

Vol. 1. Wednesday, June 30th, 1915. No. 3.

"MUDDLETORIAL."

We present to our readers the third number of our little publication with mingled feelings of pleasure and chagrin—pleasure because we have received no adverse comments—chagrin because we have received no particular word of commendation. Nevertheless, we do not despair. Possibly we have been criticised, possibly we have also been praised, and neither has reached the muddletorial ear. If we have been commended we are pleased; if the reverse, again we are much pleased. It is not our desire to make enemies as well as friends, nevertheless, if we do make enemies, we shall know that we are successful, for a failure makes

CRECO BRAKE BEAM

*The Beam
That Never Fails
in Fair Service*

**CHICAGO RAILWAY
EQUIPMENT COMPANY
CHICAGO**

"The World's Brake Beam Builders"

EYESIGHT is man's most valuable possession.

Its preservation is more important than any other thing except life itself.

YOUR occupation is one that is a risky one, especially for your eyes.

YOUR employers want you to wear proper eye protectors and will tell you the kind to wear that are best suited to your individual needs, or we will, if you will write to us and we will tell you where to get them or will supply you ourselves.

F. A. HARDY & CO.

JOHN H. HARDIN, President

10 S. Wabash Ave., CHICAGO, ILL.

PIANOS-PLAYER PIANOS *Factory to Home*



\$110⁰⁰

BY MY PLAN

of selling direct from factory to home. I can save you from \$110 to \$200 on my celebrated Evans Artist Model Pianos.

Two to Four Years to Pay

The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience.

All middlemen, jobbers, dealers and agents profits cut out. No charge for salesroom expense for my office is in my factory. These are some of the reasons why I can sell the Evans Artist Model Pianos for such little money. Let me send you the other reasons. Write today.

30 Days Free Trial

We allow all freight charges, let you use the beautiful Evans Artist Model Piano for thirty days free. If you are not entirely satisfied, we will take it back without any cost to you—you are the sole judge to decide. If you want to keep it, you may do so on our low factory wholesale price on most convenient terms.

Free Music Lessons

To the first customer in each locality we will give a two years course of piano instruction free. Ask about our insurance plan and our method of saving your money. Write today.

F. O. Evans Piano Co.
Dept. 56 Chicago

MAIL THIS COUPON TODAY
F. O. Evans Piano Co., Dept. 56, Chicago, Illinois
I am interested in your pianos. Please send me a list and catalogue.
NAME _____ Address _____ Town _____ State _____

Rock Island Standard

**Uniforms and
Caps**

have been furnished to the satisfaction of everybody interested for the past fourteen years by



**J. H. Hirsch & Company
CHICAGO**

M. F. BIRK, Manager

neither friends nor enemies. To paraphrase Pope we may say:

"He lives twice who can at once enjoy
His friends and still his enemies annoy."

Mr. McMurtrie, chief clerk to Superintendent Ramsdell, is probably considering life a failure from a gastronomical viewpoint. His wife is away and he takes his meals at the Grier Lunch Room.

Miss Hannah is acting as stenographer in the chief dispatcher's office, Miss Martin being away (our reportorial staff not being strictly on the job, we are unable to say where).

We have been requested to announce in these columns that in the near future a lecture on prohibition will be given at Turner Hall, Rock Island. Among other notable speakers will be our own Andrew Dahlen and, take it from us, Andy has the correct dope. Assisting him we find Miss Nettle Dempsey as chairman, Ed. Johnston and Detlef Lohse as ushers. We regard this as something very good and worth going to hear, as—whisper—Andy's wife found an empty bottle in his coat pocket upon his returning from work one evening.

Mr. F. E. Martin deserted his post about June 15th or 16th. We understand he heard the call of the "musky," as also did Pete Smith, road foreman, who accompanied him to some point in Wisconsin. We are assuming a spirit of patient resignation in anticipation of the fish stories we shall hear when they return.

Mr. C. A. Russell, our night chief, is acting chief during Mr. Martin's absence. R. W. Teeter as night chief, P. G. Vernon working the night shift as operator since Bernie Hammill compelled to take leave of absence on account of poor health. G. S. Hubbard is also working in dispatcher's office at present.

