ROCKISLAND EMPLOYES MAGAZINE

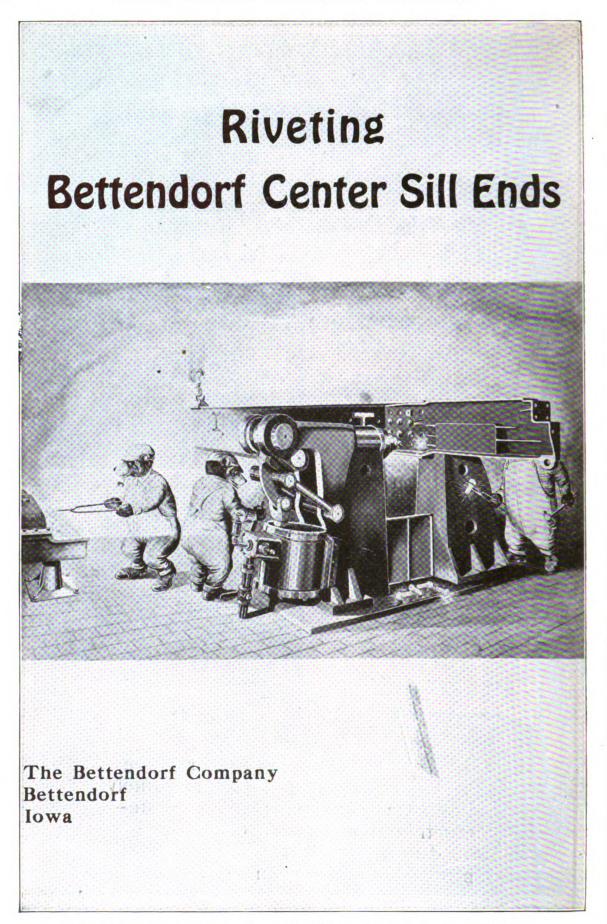
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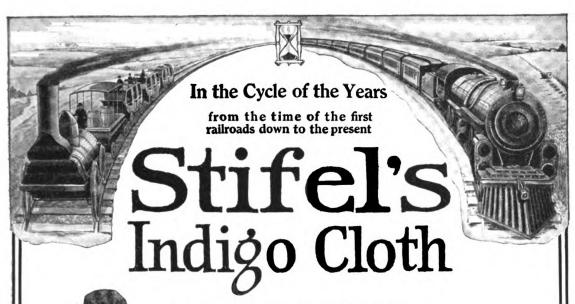
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To the Officers and Employes of the Rock Island Lines—

I trust that the day of Thanksgiving has been to you an occasion for genuine thanks, based upon satisfaction in reviewing the past year, and that the Christmas period upon which we will soon enter will bring to you and yours real pleasure. The soundest basis for pleasure is a consciousness of duty faithfully undertaken and effectively performed.

The year has not been without its troubles and disappointments. Happily, we do not judge ourselves, nor does the world judge us by occasional shortcomings or sporadic successes. It is the general average and the general result that make the fair standard. Tested by this standard you have every reason to feel gratified with your relations with the interests that you have served. Notwithstanding some adverse conditions and untoward events, the general result has been such as to give satisfaction to, and command the approval of, those who are interested in the properties, toward which in the past year you have discharged such an important trust.

It is manifest that there has been a very general and a very high order of zeal and efficiency. As a direct result of this, those who are interested in the properties have been enabled to form and announce a plan for a resumption of management by the owners of the property. A receivership, no matter how successful it may be, is abnormal, and on account of its limitations it is impossible to achieve under it that development which can be brought about by a wise and capable administration of property by its owners. If these properties shall soon be brought, as we all hope, under ownership control, you can feel that you have directly and potentially contributed to that happy result. In the meantime I confidently rely upon you to continue to put forth even extraordinary efforts, so that there shall be no diminution in the success which is now responding to your efficient service.

Yours Cordially,

Jacobru Ocekinom Receiver



ROCK ISLAND EMPLOYES' MAGAZINE

HARLEY E. REISMAN

Managing Editor

JNO. A. SIMPSON Editor

LA SALLE STATION, CHICAGO

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DECEMBER, 1916.

No. 6.

THAT DISTINGUÉ CONDUCTOR

By MARY W. SMITH

It was in the fall of 1907 that I first met him, and I shall never forget the impression he made upon me.

I will state here that I am a young woman, an orphan, and obliged, since the death of my parents, to support myself by teaching music.

In addition to the pupils in the place where I lived, some friends had procured me a few in a neighboring town, to which I went twice a week by trolley.

I generally started on my trips to R. right after lunch, and did not reach home till about 7 o'clock in the evening.

One day, early in October, I noticed that there was a new conductor on the car.

At the first glance I was struck by something unusual in his appearance, which caused me to study him more closely. He was different from any conductor I had ever seen.

In figure, he was tall and well proportioned, and he carried himself with an easy grace—in fact there was something almost military in his bearing. His hair and mustache were blond, and the ends of the latter were twisted to a fine point. His blue eyes were earnest and intelligent in expression, but sometimes they would light up with a look of suppressed mirth, as if he were not incapable of being amused when something funny occurred on the car. He had a few scars on his left cheek, and was very much tanned, as though accustomed

to an outdoor life; but what struck me most of all was that his hands did not look like those of a hard-working man. They were long and slender, with tapering fingers, and well-kept nails.

He looked as though he might be a German, and spoke English with a foreign accent, and a slight effort.

His manner was dignified and reserved, and he even sometimes looked tired and bored, but he was always courteous to everybody.

He never spoke nor joked with the passengers, as so many of the conductors do.

In short, he was a man who, though perhaps not positively handsome, was, nevertheless, so distingué and interesting in appearance, that one felt irresistibly attracted towards him, and impelled to watch him, and speculate as to whether he were not somewhat above his present position.

I soon found that there were other women who were likewise interested in him, but these were girls of the working classes; and it was most amusing to see how they would nudge and whisper to each other, evidently about him, and sometimes try to attract his attention and engage him in conversation. Here also he was entirely different from other conductors. Though he responded politely to their remarks, and even looked amused at their coquettish glances, he seemed to take a secret pleasure in re-

sisting all efforts to draw him into a flirtation.

One day an old German woman asked him some questions in very broken English. He immediately replied to her in German, and she looked delighted to have found some one who could explain things to her in her native tongue. I, also, understand German, and was surprised at his faultless grammar.

This served to strengthen my suspicion that he was not a man of the lower classes. No one who has not struggled with the maddening difficulties presented by the grammar of that beautiful language can realize the intricacies and pitfalls which it contains for the foreigner or uneducated native who essays to use it!

I was convinced that there was some mystery about this man, and felt consumed with a desire to solve it. I was also seized with a mischievous impulse to see whether I could not succeed better in drawing him out of his shell than those working girls had done. I did not intend to flirt with him. I merely wished to make him talk to me so that I could form my conclusions about him.

So I ventured to say, "Ah, I see that you are a German, as I supposed."

He looked rather surprised, and replied, "Yes, Madam."

I next said, "I have studied and read German a good deal, and am very fond of the Germany poetry, but I despair of ever learning to speak it correctly, for the grammar is so difficult!"

"Yes, Madam."

This was certainly not encouraging! Did this taciturn stranger mean to freeze me the way he had done those other girls? Could he not see that I was a gentlewoman, and that it was a condescension on my part to notice him at all? Or if he were a gentleman in disguise, why should he object to talking to me? His reserve nettled me, and I resolved to persevere in my determination to make him speak. So, growing bolder, I said, "You do not seem to find it at all difficult."

He looked down at me, and a queer little smile flitted across his face, as he replied, "Because it is my native language."

I said, "Yes, but only a well educated German can grapple successfully with

the grammar of his native language. The English grammar is much easier."

Again that queer little smile, and then he moved away, as some more passengers got on board.

I began to think it would be an amusing pastime for me to try all sorts of experiments with this man to see whether I could not draw him out, and perhaps cause him inadvertently to make some remark which might throw some light upon his past. I resolved to renew the attack the next time I saw him, and with this intent, I seated myself in the corner, for he was in the habit of leaning against the door.

When he entered the car I looked up at him with a mischievous smile, and said in German, "Guten Tag."

He gave me a quick look of surprise, and then his eyes flashed back a responding glance of fun, and raising his cap, he replied, "Guten Tag, gnädiges. Fräulein!" When, with a sudden air of embarrassment, he added hastily in English, "Ach, excuse me, I do not even know whether you are a Fräulein!"

This was a decided improvement on the last time, and I felt I must not let this chance slip. So I replied, laughingly, "Yes, I am a Fräulein—but what makes you think so?"

"Ach, I do not know!" he exclaimed, and as if to conceal his confusion, he walked up to the front of the car, and began to collect the fares. I had no more chance to speak that day; but after that we always greeted each other wish a friendly "Guten Tag," and he raised his cap in so graceful and gallant a manner that I felt more convinced than ever that he must be a man of breeding.

We never had an opportunity for any connected conversation, but merely exchanged a few words now and then about the weather or scenery.

The ride lasted about forty minutes, and the view was fine, especially in one rather lonely spot where a stone house, built to resemble a castle, rose on a slight eminence. This building, though partly hidden in summer by a grove of trees, in winter stood out in bold relief against the western sky.

I once made an allusion to the romantic aspect of this house. He gazed at it a moment, and then exclaimed impulsively, "Ach, yes! It reminds me of



my ancestral—" but suddenly broke off without finishing the sentence, as if he feared that he was about to betray himself. This, of course, only roused my curiosity all the more, and endeavoring to assume an innocent, unsuspicious tone and manner, I asked, "Your ancestral what?"

After a moment's hesitation, he replied, "A castle in the place where I was born."

"Ah, then you come from one of those romantic old German towns?"

"Yes, Madam."

There was a dreamy, far-away look in his eyes as he said this; but, nevertheless, he was evidently on his guard, and I saw it was useless for me to attempt to lead him on to talk about himself. It was certainly disappointing just when I hoped I had at last found some sort of clew.

Once, when we were being detained upon a switch, some men seemed to be having a dispute outside on the road, but I could not catch the words. Then a man exclaimed, "Take care, Bill, you'd better not get into a row with the baron, for he might challenge you!"

At this I looked out of the window, and was astonished to perceive that my conductor was one of the disputants. He looked very angry, and as he approached the platform, he called out hotly to the motorman, "If we were in Germany, you would not dare speak to me thus!" Then one of the men patted the conductor soothingly on the shoulder, saying, "There now, Carl, don't get excited," but the latter shook him off with a haughty, contemptuous air, and stepping on the platform, remained there for the rest of the trip, except when he had to collect fares.

I had at least found out that his name was Carl; but did I hear aright when they called him a baron, or was it merely a joke, or was his surname perhaps Barron? Of course I did not dare make any allusion to this scene, but it made a deep impression on me, for I felt that the hauteur of his manner was that of a man resenting an affront or familiarity from his inferiors.

Another day, as he stood beside me at the door, his right hand was in such a position that I had an opportunity of perceiving a ring which he always wore looked like a signet ring. Clew number two!

I gazed at it intently, but before I had time to make out the design, I felt that he had become aware of my scrutiny, for he quickly slipped his hand into his pocket. I could not resist stealing a furtive glance up at him, and saw on his face again that strange, amused smile, as if he actually enjoyed baffling my attempts to obtain a clew to his identity. After that he never wore the ring. That certainly looked as if he had something to conceal.

This was really becoming a maddening problem. There was only one thing I had gained, and that was that he treated me very differently from the other girls. He seemed to enjoy my society, and not to feel that he was lowering his dignity in conversing with

me

There was no use in trying to deceive my-self—that man actually fascinated me! I caught myself often thinking of him, and louging for the days on which I would meet him. Yet it was provoking to feel that our acquaintance could never progress, for the few commonplace remarks we made to each other on the trolley could not very well lead to a friendship, I also realized the importance of being prudent, and not making myself conspicuous; therefore I never spoke to him when there was anyone on the car that I knew, for I did not wish to be gossiped about, or accused of flirting with the conductor. He apparently also realized this, and always waited discreetly for me to make the first advances. He seemed to divine that my silent moods were caused by prudence and not by caprice, and would sometimes give me a meaning glance, as though to say, "I see the danger. You need not be afraid. I shall not let that person suspect that I know you."

Deep down in my nature I am full of fun and mischief, and I love what is original and unconventional. I enjoy risky experiments, and unusual and romantic experiences; but I have always felt as though I ought to suppress those traits lest I should be led to do unwise, eccentric things. However, I resolved for once to give reign to this tendency, and take the consequences!

I was fully convinced in my own mind that this conductor was a gentleman, whatever might be the causes that necessitated his earning his living in this humble capacity. So I felt that there would be no real impropriety in having him visit me—but could I induce him to come? That was the question.

I soon thought of a good plan. I would

I soon thought of a good plan. I would ask him to give me a German lesson once a week.

The next time we met I told him I did so wish I could learn to speak German more fluently. That I had read and studied it a good deal, but whenever I tried to speak fast I got nervous, and forgot how to apply the rules of grammar. I asked if he had his evenings free, and whether he would be willing to give me a weekly lesson just for conversation, if I paid him the same as I would any other teacher. He looked surprised and amused, but said he would be pleased to do it. We agreed to meet a certain evening at my boarding-house, about half past 8 o'clock, and I handed him my card and address.

He looked at it, and said, "Ah, your name is Meess Shmitt?"

(To be continued.)



THE NEWLANDS RAILROAD INQUIRY

By FRANČIS H. SISSON

* Assistant to Chairman, Railway Executives' Advisory Committee

On November 20th, in Washington, what promises to be the most momentous investigation of interstate commerce ever undertaken in this country was begun by a joint committee of Senators and Representatives, of which Senator Newlands is chairman, and Representative Adamson is vice-chairman.

This inquiry had its origin in a message transmitted by President Wilson to Congress in December of last year. Therein he urged a "thorough canvass" of the whole question of Federal and State regulation of transportation agencies, in order to ascertain if improvement were necessary or possible.

Some weeks later a resolution was offered in the Senate for an investigation such as that suggested by the President. It was adopted subsequently, and this action being concurred in by the House of Representatives later, the President approved the resolution July 20th, last.

This investigation has wide limits. It will cover government control and regulation of interstate and foreign transportation and the efficiency of the existing system in protecting, alike, the rights of shipper, carriers and public. question of federal incorporation of railroads is another issue to be probed, and, likewise, the reorganization of the Interstate Commerce Commission. The Newlands committee, furthermore, is obliged to make a report as to the merits of government ownership of railroads and other public utilities as compared with government regulation of such under private control.