Otto Suess has purchased a pair of sneakers, we assume, to enable him to sneak up on cars and grab their numbers. NINE A. M. is a good time, Otto. You have F. B. badly beat on punctuality. Anyone possessing a sheet of music of later date than "Million Dollar Doll" will confer a lasting blessing on the freight office force by sending it to Otto. Our ear drums are becoming corroded with the tune.

Yesterday morning, June 19th, the Chicago Sunday Evening Club Choir, one hundred voices, arrived at Rock Island by special train, running as second No. 17. The train was brought to 20th street and parked for the day. In the afternoon and evening the club gave their program at Black Hawk Watch Tower, leaving Rock Island special train for Omaha at 11:30 p. m. Unfortunately, we were unable to attend their entertainment, but have no doubt it was worth going to hear. The weather conditions were unpleasant, however, which probably kept many people away.

Nick Ferkel, our arsenal teamster and honored war correspondent, informs us that the arsenal "phonographers" (stenographers) are busy these days with business pertaining to U. S. Army matters. He also wishes to place a bet that the Davenport Three-Eye win the "Independent" (pennant). Nick tells a story about his big, black team. On one of his many trips to the island, Nick met one of his brother express drivers stuck in the mud. He was asked for assistance and goes on to relate how his "hosses pulled and pulled and pulled and pulled an' financially I pulled him out. Sav, bov, vuh can't find 'nother team in town like mine."

Up to the present writing we have been flooded with letters asking for ball games. We are very sorry about not answering said letters and write this to inform one and all to lay low, in other words, not to crow—we're not quitters; all we want is an even break in luck. Peoria may have its Frank Bakers, and believe us, they need 'em. Rock Island baseballists lack enthusiasm, account no league team to gear them up.

We had the pleasure of shaking hands with our friend and former "boss," Mr. F. G. Weeks, on June 1st. Mr. Weeks is located at El Reno. He reports that, after leaving Kansas City they were compelled to return account of the wash-out. He came up to Des Moines on the Great Western, coming here on the main line.

The telephone wires of the freight office are kept hot by Charlie Dannacher and Fred Brennan calling up and telling their future wives where they will meet them tonight.

Say, Mr. Quinlan, of the Peoria bowling team, could you not arrange to have our next bowling contest staged in a Y. M. C. A., as we come from a town that's dry on Sunday. No hard feelings at all, but look out, Ebenezer Anderson, if what Quinlan says is true, we will have the Irish Army after you when you come to Rock Island.

We appreciate very much your invitation to come to Peoria. Nothing pleases us better, as it is sure some town and we return the invitation to the whole bunch at Peoria.

We understand Paul Russell can be seen any Sunday afternoon outside the ball park waiting for a foul ball to come over the fence so he might be admitted free, but has had hard luck, as Davenport has failed to connect with the ball very much. Paul says it isn't the idea of spending the quarter, but the sport to catch the ball. (?????)

In contemplation of increased tourist business this summer, W. E. Chalfant, ticket agent at Moline, and J. S. Streeper, ticket agent, Union Depot, Rock Island, have each been provided an assistant. Mrs. Chalfant is the new assistant at Moline and Ralph Nettleton at Rock Island. We are glad to report passenger business very good. The people are just beginning to start for the two expositions this month and we believe the Rock Island is getting a goodly share of the traffic.

The Rock Island has announced a new through service on the Rocky Mountain Limited between Chicago and San Francisco. They now operate through drawing room sleeper via Omaha, Union Pacific, Ogden and Southern Pacific. This will be excellent service for those desiring that route.

WHY THE TICKET AGENT'S GOOD NATURE IS UNKNOWN QUANTITY.

Scene: A Ticket Office. Time: Quite frequently.

'Phone bell rings. Ticket agent removes receiver from hook, meantime answering questions from three people at window, and—

T. A.—Ticket office.

Voice—Hel—hello. (Silence.)

T. A.—Hello, this is the ticket office.

Voice—Hello. (Long pause.) Is—is this the Rock Island?