Every opportunity will be given the public to appear and testify before the committee on any or all of these subjects; and written communications are invited from those who may not desire to appear in person.

Indications, at this writing, are that numerous witnesses will testify in person, and among those who have expressed a desire to be heard are representative bankers, economists, educators, insurance company executives, lawyers, financiers, merchants, shippers and publicists.

These will be augmented by represen-

tatives of the railroads, chambers of commerce, industrial and manufacturing organizations, railroad labor organizations, investors at large and state railroad commissions. From the number of appearance entered to date, and their varied character, it is inferable that a nation-wide interest is being taken in this investigation, and that, as a result, its work will not be finished in a short time.

Such a manifestation on the part of the public is exceedingly gratifying to the railroads, who realize—more intimately perhaps than others—that the railroad problem is the people's problem and that its sensible solution can only be achieved through the people's co-operation and intelligent expression.

The railroads are and have ever been willing to leave their case to the people—once they were given a fair hearing. With such an opportunity vouchsafed them, now, they have no hesitation over the result; for they hold, as a fundamental American belief, that our people in the aggregate can be trusted to deal justly and intelligently with any problem fairly committed to them. And by their decision the railroads will abide.

Mr. Alfred P. Thom, counsel for the railroads, has opened their case and, in addition to emphasizing the defects of the existing dual control which hampers and restricts the carriers, has outlined some of the reforms which they recommend. It is evident, from the manner in which his statements have been received by the press, that public sentiment is not unfavorable to the railroads.

Regulatory processes, based upon principles of repression or punishment. could scarcely be expected to lead to an ideal system; nor, indeed, have they done so. A system of regulation which has for its foundation a policy of correction instead of one of encouragement, helpfulness and constructiveness, is doomed to disappointment and failure. There is nothing permanent nor enduring about it, nor, from the point of view of public service can it be accepted as a desirable standard.

With 48 states regulating the railroads of the country, in addition to the ever-

increasing number of federal laws affecting them and the far-reaching and constantly increasing restrictions of the Interstate Commerce Commission, the fact that the carriers are able to operate with even reasonable efficiency is a source of surprise to many close students of the railroad situation. There is something paradoxical in the success of the carriers; for they seem to have reversed the maxim: "No Man Can Serve Two Masters."

But, in the last analysis, success so dubious as that of the railroads has its limitations, and as these have been now reached, the inquiry aformentioned was an inevitable result.

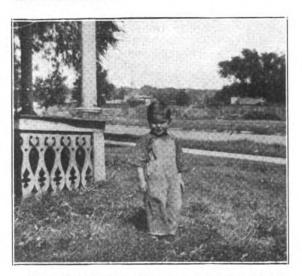
Our system of over-regulation has added tremendously to the burdens of the carriers by increasing their cost of operation, by unnecessary duplications, by plunging them into frequent and expensive litigation, and by impositions of other kinds. While it has weakened their resources in the manner indicated, it has not succeeded in adding one penny to their income, but, contrariwise, has lessened their resources, has put to flight both present and prospective investors, and has seriously weakened their credit. Without credit they have not been able to provide the facilities demanded by the trade and commerce of the country; and as earnings or revenue proved insufficient, in this emergency, the whole country has been the loser.

These are some of the pregnant issues which the railroads will bring to the attention of the Newlands commtitee, and in the resulting discussions thereon, the public will learn much that is both enlightening and true. The carriers have prepared for this investigation with deliberation, judgment and vision. They have certain reforms which they desire translated into concrete legislation, and they have substantial and convincing arguments to support their contentions.

For illustration: the railroads will recommend the substitution of one national regulator in place of the present 49 railroad masters. Obviously, that will be the Federal Government. They believe that the functions of the Interstate Commerce Commission should be separated and a new agency created for the duties of the commission which are other than administrative. They believe that by the

establishment of a number of sub-commissions the work of the Interstate Commerce Commission will be considerably lightened, and they will recommend the institution of these. They will urge upon Congress the passage of a Federal incorporation law for all railroads; and, similarly, they will emphasize the wisdom of transferring to the Federal Government the questionable right now exercised by certain states to supervise and regulate railroad security issues. They will also urge that the commission be limited in the suspension of rate advances to 60 days in place of the present protracted period of 10 months; and they will advance reasons in support of a proposal to empower the Interstate Commerce Commission with authority to prescribe minimum rates.

These are a few of the principal contentions of the railroads in their present attempt to substitute a safe, sane, and sensible system of regulation for our existing hydra-headed policy of transportation control.



Randolph Grump, 2½ years old, of Mason City, Ia., who was a passenger on train 69 September 2 en route to Allerton. He was accompanied by his mother, and although her attention had been called repeatedly to the possibility of the child fall ng out of the window which was open and suggested closing it, the conductor's suggestion was not followed, and while the train was running at a speed of about 30 miles per hour, at a point two miles west of Chariton, the child fell out of the window while his mother was not watching. Fortunately, there was considerable sand distributed at this point and the child sustained only a scratch on his face and no other injuries. A doctor on the train made an examination and reported no other injuries than above mentioned.

THE APACHE TRAIL OF ARIZONA

By F. BURNHAM McLEARY

In Arizona's National Reserve lies a trail, hard-beaten by the hoofs of Indian ponies. Through a country of marvelous contrasts it winds its way, now losing itself in a narrow canyon, now reappearing mysteriously at the edge of an overhanging cliff, till far across the mesa it vanishes in a land of vineyards and orange groves and exuberant soil—the new-old Land of the Apache. Ever since Rain-Man and Wind-Man

Ever since Rain-Man and Wind-Man quarreled with Chief Morning Green, as any medicine man will tell you, Apache Land has been crying to the Great Spirit for water. That was ages ago; for even those first Americans, the cliff dwellers, had to creep down their ladders to fill their water pots at the distant creek. Earlier yet, even the mastodon, whose bones bear witness, had to lumber across the desert to quench his thirst at the ungenerous water hole. The feud between Rain-Man and Chief Morning Green is ancient and relentless.

And so, under the skies of cloudless blue, the greater part of the Apache Land has taken on an aspect all its own. Buttes and mesas, domes and spires and needles of rock seem to hang suspended in the tremulous air, their delicate pastel colors forever melting into new and exquisite tones, reds softening into yellows, yellows into browns, with always the green of the palo verde and the small mesquite tree woven into the gray of the desert for an harmonious background. All day long the giant cacti stretch foreboding fingers straight to heaven, the while their slender shadows lengthen across the desert. A haze of softest purple hangs over the land-scape.

All day long—then sundown! Peaks, sharp-penciled against the turquoise sky, are bathed in rapturous color. Across the waste the tall saguaros point their shadow-fingers mile after mile toward the western horizon, flaming blood red in the afterglow. Then stars, drawing closer and closer to the desert, shine with borrowed magnitude from out the infinite deeps of the firmament. "Night-time in Arabia"—in Apache Land!

It is now five years since the miracle of water came to the Land of the Apache.

Reaching westward from the junction of Salt River and Tonto Creek lies Salt River Valley like an outstretched hand. At the wrist is a rock-bound gateway holding back the largest artificial lake in the world. For nearly five years two thousand men were employed in achieving this great engineering feat of all time. Today the roses are growing in prodigal luxuriance where before were nothing but sagebrush and interminable waste.

Roses? Yes—and oranges, lemons and quinces, apples, pears and strawberries, nectarines, peaches, plums and apricots, grapes, olives, almonds, figs and dates, not

to mention cotton and a hundred other things, are thriving in this unexpected Eden. The impounded waters held back by Roosevelt Dam are irrigating a quarter of a million acres; they have changed an arid basin into one of the most wonderfully productive regions of the Great Southwest.

Fascinating, a journey through so bounteous country, yet far more fascinating a ride over the old Apache Trail. Six years ago one could hardly have picked a wilder and more inaccessible region than Apache Land. Indeed, scarcely thirty years ago this journey I propose would have been quite as much as your life was worth! For, over the trail that leads through Salt River Valley, that prince of rascals, Geronimo, at the head of his raiding parties, was descending on luckless pioneers and murdering any and all of them—preferably in their sleep! Today the few Apaches who still inhabit the valley are peacefully scalping the cotton boles on the reservation. All that is left of the raiders is a cave full of bones—the remains of a band who refused to surrender to United States troops—at the foot of Fish Creek Canyon. A cave full of bones, and—thanks to the god of travelers—the Apache Trail.

You are planning a journey to the Pacific Coast? Then by all means arrange to visit this land of marvelous contrasts while its wonders still hold out to you the freshness of undiscovered country. The visit can easily be fitted to your plans, for lately a happy digression has been established along the Golden State route which permits, at slight additional expense, an automobile trip to the very heart of Apache Land.

When the government built the Roose-velt Dam, sixty miles from the nearest rail-road, a singularly happy by-product was the government highway, constructed at a cost of \$350,000, along the ancient trail of the Apaches. It is over this "Apache Trail" that I now propose we journey together, a delightful side-trip made possible by a regular line of automobiles operating at a small fixed charge to the tourist between Globe and Phoenix.

From Globe, Arizona, the eastern terminus of the trail, let us therefore set out together this glorious morning for a 120-mile spin in a big comfortable touring car, in quest not of ingots and precious stones as was Coronado, but lured by the gold and vermilion of nature in her most magnificent of moods—in quest, let us say, of the seven cities of Cibala."

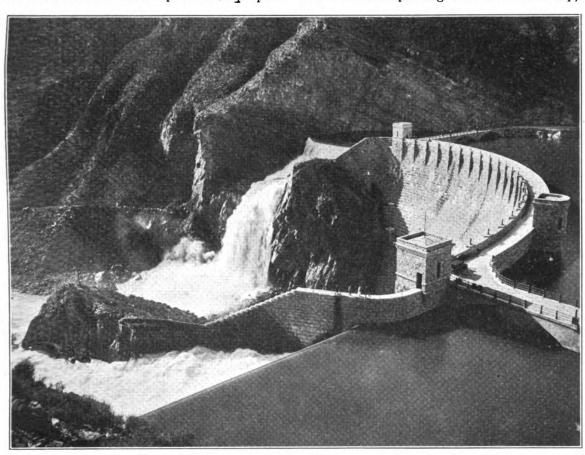
of moods—in quest, let us say, of the "treasures of the seven cities of Cibola."

And to my mind the first of "the treasures of Cibola" is a view from the divide that separates the Gila from the Salt River Valley. We have climbed in our motor to Summit, 3988 feet above the sea, when suddenly all Apache Land seems spread about us! Across the reds and browns of the Tonto Basin the rolling hills to the north

surge away in blues and purples toward Geronimo Mountain and the Sierra Ancha. To the northwest, obtruded against the sky in clearest blue, stand the famed Four Peaks of the Mazatzal range, 7,645 feet high. No, they are not ten, but sixty miles away! And all the while, through this faerie region, flows a ribbon of silvery blue, that from east and west comes widening down into the man-impounded waters of Roosevelt lake.

But nature and our modern man has not been the only engineers in these interminable solitudes. Back from Roosevelt lake the cliff dwellers—first apostles of preparthe waiting motor car, ready to be whisked through gulch and canyon and over high plateaux, eighty miles to Phoenix. Or, if we choose, we may spend the night at the lodge and try our luck with the gamey black bass, or spend the afternoon in exploring from a boat the mysteries of Roosevelt Lake, resuming our journey the following day.

And what surprising wonders await us in this second chapter of adventures! Plop! That's "Old Woman's Shoe!" Hard against the horizon she has planted it, with characteristic vengeance. Lives in it, too, sir. She has been peering over that shoe-top,



Roosevelt Dam, Arizona-Along the Apache Trail.

edness on the American continent—erected long ago their little houses hard up under the overhanging ledge. If we like, we can climb to these crannies, for no longer are rocks pelted down on the prowlers. Before ever the Apache came the cliff dwellers had buried his sling and lain down to sleep with his short-legged, short-bodied fathers!

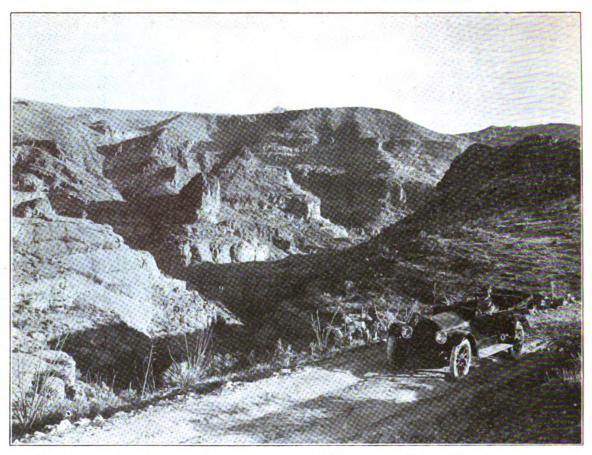
And now a swift ride along the lake brings us to the dam, with its graceful three-arched spillway at either end. And as we look down over the crest to the granite reefs 285 feet below we experience a thrill surprisingly reminiscent of our first vision of Niagara, and that wondrous excursion, years ago, to the Yosemite.

After a refreshing pause for luncheon at the nearby lodge, we again clamber into so runs the legend, ever since the first man entered Apache Land!

Needless? Yes, but she doesn't know it. You see, Apache Land was once the battlefield of giants. Even now, as we round the turn, darts into view old "Arrowhead," grim relic of that prehistoric conflict. How did it come there? Simple enough, so the Apaches believe. Big Chief One-Eye, whose huge misshapen form looms up farther down the trail, hammered it out of the solid rock!

All this and many another legend we learn as we spin through Apache Land. Meanwhile we look fearsomely down into Canyon Diablo and grow dizzy with gazing at Whirlpool Rock, until, having circled the mesa in descending spirals, we swing across Black Canyon and into the realm





Superstition Mountains, Arizona, from Near Fish Creek-Along The Apache Trail.



Superstition Mountains, Arizona-Along The Apache Trail.



of the Superstition Mountains, already aglow with the magic of an Arizona sunset, "Mountain of the Foam," the Pima Indians call it, and you will find them only too happy to explain the origin of the name —even as Noah and his good sailors doubt-less used to enjoy explaining the reason for Mt. Ararat.