T. A.—Yes, sir!

Voice—Is this the ticket office?

T. A.—Yes, sir!

Voice—What time—wh—what time—when does the Iowa—what time—when does the next train leave for Iowa City?

T. A.—Two five!

Voice—Wha—what time didja say?

T. A.—TWO FIVE!

Voice—Oh! (Pause.) And—and th' next one?

T. A.—Two forty!

Voice—Uh huh. (Another pause.) Wha' time's th' next one?

T. A.—Ten seventeen this evening.

Voice—Seven—?

T. A.—Ten—seven—teen—this—evening!

Voice—Ten seven two, didja say?

T. A.—NO SIR! TEN sev—en—teen—this—evening!

Voice—Oh! Yas. Ten—seven—two—two—four—ten—seven—two—, Awright.

T. A. (As he hangs up)—???? Good Lord!!!!

LOVE VS. LABOR.

(By MAC.)

There he sits at his desk from eight till five. He seems a hard worker—appears to strive. Quite hard to complete each and ev'ry task. Observing him there, what more could you ask?

With pen firmly gripped in his good right hand He writes, and he figures to beat the band.

'Pon making reports he seems quite intent. You'd never guess him on mere pleasure bent.

That appearances are—no doubt you've heard— Sometimes deceiving's a very true word; And this young man, we are sorry to say, Does merely pretend that he's "making hay."

For, while he seems his employer to aid,
He pens love notes to an Iowa maid,
And, hearing the sound of approaching feet,
Quick covers them o'er with an abstract sheet.

L'ENVOI.

Oh, Paul, how can you thus your duties shirk?
You dream of love and but pretend to work.
If you would fain define your own true worth,
Just wed the dear, sweet maid and—drop to earth!

SILVIS SHOP.

By C. O. A.

Mr. Gilpin Stromberg has resigned as section foreman at store department to accept a position as bookkeeper with the Bede-Wood Sand Co., at Moline.

A good Safety First suggestion was heard the other day. Here it is: "KEEP YOUR MIND ON WHERE YOU'RE AT."

Mr. Wm. Hynes recently motored to Chicago and reports a fine trip. Stuck in the mud and blown out tires were some of his pleasures.

Some of the shop boys are growing new skin on their necks and arms due to sitting in the sun while fishing. Sit in the shade, boys. Less painful.

Will some one please give Dave Warner, boiler maker, a ladder, so he can hit some of the sky soaring balls he so well likes to strike at? From long practice he can now jump six feet straight up in the air, so make the ladder good and long.

The "Sons of Rest" at Campbells Island have a nightly contest on to see who can get his cot on the sleeping porch first. Hard luck, Wetie.

Timekeeper Clarence Kruse is spending his vacation taking in the sights near Colorado Springs, Denver and Salida, Colo.

A "Ford" not long ago turned over near here, but the engine kept on running and when "Buster Brown" heard of it he pulled up like a pouter pigeon and said, "I got a Tin Lizzie also. Some car, ah!"

Mr. Guy Mitchell, a former employee at this point, motored to Moline last month from Greenville, Pa., to visit Machinist J. C. Millbaugh and wife. Mr. Mitchell is now a piano salesman in the eastern city.

The following note was received by J. E. Brown: Brigadier Brinder J. Buster Brown; Sir: I have the honor to report that the instructions your excellency issued a short time ago in regard to 10 cupboards in the northwest field of action, have been carried out, and now await your disposition. (Signed) Respectfully, W. J. Green, Captain Commanding Forces at Above Place.

Steo Edwall Carlson is spending his vacation down in a Texas town. That little damsel he met last year induced him to return this year to her little town.

LISTEN, GIRLS.—The pretty new styles were all invented for slender people. Plump maidens and portly matrons give one glance, and then shrink back with a gasp of anguish, for the skirts of just one ruffle after another are anathemas to the stout women.

Oh, who has the courage to defy Dame Fashion? The enforced revelation of stout ankles, the hiding with a high collar of a prettily rounded neck, the shallow hat which gives no grateful shadow to fat faces, are all new features greatly to be deplored. After all, we hope the plump ones will have the courage to waddle along in their own sweet way, irrespective of the fact that they are daily likened to animated bundles.