Once, so it seems, there lived in the southwest corner of Sunset Land a man named The Drinker. He had been there always, yet the people who lived in the valley knew nothing about him. Wherefore they gave themselves over to killing and robbing their neighbors, until The Drinker, unable to contain his anger, "sent much water and all the country was covered"—all, that is to say, except the crest of a great mountain in the east, Sierra de la

Espuma!
When the flood had subsided, the legend goes on to say, The Drinker-Man made new men out of mud. And those he sent down into the valley were good (the Pimas). And those he sent into the mountains were very bad (the Apaches). And the worst of the batch he lost all patience with and transformed into giant saguaros!

—Proof? Well, all I can say is, just look at that Old Man Cactus over yonder and then at your desert Indian!

How to Reach the Apache Trail.

A standard Pullman sleeper is attached to the "Sunset Limited" at El Paso on Sunday, Tuesday and Friday nights, arriving at Globe via Bowie early next morning. The passenger may enter this sleeper at any time after leaving El Paso. After breakfast at the excellent new eating-house at Globe station, the Apache Trail automobile trip is commenced, luncheon being served at the Lodge, Roosevelt Dam. Phoenix is reached at 6 p. m., and from here the passenger takes through sleeper to Los Angeles.

Eastbound passengers reverse this procedure, reaching Phoenix by through sleeper from Los Angeles, leaving Phoenix by auto stage at 7:00 a. m. and arriving at Globe 6:30 p. m., in time for dinner at the new station cating house. Standard Pull-man sleeper leaves Globe every Sunday, Tuesday and Friday evening, arriving at El Paso on the "Golden State" route early the following morning.

The side trip fare, rail and auto, between Bowie and Maricopa via the Apache Trail is \$15 to holders of through tickets via Southern Pacific reading between Deming, N. M., and Yuma, Ariz. With stopover at Roosevelt Dam the fare is \$20.

COAL CONSUMPTION FOR SEPTEMBER, 1916

Statement showing comparative consumption of coal in pounds per 1,000 gross ton miles in freight service.

			Pot			per 1,000
Ra	nk.	Division.		gross	ton	miles.
Sept.	Aug.			Sept.		Aug.
I	2	Indian Territory		159		160
2	I	Illinois		163		154
3	4	Oklahoma		173		186
4	7	Colorado		192		193
5	3	Kansas		193		179
6	5	Pan Handle		100		190
7	6	El Paso		200		190
8	ΙI	Arkansas		206		198
9	10	Louisiana		200		198
10	12	Amarillo		200		206
ΙI	9	St. Louis		217		195
12	13	Minnesota		225		230
13	8	Iowa		220		194
14	15	Southern		248		243
15	16	Missouri		258		248
16	14	Nebraska		265		234
17	17	Cedar Rapids		346		305
18	19	Des Moines Valley		346		393
19	18	Dakota		369		336
_		System Average Pounds		216		202
		NOTE				

In order to show employes of each Division their standing with reference to fuel consumption, this bulletin is posted in all roundhouses. It is urged that each engine crew carefully note the standing of its respective Division and try by collective effort to reach a higher rank.

WHERE WILL YOUR DIVISION STAND NEXT MONTH? Address comments, or suggestions, to Carl Scholz, Manager, Chicago, Ill.



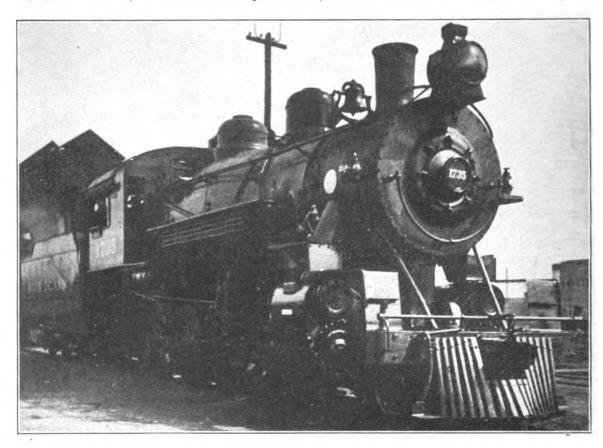
LOCOMOTIVE WORK AT SHAWNEE SHOPS

Engine 1735, photograph of which is shown below, was turned out of Shawnee shops during the month of May after being overhauled and superheated.

The engine received a new firebox, new 24-inch piston valve, cylinders with outside steam pipe in place of 23-inch slide valve cylinders. Engine was equipped with 8½-inch cross-compound

welded 1½-inch higher, flanges on crosshead welded with acetylene, which will prevent cross-head from getting side lateral. Made main crank pins ¼-inch larger, changed all valve motion to conform to piston valve cylinders.

This is the first engine superheated in Shawnee shop and possibly the first 1700 class engine superheated on the system and we look forward to a good



Westinghouse air pump, security front end applied, which can be removed without removing front end door ring. They also applied arch flues and arch brick, and it is estimated that as they superheated and applied arch brick to the engine, it will reduce the fuel and water consumption approximately 30 per cent and increase the tonnage rating about 200 tons. Also increase the speed of the engine and assist in smoke elimination and increase the general efficiency.

While they were overhauling the engine, new flue sheet was applied; it was also equipped with Schmitt header and units. New top section of front frames

tonnage and mileage record from the engine, as well as a large saving in fuel in the operation of the engine.

& X

An optimist is a fellow who makes lemonade out of the lemon he has handed him

A pessimist is a fellow who chews his quinine pills.

INFANTILE WISDOM.

Knicker—Who does the baby look like?

Bocker-He is neutral.-Lumberman.



OVERLAND DEALERS' CONVENTION

The biggest dealer convention in American commercial history is scheduled to take place in Toledo, Ohio, December 4 to 23. This will be the Overland dealers' convention, to be attended by almost every Overland and Willys-Knight dealer in the United States, 5,000 in number.

John N. Willys, president of the Willys-Overland Company, is conceded to be a master host. He has brought big league baseball clubs to Toledo, that his employes might see them play. He entertained 20,000 employes and their families at a recent circus party.

But the present plan of inviting all of his dealers to the Toledo headquarters and entertaining them while here bids fair to eclipse all Mr. Willys' previous achievements. The event is to be staged on such a great scale that over a score of solid Pullman trains will be required to bring and carry away the various parties during the nineteen-day gathering.

The convention will celebrate the winning of the place of honor at the New York and Chicago automobile shows: This is the fourth time in succession that the Willys-Overland Company has won this distinction, conferred annually on the member of the National Automobile Chamber of Commerce which ranks highest in the amount of total car sales from January 1 to September 30 of the year preceding these two shows.

Furthermore, Mr. Willys has planned this gigantic convention so that every member of his organization, many of whom have never visited the Toledo factory, may see the immensity of his institution, its reliability, stability and permanence.

Owing to lack of space in the old office quarters, it was not until this year that such a proposition was feasible, but with the completion of the new administration building the Willys-Overland Company can easily accommodate even such a mammoth convention as this will be.

Special Pullman trains, running on special schedules, have been arranged. The Rock Island will handle delegations from Amarillo, Oklahoma City, Tulsa, Joplin, Wichita, Kansas City, Omaha, Des Moines and Davenport.

Extensive programs, educational as well as entertaining, have been arranged. Factory tours, moving picture lectures, concerts, miniature minstrel and vaudeville shows in the auditorium of the new administration building and a big banquet in the spacious dining rooms are but a part of the plans for this big event. The entire visit is to be staged within the confines of the immense Willys-Overland factory.

This convention is only one more instance of the close co-operation between motor car manufacturer and dealer—constantly exemplified by the Willys-Overland Company, which has placed automobile building in the front rank of American industry.

BIFF-BANG-BOOM!

Listen, my friends, and draw up near;
A terrible tale you're about to hear;
It seems that the claims against our road
Has little decreased in a year we're showed.
Now you and I, and the rest of the bunch,
Have got to sit up and take a hunch
That even though we are showing up fine,
With a little more care we'll do better next
time;

Remember that eggs are easily broke, Don't throw them around like a bucket of coke.

While flour sacks are extremly thin; Keep them away from iron and tin; Kerosene has a terrible smell, Butter and hides don't mix very well; Household goods don't stack too high, Or a sudden jolt will make them fly All over the car and some will smash, Maybe an expensive looking glass; Be sure and see that the freight checks

Or some shortage claims will loom in sight;
Don't receipt for freight you haven't seen,
And see that the cars are all kept clean;
And pull the nails from out of the floor
Or you'll wonder how those sacks got tore;
See that the doors are fastened tight
And all the cars are carded right;
In handling the acids, you've read the book,
If you haven't you'd better take a look;
Block them solid so they can't slip
And they'll arrive O. K. at the end of their
trip;

Remove the old marks from all kinds of freight,

Or they are apt to be found in some other state

Than the one they are billed to, I'm telling you true;

Now hasn't this happened to some one of you?

A man, named Brown, expects a box:
It might be booze or it might be socks;
Don't give him one that's billed to Black;
It's ten to one he won't bring it back;
Watch your marks and work like sin,
And honors you will surely win;
Explosives, they are often shipped,
And from me take this little tip:
That careless handling may cause a sight
Of Biff—Bang—Boom! and then, Good
Night!

D. S. Schaeffer, baggage agent at Des Moines, whose son is Phil Schaeffer, the auto racer, is the proud possessor of a new automobile which he himself constructed. Mr. Schaeffer first purchased a small part of the machinery and later conceived the idea of constructing a car. After working a month he completed the machine, a low racing model, from pieces of several kinds of old cars. The cost was \$35. Mr. Shaeffer is now called "the speed king of the Rock Island station."

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER Gen. Supt. Freight Claims

ARTICLE V.

Chicago Terminal Division, South Chicago, Illinois, meeting September 19th. Chairman read a letter from Mr. Yocum relative to use of lanterns by employes in inspecting cars of automobiles. This question came up at a recent meeting held at Joliet, where it was developed that it was necessary to go into cars of automobiles with lanterns during hours of darkness to inspect them. This is considered danger-ous practice, as many of the shippers partly drain gasoline from the tanks after they are loaded and there is more or less danger of fumes being in the car, and it is recommended that the inspectors working nights be furnished with an electric flash light. It was the consensus of the committee that these flash lights be ordered, and this will be done. It is open for report next meet-

Kansas Division, Herington, Kan., meeting September 28, 1916. Suggestion No. 215—Motto: Mr. E. H. Heath, chief clerk, Herington, talked at length on the importance of proper records. Mr. Heath said: "It has been mentioned that a motto would be a good thing for the committee to adopt as committee motto, and I think that is a good thing, but if we are going to have service first, we should have good records second. I think we have overworked the phrase, "No execptions noted—my records show that there was no such damage." In speaking of station records and records conductors make, etc., particularly for perishable shipments the Agent 98 report and the Conductor's 1330 report, are very important, and if we are careful with these two reports and put them up properly, the man who handles claims can take those two reports and put up a defense in the majority of cases and decline or pay the claim without any further investigation. The conductors' wheel report should show in every case the time stock loaded, whether or not released, name of man in charge, and if any irregularities in connection with the stock or anything else handles in his train. If there is no irregularities he should show O. K. after car, and if not O. K. he should show bad order and make separate sheet to his wheel report and show what the damage was." Mr. Heath also talked at length relative to the proper care of stock, the bedding of cars, etc., the proper care of and handling of refrigerator cars was also discussed.

"Seeing that drips are not stopped up is a very important feature to watch, as it will avoid the car being flooded which results in damage. Some of us do not understand that at junction points when car load shipment is offered in exchange it must be accepted even if it is bad order; the reason for this is that the shipper will not have to

withstand this delay to car which would be delayed while the two companies were deciding who was responsible for the damage. Good records of inspection of cars and condition of cars in interchange must be had. The watering of live stock is the duty of the railway company and we should be very careful and wire ahead when you have poultry in your train so that arrangements can be made to water the car before it gets into an outgoing train."

Mr. W. E. Carroll, engineer, Herington. Short talk relative to rough handling of trains. If conductors would tell engineers where their empties and loads are in the train it would help in this respect. Most of our drawbar damage is due to being in a hurry, which is all avoidable, as it is neces-

sary to wait for air to pump off.

Minnesota Division, Manly, Iowa, meeting, September 28, 1916. The local officials at Waterloo have induced two or three of the manufacturing concerns at Waterloo to load their machinery and tractors on flat cars whenever possible in order to release automobile cars, and the opinion is this practice could be taken up at other points to good advantage.

The chairman impressed upon those present the necessity of getting company material, other than company coal, unloaded on the day the car is received if possible, in order to release the equipment, stating he was getting out a circular to all agents and all concerned as to how the matter is to be handled and asking for the co-operation of all concerned in the matter, in order to get good results from the campaign.

Suggestion by J. W. Capwell, agent, Iowa Falls, Iowa: The matter of using tags on flour shipments and sticking the tags in the sacks, using the wire fastened on the tag to stick through the body of the sack: that this wire had a tendency to tear the sacks and that manner causing loss of contents and thereby a claim. Suggests that tags be fastened to what is known as the ear of the sack-where the sack is sewed: also of using a cord to tie the tag on the sack instead of the wire. Has had several shipments of flour damaged by the use of the wire.

Mr. W. Apgar, Western Weighing Association, Mason City, Iowa. Mr. Apgar made quite an interesting talk, giving the views of "Prevent Claims" as seen by the outsider, and very kindly offered his services and the service of the Western Weighing Association for the prevention of claims. Stated that, according to figures he had received the Rock Island was paying the heaviest amount of claims on tile shipped from Mason City. Thinks it caused chiefly by rough handling and says it would be interesting to him to see the tile claims

brought down on a level, if not lower, than connecting line claims at Mason City.

Mr. Wallace explained to Mr. Apgar the cause of this was the double terminal handling, we being under a handicap at that point due to joint track handling, having to handle, in practically a switch movement, Mason City to Manly, and then an additional terminal switch at Manly; also extra switching at Iowa Falls, which the other roads eliminate, and this caused our heavier claims.

Mr. Apgar mentioned the fact of agents being too free with their notations and their liability of being too hasty with their notations and not making thorough inspection first. Also mentioned the matter of agents signing up for live stock before same has been loaded. Mentioned a case where a certain road signed for a shipment of fiftyone Shetland ponies before they were loaded, and the owner selling six of the ponies before loading, and undoubtedly would put in a claim for the six ponies sold.

Dakota Division, Estherville, Iowa, meeting, October 18, 1916. Suggestion No. 9 by J. W. Ghoslin, transportation inspector: Our agents are lame in protecting the company's interests on notations. Now have claim for \$30 for the tile from Graettinger unloaded at Orleans. Agent at Spirit Lake gave them notation, "eight broken." He never inspected the tile nor saw them, therefore should have insisted on them filing affidavit from both shipper and hauler relative to damage.

The classification requirements mentioned are voluminous, and while shown in the Official Classification only they have been adopted by the W. W. & I. B., and are approved by the clay product manufac-turers. Agents should familiarize themselves in a general way with the requirements. For instance, all tile over 10 inches is supposed to be especially braced and protected by braces, bulkheads and boards between tiers, larger sizes requiring better protection. By reading over the official classification requirements they can get an idea as to what is considered good practice, and while we cannot insist on these being followed, yet the fact that these practices are recognized by the larger manufacturers enables us to use advice to effect that proper protection was not given in handling claims. Reports should show nature of lack of proper bracing. Agents should bear in mind that notations of damage must be made ONLY prior to or at time of delivery, and this must apply on tile. No notations must be given after cars are unloaded and in giving any notations agents must be careful not to incriminate this company by giving notations which indicate loss from rough handling, when, as a matter of fact, the damage might be from factory defects, and we POSITIVELY SHOULD NOT GIVE NOTATION on defects indicated by failure of tile to pass the usual inspection, i. e., the hammer test, as we have demonstrated that a tile will not ring under the hammer test may show this

apparent defect account of air checks, blisters, fire cracks or other causes for which we are not responsible, and which in no way render the tile unfit for service, except in the mind of the contractor making the test. We should not be a party to a program intended to provide only first-class tile for individual jobs at expense to this company and the shippers. Any tile rejected on this account must not be accepted by an agent as rejected nor signed for on notation. If agents will study the Uniform Committee rulings and the Official Classification and devote a little time to getting data on the tile damage they can save immense amounts. We recently forced a contractor at Dows to haul out tile which did not pass hammer test after he had rejected it, by refusing to give him notation or acknowledge it as a poor tile.

Suggestion No. 10, by S. E. Staggs, agent, states that on account of stock cars being received at loading stations with fasteners to doors missing, necessitating the purchase by shippers of bolts to properly secure, or more often the wiring of doors with old baling wire leaving doors insecure, suggest that each station be furnished with a supply of side door hooks for use in these emergencies.

Amarillo Division, Amarillo, Texas, meeting, October 19, 1916. Notification of Freight Arrival was brought up for discussion by Mr. Brickell. The matter of giving consignee notice of arrival of freight in carload lots, on day previous to arrival, so as to expedite its unloading. This was considered as a good suggestion, provided same could be properly done, as it would avoid delay in unloading, and be of material benefit to car movement.

The necessity of requiring cars to be loaded to full capacity was discussed at length, and instructions were given to all agents that care be taken in seeing that cars of proper capacity be assigned. In loading cotton seed shippers should be requested to tramp seed so as to fill car to capacity.

Mr. Varney asked for a discussion on rough handling of cars, with an idea of determining whether damage to shipments was due to rough, hard switching or line switching. Mr. Danver states that the greater amount of rough handling was done in yard switching, and very little was experienced outside. Along this line it was suggested that a great deal of missionary work be done with inexperienced switchmen and brakemen, and that train crews should try and work together.

y y

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.



EMPLOYEES HONOR



Established January 1, 1910.

EMPLOYES PENSIONED DURING NOVEMBER, 1916.

Michael Crotty, crossing flagman, Chicago, Ill. Age, September 29, 1916, 70 years. Length of continuous service, 22 years. Monthly pension actual, \$8.88. Monthly pension allowed (minimum), \$20.00. Pension effective, September 1, 1916.

George D. Miller, locomotive engineer, Dakota Division. Age, January, 25, 1916, 65 years. Length of continuous service, 33 years and 1 month. Monthly

pension, \$38.60. Pension effective, November 1, 1915.

Henry A. Ammen, clerk in charge of office boys, aud. frt. trf. dept., Chicago, Ill. Age, January 5, 1916, 69 years. Length of continuous service, 27 years and 5 months. Monthly pension actual, \$19.55. Monthly pension allowed (minimum), \$20.00. Pension effective, December 1, 1916.

Benjamin F. Weir, section laborer, Letts, Ia. Age, May 27, 1916, 68 years. Length of continuous service, 47 years. Monthly pension actual, \$12.07. Monthly pension allowed (minimum), \$20.00. Pension effective, December 1, 1916.

Edward Schilling, bolt mch. opr., Horton, Kan. Age, January 12, 1916, 70 years. Length of continuous service, 22 years and 7 months. Monthly pension actual, \$9.72. Monthly pension allowed (minimum), \$20.00. Pension effective, February 1, 1916.

William York, car repairer, Trenton, Mo. Age, January 14, 1916, 63 years. Length of continuous service, 35 years. Monthly pension actual, \$13.65. Monthly pension allowed (minimum), \$20.00. Pension effective, November 1, 1915.

Wm. Frank Gilmore, locomotive engineer, Des Moines Valley Div. Age, March 24, 1916, 63 years. Length of continuous service, 44 years and 2 months. Monthly pension, \$56.45. Pension effective, September 1, 1916.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners, Jan. 1, 1910, to Dec. 1, 1916	\$382,535.60
Total employes pensioned, Jan. 1, 1910, to Dec. 1, 1916	
Total pensioned employes who have passed away	
Total number of employes on pension roll, Dec. 1, 1916	231

IN MEMORIAM.

James Kelley, crossing flagman, Rock Island, Ill. Died September 21, 1916. Pension effective, January 1, 1910, \$20.00 per month. Pension ceased, September 30, 1916. Total pension received, \$1,612.25.

Hayden J. Horne, crossing flagman, Peoria, Ill. Died, October 26, 1916. Pension effective, March 1, 1911, \$20.00 per month. Pension ceased, October 31, 1916.

Total pension received, \$1,360.00.

Chas. Hacker, section foreman, Mokena, Ill. Died October 24, 1916. Pension effective, February 1, 1912, \$20.00 per month. Pension ceased, October 31, 1916. Total pension received, \$1,140.00.

Wm. Kay Wood, car machine shop foreman, Chicago, Ill. Died, October 25, 1916. Pension effective October 1, 1914, \$36.55 per month. Pension ceased, October 31, 1916. Total pension received, \$913.75.

AUGUST JOHNSTON, SECTION LABORER, PERLEE, IOWA, whose application for pension was approved September 25th, was born in Hamburg,

Sweden, December 25tt, 1847. He left Sweden at the age of thirty-five years and landed at New York with his family on February 27th, 1883. From New



York he went to Perlee, Iowa, account having relatives in this vicinity, and secured employment with the Rock Island at Perlee, Iowa, March, 1883, remaining in the capacity of section laborer from that date to date of his retirement account incapacitated, March 1st, 1916.

LEWIS HINTZ, SECTION LA-BORER, NICHOLS, IOWA, whose application for pension was approved September 25th, 1916, was born March 10th, 1848, in Germany, and emigrated to America April, 1881, arriving in Nichols, Iowa. He entered the service of the B. C. R. & N. in February, 1881,



August Johnson.

and remained in the service of that company and the C., R. I. & P. Ry. as section laborer from that date to the date of his retirement, May 26th, 1916.

THOMAS RILEY. A Service of Fifty Years.

Many years ago, during that season of the year when the maples are aglow with their Pompeian red, when the hickories are burnt with Etruscan gold and the racy air is filled with the scent of the wild grape, and nature sends forth other harbingers of approaching autumn, the subject of this sketch was born in Madison, the Badger state. Un-

der the watchful care and training of his very excellent mother he grew to a vigorous manhood and very early in life began laying the foundation of a successful career in whatever line might in due time present itself. The late Senator Ingalls tells us that "opportunity" is the master of human destinies. Conductor Riley, when he became old enough, quickly sought an opportunity to gratify his youthful ambitions to enter railroad work, and the first passing opportunity to become a messenger boy was caught up. He served in this ca-



Lewis Hintz and Mrs. Hintz.

pacity for some time when a further opportunity to enter the real work of a railroad by becoming a brakeman, was accepted, and in this work he continued until his ability and worth brought him the promotion to freight conductor and to passenger conductor in turn.

At the very outset he determined to follow the old saying "as much as in me is" and with that in mind he put forth every effort to make his work a success, first for the company and then for himself. He has the bluntness of the Spartan yet is kind and conscientious in handling the traveling public and the child



is fortunate indeed who is placed in his care for a long trip over the line; the parental trust is immediately recognized and the youthful passenger gets every attention necessary for safe delivery at its destination.

Conductor Riley possesses in an overwhelming quantity that greatest asset of any corporation—loyalty of its employes. Absolutely for the company first and last, he has won the high esteem of not only the division officials but those in higher planes of service.



Thomas Riley.

It must indeed be gratifying to have rendered a service of fifty continuous years with a record free from marks of discipline; such is Conductor Riley's record. And now he has planted his fiftieth mile-stone. A golden milestone marking the long strides that has brought him today to the high pinnacle of railroad favor and appreciation. The entire division officiary joins his many friends in wishing for him many more years of continued success, and good health.

TRAFFIC CLUB HISTORICAL SUPPLEMENT OF THE WAY BILL.

In the Historical Supplement of the Way Bill recently issued by the Traffic Club of Chicago, they produce many valuable relics collected by the Historical Committee. They have also arranged to display these relics in the club rooms.

In the issue which we have are many interesting reproductions, such as "First train in America," "First train on Mohawk Valley Railroad," "Sailing Car, Kansas Pacific Railroad," "The Horse Express," "News of Lincoln's Election," together with a description of a large number of ancient books, reports, annual reports, newspaper articles, time tables, tickets, letters, etc.

They hope to make this historical collection one of the most interesting in the railroad world, and if you can help it along with anything of this kind you may have or will advise Mr. Frank A. Spink, Secretary, or John T. Stockton, Chairman, of any parties who can assist them, they will be glad to send a letter to them in your name, asking them to help in an endeavor to make their historical collection one of the most interesting to be found.

* *

CONSERVATION OF FUEL.

A large amount of coal is wasted by overheating offices, shops and other places where stove or steam heat is used. This is not only a distinct waste of money but is also detrimental to the health of those who are working in overheated rooms.

The proper regulation of heat in work rooms or in coaches is of the utmost importance to the conservation of fuel, and all excesses should be avoided. There should be sufficient heat provided to permit ventilation, but many work rooms are overheated to such an extent as to be uncomfortable and unhealthy.

In our saving program we should not only include our biggest shops but pay deserving attention to the smallest heating stove in the yard office and the caboose.

CARL SCHOLZ,
Manager Mining and Fuel Department.



MERITORIOUS SERVICE.

Mr. C. G. Worley and Messrs. E. and C. Fizke of Cedar Rapids have been very highly commended for the good work they performed in extinguishing fire in the cattle yards west of

extinguishing are in the cattle yards west of their station.

Mr. C. Culp, conductor, Mr. J. B. Jordan and Mr. W. E. Bryant, brakemen, of El Dorado, have each received letter of commendation for loading twelve bales of cotton into U. R. T. 1445 and handling the car through. This action sayed the company an empty box car.

1445 and handling the car through. This action saved the company an empty box car.
Conductor Williams and Brakemen Manford and McCoy of Trenton have received letter of commendation for the courtesy extended by them to one of our passengers recently.

Mr. A. F. Sadderis, engineer, Mr. H. S. Pierce, conductor, Mr. B. K. Gordon and Mr. E. E. Kingrea, brakemen, of Amarillo, Tex., on train No. 91, Nov. 5, picked up at Shamrock car I. & G. N. 8163, cattle for Kirkland, Tex. It developed when they reached Shamrock there was no car sanded and ready for this shipment, and these men voluntarily sanded car for this ship.

no car sanded and ready for this shipment, and these men voluntarily sanded car for this shipment, cutting delay down to thirty minutes.

Messrs. James Day, yardmaster, G. A. Gratigny, engine foreman, L. C. Brather, switchman, A. O. Sturdy, switchman, Ralph Tindall, seal clerk, of Pratt, Kans., on Nov. 11, in order to save delay to train while waiting transfer of car of stock, transferred cattle from car CS-1527 voluntarily.

Mr. A. J. Mapes, brakeman, Trenton, Mo., on Oct. 16 voluntarily fired engine from Altamont to Armourdale, regular fireman having suffered

Oct. 16 voluntarily fired engine from Altamont to Armourdale, regular fireman having suffered a personal injury at Altamont. This prevented train delay and deadhead expense.

Mr. W. S. Parker, Prairie City, Ia., former employe of the Rock Island, recently informed our Des Moines office by telephone that he had observed a number of cattle on the right of way east of Prairie City. This enabled us to post bulletin to trains warning them to be on the lookout and possibly averted a serious acthe lookout and possibly averted a serious ac-

cident.

Mr. C. Hatfield, brakeman, Trenton, Mo., on No. 95, Oct. 26, when engineer was unable to take coal at Altamont, account chute being empty, volunteered to shovel down coal in order to make St. Joe, and by so doing the train made the merchandise connection out of St. Joe

made the merchandise connection out of St. Joe according to the line-up and which otherwise would have been missed.

Mr. W. E. Haggard, yard brakeman, Kansas division, has been given a letter of commendation for prompt action in extinguishing fire.

Mr. W. N. Day, yard conductor, Kansas City division, has been given letter of commendation for prompt action in extinguishing fire.

Mr. Garfield Holder, train porter, Kansas division, has been given a letter of commendation for firing engine, Topeka to Kansas City, after regular fireman had been taken sick, avoiding serious delay to train.

serious delay to train.

Mr. Henry Magee, engineer, Kansas division, has been given letter of commendation for firing engine after regular fireman had taken sick, avoiding serious delay to train.

PLOYES DESERVING SPI MENTION FOR INTEREST PROMOTING EARNINGS **EMPLOYES** SPECIAL OF COMPANY.

Conductor Duval, on arrival of Train 28 at Kansas City, Oct. 15, was responsible for the sale of one and one-half tickets to Greenville, Tenn., via our line to St. Louis.