Machinist J. Wines was called home to Indianapolis on account of serious illness of his mother.

Machinist Apprentice Ben Lancaster and sister are spending a vacation with relatives and friends in Iowa Falls, Ia.

Machinist Walter S. Lawrence of the tool room has been transferred to Valley Junction as machine foreman. The Silvis boys all wish him good luck in his new field.

Machine Foreman C. R. Greer and family are spending their vacation out through the northwest, especially in Montana, where Mr. Greer has relatives.

Timekeeper Cully Anderson of the superintendent's office, has joined the ranks with the rest of us and didn't forget to leave a box of Tom Moores when he left on his honeymoon. We all wish Mr. and Mrs. Anderson the best of happiness.

Mr. J. H. Edwards of the power house slipped one over on the boys, taking a few weeks' vacation all a sudden and getting married. We all wish J. H. and wife the best of happiness.

Pipe Fitter Helper E. C. Shaffer and wife are spending a vacation with Mrs. Shaffer's folks at Enid, Okla.

Machinist's Apprentices I. G. Morgan and Edwin Hoag are spending their vacation taking in the sights at Yellowstone Park.

The members of the Silvis Glee Club are praising the Singbad Opera Co., and in fact, the South Chicago people for the warm welcome that was given them while in the Windy City June 16th.

PATENTS THAT PROTECT AND PAY

BOOKS, ADVICE AND LIST OF INVENTIONS WANTED FREE

Send Sketch or Model for Search. Highest References. Best Results. Promptness Assured.

Watson E. Coleman, Patent Lawyer

624 F. Street N. W.

Washington, D. C.

Spencer Otis Company RAILWAY SUPPLIES

Chicago

New York

St. Louis

THE FIRST NATIONAL BANK OF EL PASO, TEXAS

(U. S. Depository)

Capital and Surplus, \$1,000,000

RESOURCES		
Loans and Investments		\$5,166,065.19
United States Bonds	\$950,000.00	
Cash on hand	\$24,206.10	
Exchange	1,711,911.82	3,586,117.92
Total,		\$8,742,203.11
LIABILITIES		
Capital Stock		\$900,000.00
Surplus and Profits		\$63,357.36
Circulation		1,162,300.00
DEPOSITS:		
Bank	\$1,668,249.70	
Individual	6,745,283.34	
United States	113,310.71	6,527,545.75
Total,		\$8,742,203.11

Condensed Report to Comptroller, December 31, 1914.

That ROCK ISLAND EMPLOYEES are loyal to the core WE KNOW and gladly welcome any money-saving device or material. FORSTER'S LOCOMOTIVE CEMENT is one that after becoming familiar with its many good qualities and noting RESULTS obtained will never be voluntarily abandoned. It means much to your COMPANY and surely that means much to YOU. You can do your Company and yourself a favor, and do us a favor, and we trust you will by asking for it.

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

JOHN VOLK CO. CONTRACTORS

Manufacturers of

Sash, Doors, Blinds, Screens
and Interior Finish

ROCK ISLAND, ILL.

DRY GOODS

Women's Ready-to-wear Apparel and Shoes

THE CROSBY BROS. CO.
TOPEKA, KAS.

DRAPERIES

CARPETS

FURNITURE

BALL CHEMICAL COMPANY

OXOLIN
REGISTERED

THE IDEAL PAINT OIL

BALL'S VARNISH REMOVER NORWAY TURPENTINE

OFFICES: Chicago and 1101 Fulton Bldg., Pittsburgh

CHICAGO VARNISH CO.

ORIGINATORS OF THE 6-DAY PROCESS
FOR PAINTING AND VARNISHING CARS

J-M RAILROAD SUPPLIES

Roofings Pipe Coverings Locomotive Lugging
Packings Smoke Jacks Underground Conduit
Hair Felt Waterproofing Metallic Hose

Write for Catalog No. 252

N. W. JOHNS-MANVILLE CO.

27-29 Michigan Avenue Chicago, Ill.