Mr. C. W. Henry, day baggageman at Enid, Okla., secured two passengers, Enid to Bolivar, Mo., via Rock Island to Kansas City, this party intending to go via another line direct from Enid

Enid.
Conductor Trumbull, arriving on No. 11 on Oct. 26, at Kansas City, Mo., turned in two passengers who purchased tickets for Fort Worth.
Through the efforts of Mr. C. D. Singleton, conductor, Panhandle division, we secured two passengers for our line. Shawnee, Okla., to Los Angeles, who intended going via another line.
Mr. F. L. Curwin, conductor, Colorado Springs, has been commended for being instru-

mental in securing passengers via our line, Li-mon to Wicmita, who intended using another

Mr. Zora Smith, train porter, Colorado Springs, has been commended for being instrumental in securing a passenger via our line, Limon to Wichita, who intended using another

Mr. C. M. Martin, conductor, Kansas City, Mr. C. M. Martin, conductor, Rainsas City, has again secured some business. On Oct. 25 he secured two tickets over our line, Fairfield to Des Moines, thes passengers having intended to use another line.

Mr. G. H. Whitehead, conductor, Eldon, Mo., on arrival of No. 25 at Kansas City on Oct. 18

Mr. G. H. Whitehead, conductor, Eldon, Mo., on arrival of No. 25 at Kansas City on Oct. 18 turned over a passenger who purchased ticket for Manhattan, Kans.

Conductor Morris, Missouri division, on arrival of Train No. 28 at Kansas City, Oct. 20, introduced to our station passenger agent a party who purchased ticket to Colorado Springs.

Mr. E. H. Weaver, rate clerk in the local freight office at Davenport, Ia., recently gave our agent at that point information whereby two passengers were secured from Davenport to Longmont, Colo.

Mr. W. J. Mudgett, conductor, Eldon, on arrival of Train No. 23 at Kansas City, Oct. 28, turned over seven passengers who purchased tickets to Denver, Colo.

Through information received from Mr. C. F. Dunning, train baggageman, Illinois division, he secured a party of three round-trip tickets for El Paso, these parties intending to use another line. Mr. Dunning also rendered our passenger traffic department assistance in securing two passengers for California, who were also secured through information he gave them.

Mr. Elon S. Gilbert, M. D., Geneseo, Ill., recently wrote our passenger traffic department

cured infough information he gave them.

Mr. Elon S. Gilbert, M. D., Geneseo, Ill., recently wrote our passenger traffic department giving the names of five persons going to California in the near future. He also informed us of ten persons moving from the Illinois division to California, which business we secured

vision to California, which business we secured.

Mr. Walter Dinsmore, conductor, operating on the Sibley Line, on a recent run induced two passengers to purchase tickets via our line to Kansas City, these parties intending to use another line from Des Moines.

Mr. N. E. Achtien, engine foreman of the Fifty-first street yards at Chicago, gave us information which enabled us to secure the sale of three tickets to Los Angeles, Calif.

Through the efforts of Mr. J. B. Dent, car repairer at Shawnee, we secured the sale of two tickets over our lines from Shawnee to Texico, going over our lines to Amarillo.

Mr. C. M. Christianson, employed as rate clerk in the freight traffic department at Chicago, gave us information which enabled us to

cago, gave us information which enabled us to secure a party of three people for Denver. Colo.

Mr. J. O. Thompson, conductor, Kansas division, has been given letters of commendation

for having passengers purchase tickets via this line to Minneapolis.

Through the information of Mr. O. J. Burdick, stock claim adjuster, Haileyville, Okla., we secured the sale of nine tickets from Holdiville to Chickasha, these parties having intended to use another line from Oklahoma City.

Mr. W. L. Merriman, conductor, Kansas division, has been given letter of commendation for having passengers purchase tickets via this line from Kansas City en route to El Paso,

Oct. 13.

Mr. W. L. Gane, conductor, Kansas division, has been given letter of commendation for having passengers purchase tickets via this line en route to St. Louis.

Mr. E. K. Scott, conductor, Kansas division, has been given a letter of commendation for having paragraphy and purphase tickets via this line.

having passengers purchase tickets via this line en route to Dys City, Tenn.

Mr. D. S. Capron, conductor, Kansas division,

has been given letter of commendation for hav-ing passengers purchase tickets via this line en

route to Boston.
Mr. G. H. French, conductor, Kansas division. has been given a letter of commendation for having passengers purchase tickets via this line, Wichita to Kansas City.

Mr. W. G. Todd, conductor, Kansas division,

Mr. W. G. Todd, conductor, Kansas division, has been given letter of commendation for having passengers purchase tickets via this line, Kansas City to St. Louis, Oct. 14.



Mr. E. G. Dewitt, conductor, Kansas division, has been given a letter of commendation for having passengers purchase tickets via this line, from Kansas City to East Bernstedt, Ky.
Mr. James Tripp, water service foreman, Kansas division, has been given letter of commendation for securing two passengers via this line, Cheaga to El Paso.

dation for securing two passengers via this line, Ch cago to El Paso.

Mr. A. V. Griffin, cashier local office, Morris, Ill., for securing movement of scrap paper, Denver and Des Moines to Morris, Ill.

Mr. E. Scatchell, clerk, local office, Chicago, Ill., for securing fourteen cars fruit, California points to Chicago.

Mr. H. Morrisch, operator, McPhewsen, Kang,

Ill., for securing fourteen cars fruit, California points to Chicago.

Mr. H. Marsingh, operator, McPherson, Kans., for securing car flour, McPherson, Kans., to New York City.

Mr. C. Morris, chief clerk to general yard-master, Peoria, Ill., for securing one car meat, Peoria, Ill., to Houston, Tex.

Mr. Geo. Warren, foreman, freight house, Peoria, Ill., for securing routing order covering one car barrels, Fort Wayne, Ind., to Peoria, Ill. Mr. D. L. Fulton, clerk, local agent's office, Wichita, Kans., for securing one car motors, Wichita, Kans., to Toledo, O., and one car bones, Wichita, Kans., to E. St. Louis, Ill. Mr. A. S. O'Malley, clerk, office auditor freight traffic, Chicago, for securing one car nails, Chicago to Los Angeles, through El Paso gateway.

Mr. S. Dewore, brakeman, Hartshorne, Okla., for securing shipment of twenty-four bales of cotton, Hartshorne, Okla., to McAlester, Okla.

Mr. C. P. Nagle, bill clerk, local office, El Dorado, Ark., for furnishing advance informa-

tion resulting in successful solicitation of car sugar, New Orleans, La., to El Dorado, Ark.

APPOINTMENTS.

G. B. Chastian and L. M. Mathews were appointed adjusters at ElReno, Okla., reporting to Claim Agent A. G. Morrison.

M. R. Clark was appointed adjuster at Des Moines, Iowa, reporting to Claim Agent C. W.

Lacy.
B. F. Powell was appointed adjuster at Topeka, Kan., reporting to Claim Agent W. C. Carthage

Effective November 9, 1916, W. F. Mathis was appointed agent and operator at Montrose, Kan., vice C. H. Eaton, transferred.

Effective November 9, 1916, H. R. Miller was

Effective November 9, 1916, H. R. Miller was appointed agent and operator at Germantown, Kan., vice H. E. Gehrett, resigned.
Effective November 3, W. A. Armstrong was appointed agent and operator at Maple Hill, Kan., vice H. C. Harper.
Effective Oct. 19, R. H. Pryor was appointed agent and operator at Richfield, Neb., vice W. A. Smith, resigned.
Effective Oct. 25, H. C. Harper was appointed agent at Herington, Kan., vice F. S. Greene.
Effective Nov. 23rd Mr. O. G. Hoegemeyer was appointed agent and operator at Kingsdown, Kan., vice Mr. E. J. McCallum, transferred.
Effective Nov. 23d, Mr. F. J. McCallum was appointed agent and operator at Mullinville, Kan., vice H. A. Fokel, transferred.



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The one standard railroad watch that's guaranteed to last you all your life, yet priced within the means of any Rock Island man.

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SPECIAL OFFER We will send the "Santa Fe Special" watch to your home for your approval and examination without one cent down. If you want to keep the watch, take advantage of our "Direct to you" price and "Easy Payment Plan." \$3.50 a month soon makes you the owner of the greatest watch value ever offered. New Case Designs, enamel monograms, engraved monograms, French art and special designs beautifully illustrated in colors in the New 52 page watch book.

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Jewels

fawless sapphire and ruby jewels are used in the 16 size Men's "SANTA FE SPECIAL." The Ladies' watch is fitted with 17 of these perfect jewels.

Adjustments

"SANTA FE SPECIAL"
movements are Adjusted to
positions, Adjusted to temperature, Adjusted to isochronism, Adjusted to the
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Sizes and Models

The "SANTA FE SPECIAL" is made in all sizes, men's 17 jewel, men's 21 jewel and ladies' 17 jewel movements, all thin models.



HAMILTON PARK KRISPETTES.

Ess. Editor.
A SMILE.
A smile is quite a funny thing; It wrinkles up your face, And, when it's gone you never find Its secret hiding place.

But far more wonderful it is To see what sm.les can do; You smile at one, he smiles at you, And so one smile makes two.

He smiled at someone, since you smiled, And then that one smiles back, And that one smiles, until in truth You fail in keeping track.

And since a smile can do great good By cheering hearts of care, Let's smile and smile, and not forget That smiles go everywhere.

—S. McDonnell.

That smiles go everywhere.

—S. McDonnell.

Mr. Harry Ammen, whose biography appears under the pension column rounded out twenty-seven years for the C., R. I. P., his recent position before being pensioned, was charge of mail and stationery in the A. F. T. office. Harry, as all knew him, was a familiar figure around the Hamilton Park offices, and his recent remark that "he could have kept on being young, for I never felt more like work than now," will bear this out by the activity demonstrated while on the job. Any visit by the boys of the C., R. I. P. will be appreciated by Harry. His present address is 248 W. 61st Pl.

The Misses Gertrude Oostmark and Mary O'Malley, we understand, are a success in their new positions in the Aud. of Disb. Why not? A. F. T. products are guaranteed.

Again? Mr. Jos. Dvorak was seen at the Cort with a fair young lady from the T. B. "No, not a justice court, although it is leap year. Thirty

with a fair young lady from the T. B. "No, not a justice court, although it is leap year. Thirty days before 1917, Joe.

Through the kindness of the agent at Waurika the "13" Club purchased 330 pounds of turkey. All the members were dancing the turkey trot to the home of John White Thanksgiving eve, to which they were assigned.

Since the new lights have been installed the work has the appearance of being somewhat

work has the appearance of being somewhat "lighter.

"lighter."

Miss Gertrude Donovan's casting glances have captivated the heart of Geo. Albert. Result, recent trips to Blue Island and the purchasing of "New Bachelor" cigars. Stick to the brand of smokes, George, and the rest is easy.

The bowling tournament of the A. F. T. is well under way and the proper enthusiasm is shown. If you hold any doubts visit Metcalf's on a Friday evening and watch the boys perform. Mr. Paul Peters, A. F. T. is honorary president of the league and this alone should be an inducement that the clean sport is well taken. The standing of the league is as foltaken. The standing of the league is as follows up to and including Nov. 24, 1916:

	Won.	Lost.	Pct.
Interline Dept	15	12	.556
Statistical Dept	15	12	.556
Rate Dept	14	13	.519
Local Dept	10	17	.370
High team average, three ga	mes,	Local 1	Dept.846
High single game, Statistica			
High individual average, He	llman		208
High single game, Ryan			240

those who came in daily contact with him. We wish him success in his new undertaking.

Miss Myrtle Koch, recently of the A. P. T., has accepted a position in the Gen. Auditor's office. Very dramatic was the scene when she bid her feminine friends Au Revoir." Handkerchiefs had the appearance of having been used frequently, and aside from it all Earl Backvold is mourning as a consequence.

Rumor (?) that Mr. Strom of the L. and D. Dept. is now an engaged man. Out with it, Fredolph; who's who, or what's her name?

Hear ye: We have with us Earl Stark, otherwise known as the "Official Barker," employed evenings at the Harvard theater. "Follow the crowd" is his slogan, and he gets away with it. Peter Sinclair bought a pair of scales recently. They're very useful at times. Pete and his wife were blessed with a 15 pound daughter, according to the scales. Congrat's, Pete.

Through the efforts of Mr. H. H. Hawley, a real get-together affair was held Tuesday evening. Nov. 7th, in the A. P. T. office for the election returns. A Western Union wire was installed for the occasion and employes at Hamilton Park and their friends spent a very enjoyable evening. The office was beautifully decorated, and through the courtesy of Lyon & Healy a Victrola was had for the event and successfully manipulated by Mr. Pimlett, allowing the folks to listen or dance to its musical strains. Refreshments were served by beautiful young ladies of the A. P. T. And it is to be hoped that social events of this nature will occur at various times to bring about a spirit of friendship and good will among the employes.

Mr. and Mrs. Chas. Geringer had the greatest surprise of their life when they were accorded a visit by the following Misses Hegslund, Schrauer, Sorgenfre; Ritter, Deno, Zetterburg, Dagenais, Logman, Hatch, Luscombe, Robert, Burns, Drake, Gilfether, Vock, Oliver, Westfield, Carter, O'Malley, Ostmark.

Chester Palmer and Jack Neveloff of the A. P. T. went hunting recently around Bureau. Stories before they left outlined how much they were

divulge.

HALF AND HALF.

If you work for a man, work for him for all you're worth or quit the job. A fine thing is loyalty. The man is to be despised that knocks the firm that hands out to him his bread and butter every week.

Think the best of your employer. Think the best of your employer. If he at times seems impatient and even unreasonable, remember he may have many things on his mind that are little dreamt of in your calculations.—W. E. Sweeney.

Robt. S. Munn has returned from a vacation trip at Colorado Springs. Munn came back with some scenes, and unlike his trip to Niagara Falls, he didn't get pinched, hence no real excitement.

citement.

citement.

Ernie Axenfeld believes in getting his money's worth. He ambled into a 5-cent barber shop the other day and the barber inquired as to the sharpness of the razor. Ernie stated it was dull. The barber asked Ernie if he wanted the earth. However, Ernie let him off easy by retorting the Masonic Temple would do.

Our friend Mr. Lemon of the A. P. T. and representing the Fox A. C. scheduled a game of indoor ball with the A. P. T. To say the least, they were handed a lemon when the A. P. T. trounced them to the tune of 25 to 2, the game having been played at Morgan Park Academy. Lemon had a sour disposition through the entire game. Better luck next time, "Lem."

Miss Irma Crossett has left the service of the C., R. I. P. to accept a position at the Lumber Exchange. Irma was well known in the A. F. T. and her many friends extend their best wishes and success for her future.

A new checker club has been formed in the A. P. T. office. Such players as Korenski, Williams, Falmer, Smith and the old stand-by, H. H. Hawley. Korenski challenges all comers, so you checker sharks take notice.

Why the beauty spot under your eye. Birdle?

Why the beauty spot under your eye, Birdie?
Mr. Jack Kilty, of late the "Kay" end of this column, enters a new position at the La Salle street station, termed statistics on U. S. mail. We realize the position is somewhat complicating, but we hold no fear that he will handle it satisfactorily. Here's luck to you, Jack.

MERITORIOUS MENTION.

Chicago, Nov. 21, 1916.

Insurance Claim No. 6639.

Messrs. L. B. Phillips, Agent, Silvis, Ill.; C. F. Duncan, Yardmaster, Silvis, Ill.; A. Thomilson, Yard Clerk, Silvis, Ill.; A. Thomilson, Yard Clerk, Silvis, Ill.; Gentlemen—I have before me a report which indicates unusual efficiency on the part of yourselves in saving our depot at Silvis, Ill., from destruction by fire under date of August 26, 1916.

For your information quote below report

For your information quote below report which has reached me:

"Mr. L. B. Phillips, Agent, Silvis, was out of the office to hang U. S. mail on train and deliver way bills at yard office when he happened to look toward the depot and saw smore coming through the roof. On passing out he saw Mr. Duncan, Yardmaster at Silvis, at telephone and asked him to call fire department. On reaching depot found fire had good headway and Mr. Phillips immediately procured our fire extinguisher to check fire until fire department arrived. He was joined by Mr. A. Thomilson, Yard Clerk, who willingly assisted by getting extinguisher at lunch car. When all extinguishers had been emptied Mr. Duncan had switch engine to move the cars off team track, and as a precaution all records, tariffs, express, etc., had been loaded in one of the merchandise cars to make sure that this property would be seved in one etc., had been loaded in one of the merchandise cars to make sure that this property would be saved in case the fire department did not arrive in time. Fire was extinguished with a net loss to the company of \$17.38."

It gives me great pleasure to express to the gentlemen addressed herein the sincere thanks

gentlemen addressed herein the sincere thanks of the Insurance Department and the management of the Rock Island. It is undoubtedly a fact that had it not been for prompt action taken the company would have sustained a loss of several thousand dollars.

I am sending copy of this communication to the editor of our Employes Magazine in order that he may publish same as an example of 100 per cent efficiency along fire fighting lines, and am also sending a copy to Mr. D. Coughlin, Superintendent, Rock Island, in order that merit Superintendent, Rock Island, in order that merit marks may be given.
With kind personal regards and again thank-

ing you, I beg to remain,
Yours very truly,
(Signed) P. HEVENER, Superintendent Insurance Department.

ARKANSAS DIVISION.

What Do We Give for Christmas?
You may ask yourself the question: "What shall I give So-and-So for Christmas?" You may sit down and write out a list of names of your family, relatives and friends, inserting after each name a suitable gift. Then you may begin at the first item and list the approximate prices opposite in a money column. Then prices opposite in a money total it. column.

The result is astonishing! It certainly looks good on paper. It will be a nice momento to file away in the archives of your "unrealized dis-

bursements.

As to whether you can afford the expenditure is your "hard luck." At any rate the "retrenchment" policy will probably appear obvious.

But is that all? What do we really give for

Christmas?

In the great scheme "worldly goods" are transient values. The value of a gift is rather

measured by what effect it has on the moral and mental character of the recipient than by the barter price.

Undoubtedly the Great American idea is to

Undoubtedly the Great American idea is to "help others to help themselves." And at no better time in the year can we express this "idea" than during the holidays.

In forwarding a gift which you believe will help a friend to help himself in some constructive way, that will be instrumental in making a better man of him, make him more efficient in life's duties, more liberal in thought, then you are expressing the great American idea. The idea which you as an American citizen have unconsciously had a hand in the making.

"Gifts" cover an ocean of things, among the most valuable of which is a good kind salutation.

Obituary Employes and friends deeply sympathize with Messrs. Will H. and Hart W. Reaves in mourning the death of their father, Wm. L. Reaves, age 63, who died from sorosis of the liver November 11, 1916, at 2:50 a. m., after an illness

of over two months.

Mr. Reaves was president of the Reaves'
Transfer Company, the largest concern of its kind in the state, and in general was a success-

ful business man.

Mr. Reaves was at one time a construction contractor and handled many thousands of dollars worth of business with the Rock Island and the old C. O. & G. Railroad.

He enjoyed the confidence of a world of friends and possessed a most democratic disposition toward all—never considering time or

sition toward all—never considering time or task to halt and hearken to the burden of the lowiest creature.

Mr. Reaves was slated to run for mayor of Little Rock this coming election, but withdrew from the race when his health took a downward trend.

ward trend.

When Mr. Reaves died, his son Hart, who is one of the timekeepers in the superintendent's office, was confined in St. Vincent's infirmary convalescing from an operation. The grief of all this was more than usual to the dear widowed mother to whom was tendered the sincerest sympathy in no doubt the most anguished hour of her entire life.

We are happy to state, however, that Hart

We are happy to state, however, that Hart is getting along nicely—now at home—and before this comes from press we expect to see his unusually bright smiling face in our midst.

Matrimonial.

Por Smith agent at Camden took Miss

his unusually bright smilling face in our midst.

Matrimonial.

Roy Smith, agent at Camden, took Miss Mary A. Truesdail as his wife November 11, 1916. She is the daughter of Mr. and Mrs. Fred G. Truesdail of Camden, Ark.

Pete C. Bennetsen, timekeeper in superintendent's office, Little Rock, passed around a box of cigars recently, and informed everyone that he was "married." We don't know to whom or what—unless it's his "job."

A welcome caller at Little Rock recently was in the person of E. A. Woodruff of the American Brake Shoe Company. Mr. Woodruff was formerly chief clerk to General Mechanical Superintendent W. J. Tollerton.

J. B. Harrington (Jimmy), formerly assistant file clerk in superintendent's office at Little Rock, is now bill and voucher clerk in one of the offices at ElReno, Okla.

POINTS ON PREPAREDNESS.

By Dr. Philmyth Fumes.

Foreword: Inasmuch as the general health of the nation "seams at steak" I deem it wise in this dire hour of need, and in line with preparedness that the pale and puny strata of the "deer publick" concern itself on vital matters paredness that the pale and puny strata of the "deer publick" concern itself on vital matters of import instead of so much export as hereto-

Prepare for health first. Good health cannot be purchased with big coin. The price is only "common cents." After one once scents the sense of such cents and abides thereby, good health comes as a natural sequence.

G. A. Payne has made the startling statement that he suffered from "rheumatics" for twenty years, and requests that I suggest a remedy. I would say to Mr. Payne: "You are not preparing for health. You have a peculiar malady caused by too much "room" in the "attic"—hence, "rheumatics." You need violent exercise. Try building a sanitarium for rheumatic. You

may thereby prepare for health and make good, money out of the deal." It seems that the more senitariums we prepare, the more people pre-

senitariums we prepare, the more people prepare for them.

Yesterday I received the following:
"Dear Dr. Fumes: I suffer intensely with a tired feeling. The more I 'prepare' the worse it gets. What have you to offer?—T. I. Red."
Recipe: Secure from some store or factory a good hard-boiled job and use freely every day.

Mr. Rosamounth Peewinkle writes: "I am a young man in my prime, but have not slept at night for some time. What am I to do?"
Answer: Evidently you have been using your "prime" on the wrong "pump." Try retiring at 10 p. m.

at 10 p. m.
"Dear Doctor: How can I prepare for a rainy day.—A. M. Bishus." R.: Put a top on your "fliver."

casual experience has led me to observe

My casual experience has led me to observe that the man who does most of the preparing for rainy days generally gets financially ill every change of a hat, though he always "recovers"—i. e.: the umbrella mender.

Mr. C. I. Gar complains: "I have been a smoker for sixteen years, but desire to 'swear off.' Do you think I could?" Ans.: I certainly think you could. There is no law in this state preventing a man from "swearing" provided he "swears off." See Kirby's Digest.

A patient asked me the other day: "Do you think cigarets are harmful?" "No," I replied, "not if you leave them alone." Edison says that the harm in cigarets comes from the paper which when burnt produces "acroline." This substance devastates the brain cells. While it could not possibly hurt me, it might others. If one is bound to smoke "pills" one should try smoking them without burning the wrappers.

Prof. L. Azy Boanes writes: "Doctor, I believe I have hookworm." Answer: I believe you have. Stake a claim in the Ozarks and clear it. This is a sure cure. In most any endeavor a man should "stake a claim" before he really has a right to "claim a steak."

"The Aftermath." -P. F., MD.

"The Aftermath."

Just for fun we are not going to mention any names, but it seems that a certain well liked, amiable, robust, rosy-cheeked and highly efficient gentleman in our midst, bet a dollar—a whole simolean—that the republican candidate for president of "honorable U. S." would win in the recent national election.

When the final returns were made known there appeared over the gentleman's desk, in his absence, a picture of the defeated candidate with the frame draped with black cloth, and underneath one observed the following article:

Resolutions.

Resolutions.

Whereas, The almighty voter has seen fit in his political wisdom to hand the lemon to one of our great citizens, and
Whereas, Said citizen quit a good job before he had another; and wanted, desired, craved, hankered and longed for a job the other fellow already had; and already had; and
Whereas, Said citizen got a bug in his bean
that the almighty voter would fire the other

fellow and give the job to him for four years; and

Whereas, The almighty voter didn't do it:

Whereas, The almighty voter didn't do ...
Therefore be it
Resolved, That the picture of said citizen be draped in mourning and hung above my desk so when in a reminiscent mood I can recall visions of him who with genteel flowing whiskers sought to adorn the face of my departed dollar; and be it further
Resolved, That a copy of these resolutions be sent to the widow of the bettor as an explanation for his present affliction of melancholia and accelerated diminishing bank account. This in order to restore harmony in the family.

Signed: By the committee active engaged in the uplift of man for better citizenship.

BURR OAKS TRANSFERS. By Bandy and Eddie.

Note that our old editor, Bandy, is back on the job and succeeding Geo. Caswell, who left our service to enter commercial life. Bandy is assisted in the editorial work by an able assistant, Ed. Longfellow. So you better be careful what you say about editors in future.

Here's hoping everyone enjoyed their annual

Here's hoping everyone enjoyed their annual Thankgiving day dinner. We're thinking the majority missed the turkey this year on account of the high prices and are thankful if they only got sausage instead. What can we do to cut down the high and unreasonable prices we are now forced to pay. Suggestions are in line from all

are now forced to pay. Suggestions are in line from all.

How many of us have given "fire prevention" a serious thought. The recent Michigan Central fire that destroyed the Kensington transfer plant near us shows us how easy it is to have everything destroyed by fire unless the employes are able to work efficiently and quickly in such emergencies and save office records and other property about the burning premises. Our agent has general instructions on the bulletin board and we ought to study same and be prepared to act right when we might be called upon in an emergency. Our freight handling force is lined up in the way of a fire fighting team and we hope to not be wanting if we are ever called on to fight a fire on the premises. We had another serious grass fire on November 18 in neighborhood of the stock yards when a strong wind was driving the flames towards the yards, but through good work put in by Special Officer Fox and a force of men from our platform, the fire was prevented from doing damage to yards or piles of ties in that locality.

This being our new attempt at this line of bunk, as some may call it, we don't want the rest of the bunch to tell us it is punk. Help us out by giving us items every month to make our column worth while and interesting. Eddie and Bandy want to give you some dope that will make a hit, and we are going to be here this time to the finish.

Herman Anderson, our abstract clerk who has been with us for 20 years, has been com-

Herman Anderson, our abstract clerk who has been with us for 20 years, has been compelled to give up his present position on account of his physical condition. He has moved into the city where he hopes to get some



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Original from NEW YORK PUBLIC LIBRARY other employment as soon as he is able to resume work, and we all hope to see him again in the service in improved condition soon. In his crippled condition it was unsafe and almost impossible for him to get to and from his work through the yards at this place any longer, and we all hope for a more convenient position for him in the near future.

October was a banner month for us and the largest in the history of this station, our report showing us close to the million mark in business handled. Our merchandise was extra heavy and amount to 62,310 shipments billed here with 10,000 shipments passing on through billing from executors lines.

here with 10,000 shipments passing on through billing from eastern lines.

G. O. Klein, our speed king in the bill department, billed 14,989 tallies in October afternoons. He is the boy we put up against the field as we think he is a winner. Come on with your dope on fast and careful billing.

Our low record man in billing errors is still Walter Crossland, who billed 10,271 tallies in October, and only was caught with twenty-six miscellaneous errors by the revisor, and subsequent error notices received. This is a rate of .0025 or one error in each 400 tallies billed, and at pace we have to go here we feel this is a record for Walter and the station.

We also have reason to feel proud of our

We also have reason to feel proud of our revising clerk, Mr. Storz, who missed only 33 billing errors in the total of 62,310 tallies checked by him on October work.

Cold weather evidently effects some check clerks more than others, as our Herman Rickhoff recently loaded a bundle of sash to Chicago hoff recently loaded a bundle of sash to Chicago for refrigerator service protection from there, putting refrigerator notation on the billing. Anyway, it shows he did not forget refrigeration for "perishable freight."

The first snow fell here on November 13, at 1:15 p. m. If it snowed any before that time we were too busy to note it. Yes sir, the business here now has previous records beat a mile, and for past year our monthly increases have averaged beyond the \$200,000 mark.

Fritz Witt and Willie Rhode, two bilk clerks, served on jury service last month. Both claim

served on jury service last month. Both claim it a great experience for them and that we ought not pass up the work through excuses if we can avoid it as it is a good thing to go through.

Queer election bets are made sometimes.

through.

Queer election bets are made sometimes. We understand Miss Birdie bet our Mr. Mutt a bunny hug that Hughes would win. Yes, Mutt collected we are told. How soon after election we are not advised, but presume it was a little after 6 p. m. Are we correct?

Our agent has just pulled off a stunt new to us and where he has the Sears Roebuck Co. merchandise for a transfer company at Davenport billed on blanket bills with four tissue copies enclosed in billing for Davenport's use as part of their expense bill and for other records they have to retain there. This tonnage each day will require several blankets in billing, the long single tallies on the same often running six feet long and the maximum number of items on any tally being 317 as per tally of Nov. 14th. Formerly is was a great task for Davenport to expense this tonnage and get it out as desired, however, with the extra tissue copies sent to Davenport with the regular billing permits any necessary revising on same and then only a skeleton expense bill with total weight and charges are shown, but with a commodity notation "Varlous items of freight as per attached copy of original billing" written in commodity column of the expense.