T. S. LEAKE & CO.

General Contractors

Railroad Buildings Our Specialty.

8th Floor Ellsworth Building

537 South Dearborn St., CHICAGO, ILL.

Miller Vacuum Heating System

For Roundhouses, Shops and Terminal Buildings.
Miller Hot Water Washout and Refilling System
for Locomotives.

F. W. Miller Heating Co.

McCormick Bldg., Chicago

SAVE FUEL

By using Pyle-National Electric Headlights

We guarantee our headlight set
the most economical in fuel,
maintenance and operation of
any similar equipment on the
market.

PLYE-NATIONAL ELECTRIC HEADLIGHT CO.
CHICAGO

Phone Monroe 1541
All Departments

Established 1878

J. J. COLLINS' SONS

Railway and Commercial Printers

Blank Book Makers and Paper Rulers

Members of Chicago Association of Commerce

1215-1221 W. CONGRESS STREET, CHICAGO
(Daylight Building)

CAR and LOCOMOTIVE AXLES

PITTSBURGH FORGE & IRON CO.

PITTSBURGH, PA.

HIGH GRADE WROUGHT IRON

MURPHY X L A ROOFS

No Roof boards to burn or blow off. Never break
or tear, as sheets are not nailed. Reduces dead
weight of car, as well as cost of repairs. Half mil-
lion now in service.

STANDARD RAILWAY EQUIPMENT CO.

NEW YORK CHICAGO NEW KENSINGTON, PA.

Home Phone Main 4168

Bell Phone Grand 4108

A. J. Shirk Roofing Co.

200 Southwest Boulevard

Kansas City

Missouri

AGRICULTURAL LIMESTONE

DOLESE BROS. CO.

QUARRIES

BUFFALO, IOWA APACHE, OKLA.

TATE FLEXIBLE STAYBOLT

The Recognized Standard
of over 200 Railroads

Flannery Bolt Company

Pittsburgh, Pa.

J. ROGERS FLANNERY & CO., Selling Agents.

The Merchants-Laclede National Bank

of St. Louis

Capital	-	\$1,700,000
Surplus and Undivided		
Profits	-	\$1,700,000

United States Depository

⌵ This Trade Mark ⌵

On your track tools means a satisfied workman and better work. Let us prove the economy of their use.

VERONA TOOL WORKS

Chicago

Pittsburg

W. G. Lloyd Company

626-636 Clark Street South
CHICAGO

Manufacturers of

Perpetual Account Books
Loose Leaf Specialties
and Blank Books
High Grade Printing

Municipal Bonds

We have them in denomination from \$100 to \$1000, which we sell on partial payments, yielding the investor from $4\frac{1}{2}\%$ to $5\frac{1}{2}\%$.

Write us for particulars.

FIDELITY TRUST COMPANY

KANSAS CITY, MO.

The Palm Bros. Co.

MANUFACTURERS OF

High Grade Transfers
Decalcomania
Window Signs

Telephone Harrison 6878

20 W. Jackson Blvd., Chicago

The McConway & Torley Co.

Pittsburg, Pa.

MANUFACTURERS OF THE

Janney
Passenger Couplers

USED ON

The Rock Island System

Telephone Harrison { 6140
6141

Automatic 52-219

HEDSTROM-BARRY COMPANY

RAILROAD AND COMMERCIAL
PRINTERS

BINDERS AND STATIONERS

Licensed Railroad Ticket Printers

618-620 So. Sherman St., CHICAGO

Federal Steel Lockers

have the strength, the security and the durable baked enamel finish.

They are the Railroad Lockers

Federal Steel Fixture Co.

4545 Homer Ave.

CHICAGO

GILMORE & SOLOMON COAL MINING CO.

1118 Transportation Bldg.
CHICAGO

6000 tons of coal daily from
The Black Diamond and Cora
mines, Springfield District, Ill.
Steam or Domestic use.

L. L. HAMMOND

J. R. HAMMOND

HAMMOND BROS.

FUEL AND ICE HANDLING
CONTRACTORS

1732 Grand Ave.,
KANSAS CITY, MO.

17 N. La Salle St.,
CHICAGO

Let us figure with you on handling Coal, Ice, Cin-
ders, Sand, and save you money and worry. Ref-
erences: C. R. I. & P., Missouri Pacific, St. L. I.
M. & S., C. M. & St. P. and C. & N. W. Railways.

THE PREMIUM COAL OF IOWA

Carbon Chunks

Mined and
Prepared only
By

CARBON BLOCK COAL CO.
CENTERVILLE, IOWA

H. F. GARVER, Pres. & Treas.

C. M. GARVER, Secy.

ENTERPRISE COAL MINING CO.

Daily Capacity 1600 Tons

GENERAL OFFICE:
Securities Building, DES MOINES, IOWA
MINES, ENTERPRISE, IOWA

Chicago Car Heating Company

VAPOR SYSTEM OF CAR HEATING

Chicago, Railway Exchange Bldg.
New York, Grand Central Terminal Bldg.

Washington, D. C., 829 Munsey Bldg.
Montreal, Qu., 61 Dalhousie Street

Atlanta, Ga., Candler Bldg.

CAST STEEL

Buckeye Truck Frames, Truck Bolsters, Key Connected Yokes, Journal Boxes, and
"Major" Top Lift and Side Lift Couplers.

THE BUCKEYE STEEL CASTINGS COMPANY, Works and Main Office
NEW YORK OFFICE, 1274 No. 46 Church Street COLUMBUS, OHIO
ST. PAUL, MINN., OFFICE, No. 706 Pioneer Bldg. CHICAGO OFFICE, 619 Railway Exchange Bldg.

MORDEN FROG AND CROSSING WORKS

823 Commercial Bank Bldg., Chicago

Works, Chicago Heights

MANUFACTURERS

FROGS, SWITCHES, CROSSINGS, SWITCH STANDS, RAIL
BRACES. MANGANESE FROGS a specialty

VISCOSITY OIL COMPANY

CHICAGO

PERFECT LUBRICATION INSURES
HIGHEST EFFICIENCY AT
LOWEST COST

YOU CAN GET IT BY USE OF VISCOSITY OILS

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

Loose Leaf Systems Order Blanks
Telephone Harrison 243

H. J. Armstrong & Co.

Blank Book Makers
Railroad and Commercial Printers
416 So. Dearborn St., CHICAGO



Valspar insures a perfection of protection and a long continued brightness of finish afforded by no other varnish.

Write us for the proof and materials for making a real varnish test.

Valentine & Company
343 S. Dearborn St., Chicago

Telephone Harrison 111

R. F. Herring & Co.

Railroad and
Commercial Printers

542 South Dearborn Street
CHICAGO, ILL.

Contracting Engineers

(Contractors' Substructure — Memphis Bridge)

Union Bridge & Construction Co.

L. S. Stewart, President

903 Sharp Bldg. Kansas City, Mo.

ESTABLISHED 1859.

B. JOHNSON & SON

Contractors and Manufacturers of

Railroad Ties

—AND—

Lumber

Office: Second National Bank Bldg.
Richmond, Indiana

Telephones Wabash 2336-2337

Faulkner Ryan & Co.

PRINTERS: BINDERS
and Blank Book Manufacturers

RAILWAY TICKETS AND
SUPPLIES

712 Federal Street, CHICAGO

The Portsmouth Refractories Company

PORTSMOUTH, OHIO
MANUFACTURERS

HIGH GRADE FIRE BRICK

for Locomotive Arch Brick and
Oil Burning Furnaces

Cut Over Pine Lands In Louisiana

EXCELLENT FOR FARMING

We will sell in small
tracts to actual settlers

Industrial Lumber Co.,
Elizabeth, Louisiana.

SHOP FOREMEN

Are you interested in improving your shop conditions and reducing your maintenance and labor costs? If so, write AYER & LORD TIE COMPANY, Railway Exchange, Chicago, for their booklet "FLOORS."

NILES - BEMENT - POND CO.

New York : : : Chicago

Niles Cranes

Railway Machine Tools

Bement Hammers

∴

Hydraulic Machinery

Galena-Signal Oil Company

FRANKLIN, PA.