We are pleased to announce that we have

expense.

We are pleased to announce that we have the current billing department, We are pleased to announce that we have another addition to our billing department, thru the advent of a daughter born to Mrs. and Mr. G. O. Klein Nov. 18th. Our "Speed King" biller will now go faster than ever in order to get home earlier to his little family. The usual Perfectos were forthcoming from the "Jew," as we call him.

Rosy takes exception to our last items about his hunting trip in connection with which he says he got the limit. Sure, we understand, but by limit do you mean for trespassing or 75 allowed by the game warden. Explain

please.

Carl Grosskopf, our assistant cashier, received a consignment of apples from Fenn-

ville, Mich. From the worry that same caused Carl, one would think Wifle had the pie crust rolled and waiting for the filler. We note C. G. is all O. K. now.

The painters have been busy about Burr Oak lately. Both the infreight and outfreight yard offices are in possession of that warm red. This color effect looks good, but Oh You Round House Smoke—please blow south hereafter.

When the first snow flies one begins to think of Christmas and we wonder how many

think of Christmas and we wonder how many of our girls are going to get a little sparkler on a band of gold. It's been noised about that Mr. Mutt may loosen up. Oh Aint He A Dear? But appearances lead us to think there may be something doing.

We enjoyed a visit from Mr. Woods of Mr. Peters' office recently in connection with our abstracting work. We hope Mr. Woods was impressed as favorably with us and our work as we were with him. Come again and bring your friends as we like to have visitors call on us.

as we were with him. Come again and bring your friends as we like to have visitors call on us.

Honsie Gaertner, one of our former night yard clerks, recently spent a few minutes with us in the office. He is now a full fledged yard man giving the high signs. He is one of the original "Barnacles" and the only single one left, the others having either left our "Rails" or home routed via some other occupation.

Ed. Harrington, freight house foreman, and "Bill" Ferguson are two of those "I TOLD YOU SO" boys. Why? They are democrats first, last and always. Wonder if their grandfathers were not also democrats. Eddie.

Can't understand why brothers Storz and Kordewick did not put that bet into effect. One wanted to bet the other he would not be "scared" to talk to the "Comptometer." Is our mummy club dropping or just busting up. The following just handed in previous to going to press. Expense clerk to car record—Hey, Mutt! How does loving go? Mutt, red in the face (not from blushing) turns to grain clerk for assistance—S. O. S. Why, Loving, Loving, that's in Texas and routes via the G. T. W. Ry. Curtain.

F. J. McLain, former chief yard clerk at our freight office, was transferred to Minn. Transfer and left for that part of the globe on account of the health of Mrs. McLain. We all hope Mrs. McLain will soon be entirely well and strong and like the country and that Mack will get on nicely in his work there. Let us hear from you Mack.

George E. Caswell, our former editor, has left our office and the service of this company and is employed with Marshall Field & Co. We hope his entrance into commercial life will result very favorably to him, though we miss him here very much, don't we, Girls?

Not a word from the Republicans in our office. They're good losers any way. Could we say the same of those who belong to the winners—could we? Sure we could, and we will prove it next time.

Rudy Storz has it in for a young pigeon.

will prove it next time.
Rudy Storz has it in for a young pigeon.
Well, Rudy, have a heart. He had to defend

POINTED PARAGRAPHS.
You can't offend a homely woman by telling

You can't offend a homely woman by telling her she's pretty.

One of the worst stings of defeat is the sympathy that goes with it.

Nothing takes the starch out of a stuck up girl like an unexpected kiss. These pointers, fair readers, are not original with us. Perhaps some of you read them every night. They won't do any harm, anyway.

The following letter was received by our east bound rate clerk, Paul Kowaleski, and was turned over to us for investigation:

"Gentlemans: Say we waita longa nouf for de cegar and demant whena you gona come cros ona da new kid. We needa da mon to go to a da Vizaralas Inn for a da bigga chick diner ona da new kid. So you betta leava de to bucks ina da hole wats gotta da Novembr firsta business ina de record room. If youa do notta what we aska you youa gonna loose da notta what we aska you youa gonna loose da kid, and we getta you to and maka you do it might quik.

"Signed Slima & Snortza."
The editor would add that investigation of

his letter shows that conspirators were after Paul on account of a fine boy that arrived Dct. 25th at his home. And we might add that the desired funds were produced and also be clears to the office

that the desired funds were produced and also he cigars to the office.

As an example of the apparent car shortage, and trying to make the best of a situation, we received November 17th, from Douglas, Wash., on the G. N. Ry. car R. I. No. 86374 (coal car) coaded with wheat, for Rosenbaum Bros. of 'hicago. The load was covered with a tarpauin securely and came through in nice shape and apparently without loss, strange to say.

DES MOINES VALLEY DIVISION. W. C. H.

Miss Bula Harper, cashier at Ottumwa freight nouse, attended the convention of Eastern Star adies at Cedar Rapids, Oct. 24 and 26, and reports an enjoyable time as well as a good rest from office duties.

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ALABAMA CHARCOAL COMPANY All Grades Charcoal

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STRONGEST BANK IN UNION COUNTY
We solicit your business

The inspection party, in charge of general and division officials, passed over the division Nov. 5, and practically all of the stations were found in apple-pie order, particularly Ottumwa freight station. Agent Finesey had kept the "Gold Dust Twins" working overtime for several days prior to the arrival of the party and his efforts won many commendations.

W. F. Biddison, the O. S. and D. clerk at Ottumwa, reports many weddings in Ottumwa recently, every one of which has found him posing as "best man." No objection to that, but as a warning would suggest that he be careful lest he might "get the habit" and fall in line with the others.

The presence of Agent Finesey at the "Prevent Claims" meeting held in superintendent's office did much to enliven that body and make the meeting a grand success.

Ray Van Maren has been transferred from Pella to Ottumwa as rate clerk.

Fred K. Barber is now in the dispatcher's office, relieving Car Clerk Westlake, who is on first trick place of Dispatcher Ed Welch. Ed is off on account of sickness.

Agent M. A. Sandmeir is off duty enjoying his honeymoon. He was married recently. The name of the bride is not known, but we are willing to accept his good judgment in the matter.

willing to accept his good judgment in the mat-

ter.
Timekeeper Miller in this office has recently entered the inventor's ranks. He has a decided fondness for salted peanuts—so have the mice that infest his apartments around his desk. He bought a sack of peanuts a few days ago and after eating a part of them carefully placed what was left in a neat little cigar box and slipped the box in the drawer of his desk as a means of "safety first." It was no time at all until a little mouse with no evil intentions whatever sought to reduce the high cost of living by helping himself to Theodore's peanuts. To do so it was necessary to gnaw a hole through the box. When Theodore came to work next morning he discovered the tell-tale hole and immediately proceeded to erect a stockade around the hole to keep the enemy out by sticking a circular row of pins around the aperture, and after helping himself to more peanuts he replaced the box. That night the mouse returned for another helping and, lo! the next morning our friend not only found his peanuts safe but he also found the remains of a little mouse—dead and cold. He had stuck his head in too far and after satisfying his hunger had tried to back out and in doing so caught his head on the spearu nin polyte and died before that infest his apartments around his desk. He in too far and after satisfying his hunger had tried to back out and in doing so caught his head on the sharp pin points and died before help could arrive. Theodore is having the division engineer prepare estimates and blue prints for the new invention. The stenographer says she prefers the new trap to the other means that has been spread about lately.

Agents Thos. J. Joyce and G. W. Etzel are to be married very soon—probably will be before this item reaches the division. We wish them happiness and prosperity.

to be married very soon—probably will be before this item reaches the division. We wish them happiness and prosperity.

Recent word from Fairbury, Neb., brings the good tidings that Miss Mary Kelso is enjoying good health and prosperity. We are always glad to hear from Mary. She was at one time the balance wheel of the D. M. V. office force in this office and she is still numbered with the "family." It is also a noticeable fact that she still spells it "Miss." Better come back to Des Moines Valley Division, Miss K.

Agents Barney Hughes and Chas. S. Ross have left the service.

Superintendent Abbott is off the division with the annual inspection party which is touring the district preparatory to awarding prizes for the best piece of track. While the award will be welcome to the winners, the amount is hardly enough to buy the Christmas turkey.

E. T. Metz and Albert Swanson have rented a log cabin in Union Park and expect to spend the winter there dispensing 'lasses candy and other sweets. Already the squirrels have begun to sit up and take notice.

other sweets. Already the squirrels have begun to sit up and take notice.

DENVER, COLO. By P. J. Quinn.

George H. Brunson, of 1369 Rannock street, died November 14th in St. Joseph's Hospital at the age of 55. He was buried November 16th at Monte Vista, Colo., where he lived for a

number of years. Mr. Brunson was born in East Bloomfield, N. Y., and came to Colorado when he was 22 years old, locating in Monte Vista. For almost twenty years before coming to Denver to live Mr. Brunson engaged in the sheep-raising business there, and was also prominent in politics and in promoting the upbuilding of both Monte Vista and Alamosa. For some time he was sheriff in the former place, and also held other political offices. In 1902 he came to Denver, where he entered the service of the Rock Island as passenger brakeman, which position he held at the time of his death. He was a member of the W. O. W. and B. of R. T. Three children survive him. Mr. Brunson has been in poor health for some time, but his friends had hoped that he would recover. He was a very likable man, and his loss will be deeply felt by his brother railroad men.

Colorado railroads appeared before the State Tax Commission in Denver November 15th in an effort to reduce appraised valuation of their properties, claiming that some counties in the southern part of the state were not assessed

properties, claiming that some counties in the southern part of the state were not assessed over half of their valuation, while the railroads were bearing the burden.

The Western Association of Short Line Rail-roads convened in Denver the week of Nov. 12.

The Western Association of Short Line Railroads convened in Denver the week of Nov. 12. Mr. D. M. Swobe, vice-president of the McCloud River R. R. and vice-president of the association, and C. M. Addler, chief counsel of the Nevada Central R. R. and secretary of the association, presided. The meeting was to have been a part of the larger association meeting, which was changed to New York.

Mr. W. J. Lloyd, general manager of the western division of the Western Union Telegraph Company, has asked to be retired. Mr. Lloyd has been with the Western Union people fifty-one years, beginning his service in 1865. While general manager at Denver he was in charge of a territory of 800,000 square miles, containing ever 2,000 offices.

The Colorado State Raiiway Commission has announced that the law prohibiting the spitting on floors of railroad cars will be strictly enforced hereafter.

F. C. Matthews has been appointed traffic manager of the Wount Manitou Incline Railway and the Pike's Peak Auto Highway Company. Following the resignation of E. A. Sunderlin as general manager, J. J. Cogan, manager of the Short Line Railroad, has been appointed to succeed him. N. L. Drew resigned as traffic manager and is now associated with the Ute Pass Summer Homes Company. Mr. Matthews as traffic manager of the Cripple Creek road took over the same duties in the other corporations. All of the above are well known to Rock Island employes.

The Rock Island's "Cash Crop Special" left Colorado Springs, Nov. 21, and will run as far as Norton. Kan.. making stops at all stations, where talks will be given by farm experts. General Agent Martin is in charge of the train.

KANSAS CITY, MO.

Christmas is near so we want to wish everybody a Merry Christmas and a Happy New

Congratulations to our agent, W. H. Herbig. and bride.

Our little Bobbie Wise made a flying trip to Cape Girardeau, Mo., to visit his flance. Bob. when is it going to happen?

Earl and Pearl Stone have returned after a

month's vacation visiting friends and relatives

at Butte, Mont.

We are glad to hear that Mrs. C. P. Dawson is improving after a long sick spell.

We have our old friend Speaks back with us

again.
We had the pleasure of having General Manager T. H. Beacom and several superintendents call on us Nov. 17 while on their inspection tour. If you want to know what happens at a winnie sizzle just ask Red.
Business has been so heavy at Kansas City the last month we had to put on two extra abstract clocks.

stract clerks

We would like to have Jean Grone give us a decided answer as to why he was off for a few days last week. He says he attended his sister's wedding, but the boys have a hunch it was somebody else's sister.

Miss Irma Mast of the steno force came ushing into the office the other morning all put of breath and told the girls that her mother was going to St. Joe for a few days and she wanted to take them out for dinner some evenng. They all said all right, they would go, but one of them asked, "How far do you live from a doctor's?" Safety first.

MISSOURI DIVISION NEWS. By D. A. Logan.

By D. A. Logan.

Mr. O. H. Faus, chief clerk to Superintendent C. L. Ruppert at Trenton, resigned his position, effective November 15th, to accept position as transportation inspector of the El Paso Division. Mr. Faus has been chief clerk in the superintendent's office at Trenton for the past seven years, and was a general favorite not only with the Rock Island employes, but the Trenton people as well. The position of transportation inspector is a well deserved promotion for Mr. Haus, and, although it is with regret we lose him from the Missouri Division, he carries the test wishes of all for success in his new field. As a little token of appreciation for the many favors granted, the office force presented Mr. Faus with a beautiful black walrus traveling bag.

bag.

Mr. D. A. Logan, division accountant in the superintendent's office, has been promoted to the position of chief clerk to fill vacancy made by the resignation of Mr. Faus.

Conductors Orrin F. Young and Geo. C. Magers returned to work the first of November after spending six months recuperating on their

after spending six months recuperating on their Montana ranches.

Miss Lena Proctor has accepted a position as

file clerk in the master mechanic's office at Trenton.

Mr. M. H. Doyle, chief timekeeper in the superintendent's office, has been promoted to position of division accountant, and Mr. H. M. Irwin, accounting clerk, succeeds Mr. Doyle as chief timekeeper.

Conductor H. D. Jolly and wife are spending a month's vacation with Mr. Jolly's parents in

Payette, Idaho.

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Water and Private
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Formerly of the Moser Hotel and Silver Moon Restaurant

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ROCK ISLAND DINING CARS You can have it in your home

WEST LIBERTY CO-OPERATIVE CREAMERY CO. WEST LIBERTY, IOWA

HUBBARD ICE COMPANY

Manufactured and Natural Ice Wholesale and Retail

CEDAR RAPIDS, IOWA

Conductor Ray Bailey and wife are the proud parents of a fine baby boy, which arrived the latter part of October.