QUALITY ——— EFFICIENCY ——— ECONOMY

The SURPASSING EXCELLENCE of Galena Oils is the natural result of over forty years experience in the manufacture of oils for RAILWAY USES EXCLUSIVELY. We guarantee your oil cost.

ELECTRIC RAILWAY LUBRICATION A SPECIALTY

Galena Oils are recognized as the ACME OF LUBRICATION PERFECTION.

PERFECTION VALVE and SIGNAL OILS

RAILWAY SAFETY OIL, for headlights, marker and classification lamps.

LONG TIME BURNER OIL, for switch and semaphore lamps.

Tests and correspondence solicited.

S. A. MEGEATH, President

CHICAGO BEARING METAL COMPANY

OFFICE AND WORKS:

2234-2252 West Forty-third Street

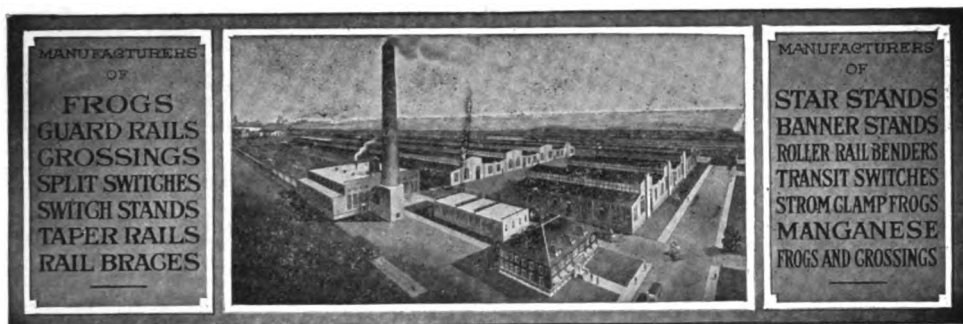
CHICAGO

Journal Bearings, Engine Castings,
Brass and Bronze Castings for all
purposes. Babbitt Metal.



Stands for Quality
therefore.
Economy

**JEROME-EDWARDS
METALLIC PACKING CO.
CHICAGO**



PETTIBONE MULLIKEN Co.
725 MARQUETTE BUILDING
CHICAGO

The Republic Rubber Company

Factories and General Office
YOUNGSTOWN, OHIO

...Manufacturers of...

**High Grade Air, Steam Water Hose and Gaskets
 For Railroad Use**

A GRAND PRIZE

The only Medal of Honor awarded for Rail Joint Products in the Transportation Department by the Panama-Pacific International Exposition at San Francisco was to the Rail Joint Company of New York.

GENERAL OFFICES:

185 Madison Avenue, NEW YORK, N. Y.

THE HEWITT COMPANY

C. M. HEWITT, President

Hewitt Babbitt Metals

Machine Finished
 Standard Metallic Packing
 Rings
 Rubber Goods

303 Railway Exchange CHICAGO

C. M. HEWITT,
 Chairman.

H. H. HEWITT,
 President.

MAGNUS COMPANY INCORPORATED

Journal Bearings
 and

Brass Engine Castings

NEW YORK

CHICAGO

National Waste Company

MANUFACTURERS

WOOL WASTE

For Journal
Box Packing

COTTON WASTE

For Wiping

General Offices:

**Fisher Building
CHICAGO**

Mills: Philadelphia, Pa.



Your Problems are
Our Business.

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

Makers of a complete line of High Grade
Varnish and Paint.

Specialties for every railway use.

175 W. Jackson Blvd.
CHICAGO

19 Cedar Street
NEW YORK

Marsh & McLennan

INSURANCE

IN ALL ITS BRANCHES

5 Bishopsgate
LONDON

300 Nicollet Ave.
MINNEAPOLIS

**Safety
First!**

For more than half a century
the Watchword of the
Oldest Bank in Chicago

Interest
Paid on
Savings



High
Grade
Investments

112 West Adams Street - Chicago
CAPITAL and SURPLUS - \$10,000,000

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.