Conductor Geo. H. Bremmerman is back to work again after a serious illness of six weeks directive.

duration.

Jesse Brummitt has accepted position as timekeeping clerk in the superintendent's office. Rex J. Elledge, file clerk in the superintendent's office, who has been out of service for the past two months' account illness, is improving

rapidly, but has not yet resumed his regular

duties.

Harrison MacRae, timekeeper in the master mechanic's office, has resigned his position to engage in the insurance business. Geo. Carnes, roundhouse clerk, has accepted the position made vacant by McRae's resignation.

D. A. LOGAN, Chief Clerk.

×

PAN HANDLE "MEMORIES." By "The Blue-eyed Blonde."

Our agent at Bridgeport, Okla., Roy Douglas, has dug last, as he sure is some digger. Local 85 was unloading some box freight at Bridgeport on the 10th inst. and a box fell onto the new platforin, hitting on the corner of the box and making a hole three inches deep. Boy looked daggers at the brakeman, but said nothing. He very quietly slipped into his office, secured a two by heavy and gently scraped the Chatts into the former resting place. It's the little things that count, and such as this keeps the Bridgeport depot and platform in ship-shape condition all the time. Here's one with you. Roy.

Roy.

Conductors Putmann and Joe Johnson were in El Reno on the 24th showing off their Thanksgiving gladrags. Some fellows sure are fortunate—others have to take what is left.

Ralph (Hugh) McEwen of the Panhandle Engineering Corps, has been making several trips to the Amarillo division to inspect the ballasting on that division. Roy Leas says that "Hugh" might go out there for that purpose, but from what he can see that "Hugh" is strong as an onion for "Theresa" and her Paige car. Here's to the car, "Hugh," but how about the girl you left behind?

The raise of grade south of Binger on the E. & A. line is well under way and will be quite an improvement for that section. Foreman Ratliff is very much pleased with the idea of getting his track a little above the ground. Says he will not be worried so with water flowing over his track at every little dew. Keep'em hot, John.

I Bullock section foreman at Lookeba, had

flowing over his track at every little dew. Keep'em hot, John.

J. Bullock, section foreman at Lookeba, had a killing at his house last week. The hog weighed 450 pounds, so John will have sparerils for some little time to come. How about some good homemade sausage and liverwurst. John' M. P. Riley, division engineer, made a flying trip to McLean, Tex., to stake out the coal chute at that place. Some mover, that fellow, when it comes to going to Texas. Go to it, M. P.

when it comes to going to Texas. Go to it, M.P.

"Happy" Hoole danced three nights in succession and came in the other day two hours late. Will have to change the office hours to suit the dancer. What "dance' did you dance, Happy"

The Musical Clock.

A colored preacher in the south tells of his visit to a certain household in a town in Georgia where, quite early one morning, he was awakened by the tones of a contralto voice singing "Abide With Me." As the preacher lay in bed he meditated upon the niety which his hostess must possess which enabled her to proceed about her task early in the morning singing such a noble hymn.

At breakfast he spoke to her about it and told her how pleased he was.

"Lawsy," she replied, "that's de hymn I boils eggs by; three verses for soft and five for hard."—Harper's Magazine.

The bank widening on the east end from El Reno to Shawnce has been started. This, with the 85-pound rail and some ballast, which we are to get within the next few months, will certainly bring us to the front. Here's to the Panhandle for service.

Mr. C. O. Pitman departed last week on a

hunting trip. Here's wishing you good luck, Charley, and bring us back some turks, as they are 28 cents per here.

Mr. E. E. Sawtell, chief clerk, spent his vacation in various points of Kansas and Nebraska, visiting home folks and friends.

"Timber Sheet" Sturdevant is around very much these days and keeps the "bridge animals" very busy.

Venamon, car whacker boss from Clinton, spent a few days at Shawnee recently. Come again, Ven.

NEBRASKA DIVISION NEWS ITEMS. By M. B. Kelso.

C. E. Kepisch has the sympathy of all on account of the death of his father. Store Keeper Theo. Beard has been trans-ferred to Goodland. He has our best wishes for his success.

Round House Foreman M. J. Contant has resigned to go into other business. He has our good wishes in his new undertaking, and while we are sorry to lose him from among us, we are glad to welcome his successor, W. N. Foster.

Machinist E. N. Newton and family were Fairbury visitors from Goodland the first part of November.

We are glad to see Brakeman Titus on his run again after having been injured.

Engineer Lewis Brown is able to be around again and expects soon to be able to return to work. We will be glad to see him back.

Operator H. O. Brown has been granted a sixty day leave of absence.

It was necessary for Operator Garber to lay Round House Foreman M. J. Contant has re-

sixty day leave of absence.

It was necessary for Operator Garber to lay off the fore part of November for several weeks account injuring his hand handling baggage.

Operator Simmonds has embarked on the sea of matrimony. We wish the newlyweds much happiness on their journey.

Assistant Accountant Kinnamon of superintendent's office is having other troubles besides accounts, due to building a new house. Expects to have it completed and a house warming for all about January 1.

Transportation Inspector Wells was layed up several days this month on account of a serious

several days this month on account of a serious

cold.
O. B. Olson and Walter Graham, former dispatchers, have accepted positions with the Union Pacific, as dispatchers. We certainly hate to lose them.

Inspection special moved over this division

A. G. Smith, at present agent at Virginia, Nebr., has bid in the agency at Otego, Kan., vice L. D. Bale, resigned to go into business for himself.

for himself.

F. O. Neal, yardmaster at Belleville, made a flying trip to Fairbury on November 20, returning same day.

Agent D. O. Burd, at University place, was called to Nelson, Nebr., November 20, on account serious illness of his father.

All employes of the Nebraska division extend their heartfelt sympathy to Water Service Thos. Carmony on account of the death of his mother

Carmony on account of the death of his mother, which occurred at Fairbury. Former Engineer Chas. H. Fletcher has ac-

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cepted a position as engineer with the Ft. Worth & Denver at Childress, Texas.

With Fairbury and Kansas already dry, and with Nebraska going dry May 1, 1917, not much danger of violation of rule "G" on the Nebraska division. Anyway, the railroad men wanted it that way, so they made it that way.

Car Foreman Grant Brown is again on duty after being off duty account sickness.

Operator H. E. Ingram has been granted 60 days' leave of absence.

Brakeman Lashley and wife have left for a

Brakeman Lashley and wife have left for a visit with relatives in Indiana.

Fireman Clampitt and wife expect to spend Thanksgiving with friends in Omaha.

Conductor Duval is again on "The Pollywog" and his friends are glad to see him home again.

Safety First.—Some good person might present District Safety Supervisor Lothiam with a new pocketbook and pass case. Last reports indicated that before long there would not be enough left of the present one to carry his annual in in order that he might get over his territory. territory.

OBSERVATIONS AT SIOUX FALLS.

Although Soo Falls has not been mentioned in the Rock Island Magazine very often it is nevertheless very much on the map, being the northwest terminus of the R. I. The only ones in a position to know its importance are the auditors and the treasurer.

By the Abstract Clerk.

Mr. Pilcher, general agent, spent two days of last week in Arlington, S. D., soliciting business for the Los Angeles Tourist Car, which left Soo Falls for California on Nov. 15.

Brown, our tariff clerk, was successful in getting two cars of coal from Wenona routed our line which were originally routed C., M. & St. P.

Mitchell, our expense clerk, won \$5 on the election and of course he is wearing lots of

smiles.
Our O. S. and D. clerk is trying to raise a mustache, but apparently it will fail, as his wife is boss.

is boss.

Our cashier, Mr. Bickel, has received an annual pass for himself and wife, having been twenty years in service.

Our gentlemanly trucker, Bill Straight, was off one day taking unto himself a wife, and is back looking good considering.

Our yard switchman says he has a very good record, for he has not fallen in the cinder pit for over two months.

for over two months.

SILVIS NEWS.

Boilermaker Helper Geo. Kaden visited relatives at Hannibal, Mo., recently and William Groene has also gone home to Hannibal, Mo., to feed his face turkey.

Our night machine foreman, Fred E. Miller, is the prot d father of another baby girl, born at his name Oct. 26. Congratulations, Fred. The smokes were fine.

Bollermaker Wm. Brady died suddenly Oct. 21 at Moline. Mr. Brady had worked at Silvis for several years and will be missed by his fellow workmen.

Master Mechanic W. T. Fitzgerald visited Silvis shops Oct. 25.

Boilermaker Helper Wm. Hoyt is the proud father of a baby girl, born Oct. 15.
Bill Specht and Big Red Hammond are hunters true and bold,
And a story of their prowess has recently been

told.

In all their expeditions they always had good luck;

They've killed big game in the mountains, on the streams the wary duck. Forth they went one Sunday, each armed with

his trusty gun Each vowed they'd kill a dozen ducks before the set of sun.

They hunted 'long the river bank and through

the marshy slough,
Pussy-footing, creeping, crouching, not a duck
or snipe in view.

Tired, hungry, disappointed, they sat near the river side

And on peering through the bushes an object

they espied
That made their hearts beat faster—they stole another look

There, one hundred yards up river, were the outlines of a duck.
"Ha, ha!" cur heroes muttered, "where one is

"Ha, ha!" cur heroes muttered, "where one is others are;
There must be a whole flock there, and they can't be very far."
So they slowly crept towards them, each one grasping tight his gun;
They were sure they'd keep their promise ere the setting of the sun.
They soon came in sight of all the flock, with heads up in the air:

heads up in the air; They crawled around to "line 'em up" and

make a target fair.

Each raised himself upon one knee, took careful aim and, "bang!"

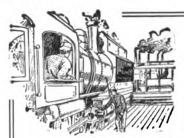
The echo of both barrels through the hills and

The echo of both barrels through the nills and valley rang.
Oh, somewhere on the river a few ducks are feeding yet,
And the vision of that slaughter they never will forget,
Nor their bitter disappointment, for though their aim was good,
They had blazed away at decoys and they were made of wood.

made of wood: Some of the boys are having an awful time explaining to some one in the east end of the machine shop that there is no Santa Claus.

Machinist Helper Robert Farlie slipped down to Kansas City and got married a few weeks ago, but didn't bring her back at that time, but came to Silvis and prepared a home for his wife and then sent for her. Cigars were not over-looked. Congrtulations, Bob.

Machinist Helper Lawrence Westinghouse Edison Mason, our inventive machinist helper, is trying to devise some method by which he can catch fish with his ferret. We hope he succeeds, as we all like fish.



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We expect to hear of the marriage of a

We expect to hear of the marriage of a greater number of employes now that the fall season is in full swing.

Machinist Whittemore was almost arrested recently on the charge of having his automobile (we apologize to all owners of regular autos) turned in the wrong direction while standing at the curb. Puzzle—How did the officer know which end was the front end. For the first correct answer a well known machinist will present a slightly used ham sandwich.

The boys are wondering how Al Long of the boiler shop came out on his gasoline mixture of buttermilk and gasoline for running his bus home from Iowa.

buttermilk and gasoline for running his bus home from Iowa.

The boiler shop claims to have a ballyho man in Danny Stapleton. He had a chance to show his talent a short time ago. Doesn't it pay better than hammering rivets?

Machinist Edward F. Hodges died Nov. 1 very suddenly, having worked all day, being stricken with a hemorrhage of the lungs at 9 p. m., passing away at 10:15 p. m. He left a wife and two daughters to mourn his loss. We are united in expressing our sympathy to his family.



Switch Crew and Their Regular Engine-West End Silvis Yard.

Machine Foreman F. Fearhuly and Painter Foreman S. E. Klappal tried to cop a goose Nov. 20, but the goose was too speedy for the marathons. How about it, Fred and Stanley? Work has now been started to replace the Silvis coal chutes, which was destroyed by fire

several months ago.

Work has now been started to replace the Silvis coal chutes, which was destroyed by fire several months ago.

Did you ever notice that a girl of 30 with a face lile a concrete mixer always has a chaperone, while one 18 with all the points of Venus usually goes about alone. Why is it?

Machinist Scotty Hammond made a flying trip to Rockford, Ill., to attend an Eagle stag and reports a fine time.

The boiler shop boys are wondering why Boilermaker Helper Bill Murphy's hair is turning black again. Did those beauty catalogues give you a remedy?

Someone said Machinists Pinkerton and Hendricks were billed to run a 50-yard foot race during a noon hour, but the race fell through as it was discovered thirty minutes was too short a time to run the race.

The Red Cross Car visited Silvis several days the middle of November and several classes were conducted and everyone who had a chance to attend claim they were more than pleased with the information derived therefrom.

Boilermaker W. E. Creen and Scotty McGee came home one night from a party and left their hats under the porch. The boys wonder why November dew is so heavy.

Someone says that when a man is single he has no one to sew buttons on his shirts and when he is married he has no shirts to sew buttons on. Hoover ought to know. He wore a p llow slip for three months before the cold weather set in.

Boilermaker Helper Everett Bell has been making several trips to Rock Island lately. Now, Everett, if you would stay in Moline you cou'd work the next day. So says C. M.

The tool room bunch wants to know why Machinist Earl Hurr doesn't bring the girl to

Silvis from Cedar Rapids and save stamps and stationery.

Soon the "annual swap" will be over. The folks will have to get out the old phrase "That's just what I wanted" and dust it off pretty soon.

It's queer when Machinist Wilkins goes to a musical comedy with his wife he purchases a front row. Please explain to the boys in the east end.

Pipefitter Frank Brant, just recently married, admits that his little wife is the boss at his home, which has been demonstrated several times of late.

Tobacco Habit Easily Stopped

Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day, with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipes, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, 849 C, Station E, New York City, and get the very interesting free book that will be sent promptly upon application.



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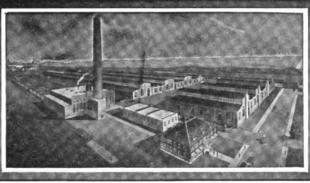
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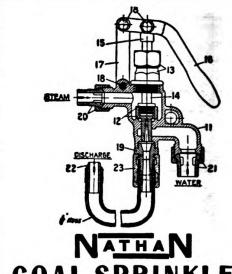
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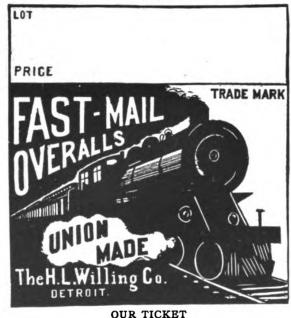
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