

MAR 11 1916

ROCK ISLAND EMPLOYEES' MAGAZINE

❧ MARCH 1916 ❧

Busy Scene in Freight House of American
Express Company.



FINCK'S "DETROIT SPECIAL" OVERALLS



THIS man knows that he gets "real value" for the money he spends for his "Pig's Nose" Garments. He knows that the extra strain of hard Railroad work holds no terrors for his over-clothes when he is in his

Finck's "Detroit Special" Overalls

which "Wear Like a Pig's Nose"

He pays a little more for them—but the cost is forgotten in the long wear—exceptional comfort—and quality of finish in this unequalled garment.

Buy yours today! [You'll get the greatest value you've ever received for your money. Your dealer has them, or we will send them to you by Parcel Post, prepaid. Price—

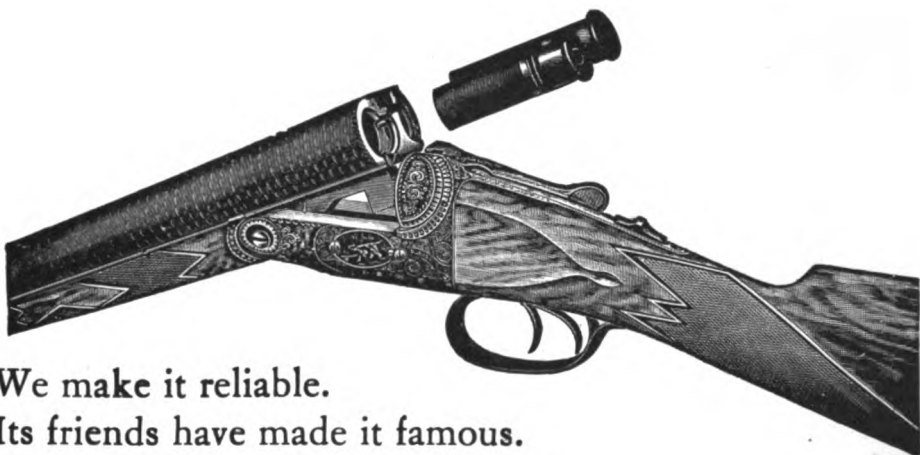
\$1.25 for Heavy White Back Overall
\$1.15 for Blue Black Stitched Overall

FEATURES

Extra Heavy Material	Heavy Pocketing
Full Cut	High Bib
Large Pockets	Long Rise
Wide Susenders	Secure Buttons
General Comfort	

W. M. Finck & Company
Detroit, Michigan

THE PARKER GUN



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

Send for Catalogue

PARKER BROS., Meriden, Conn.

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

DAVID RUTTER & COMPANY

Plymouth Building, CHICAGO

Producers and Shippers of **PIRATE COAL**

Mines on the P. & P. U. and P. R. T. Railways, Peoria

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries

Grades—SLACK, EGG, LUMP AND CHUNK

Rock Island Coal Mining Company

Mines at Alderson and Hartshorne, Oklahoma

The Alderson and Hartshorne deep-shaft coals are well-known throughout the Southwest as the best domestic fuel available. The entire output is sold to The McAlester Fuel Company, McAlester, Oklahoma, who are exclusive distributors to the trade.

Coal Valley Mining Company

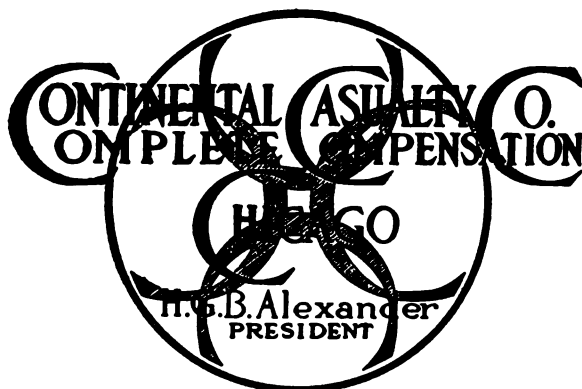
Foot of 20th St., Rock Island, Ill.

Producers of Sherrard and Matherville
Coals.

Mines Located in Close Proximity to Rock Island
Moline and Davenport.

The product of these two companies is of standard ROCK ISLAND quality, and employees are respectfully requested to give these coals a fair trial, and recommend them to their friends if found satisfactory; if not, address General Office, 139 W. Van Buren St., Chicago.

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



910 Michigan Avenue

Insures more Railroad Men

Pays more Railroad Men

Employs more Ex-Railroad Men

THAN ANY OTHER COMPANY

**Before I'm hurt
tell me how little
Income Insurance costs.**

Name.....
Address.....
Age.....
Occupation.....

Quick Duplication

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

Glidden Facilities Which Show Ability to Serve You

- 1,000,000** gallons tankage represents our raw material capacity, linseed oil, China wood oil, turpentine, etc.
- 700,000** pounds is the average stock of varnish gums which come from every part of the world.
- 57** active varnish fires which produce every kind of varnish, Japan, lacquer, etc., known to the trade.
- 3,000,000** gallons of varnish and allied products are produced in the Glidden Plant annually.
- 12** varnish filtering machines in which all varnishes are forced through layers of special filter paper and filter cloth.
- 500,000** gallons represent the storage and aging capacity for finished varnish products.
- 50** paint grinding mills of special design produce the large line of paint specialties bearing the Glidden mark.
- 1,000,000** gallons is the annual capacity of the Glidden paint grinding mills.
- 16½** acres of ground space is required to accomodate this great varnish and paint plant.
- 24** distinct fireproof buildings of modern concrete construction house this institution with its many departments.
- 1½** mile of railroad switches give the shipping department unusual facilities for prompt shipments.

It is this big organization focused on your business that has produced Glidden Quality Varnishes.

The Glidden Varnish Company

Manufacturers of JapSpar (the all-test varnish), M. P. Durable Interior Varnish, M. P. Durable Floor Varnish, Velvet White Enamel, Superior White Enamel, Jap-a-lac Household Finishes, etc.

CLEVELAND

Factories:
Cleveland, O., Toronto, Can.

Branches:
New York, Chicago, London


GLIDDEN

Since before the Telegraph was invented

STIFEL'S Indigo Cloth

Has been the standard cloth for

Overalls, Uniforms and Jumpers

Look for the trade mark  on the back of the cloth on the inside of the garments to be sure you get the one and only *Stifel's Indigo*.



It wears like leather and its color is "everlasting."

Standard for over 75 Years.

Cloth manufactured by

J. L. Stifel & Son

Indigo Printers and Dyers - WHEELING, W. VA.

SALES OFFICES

New York . . . 260-262 Church St.	Baltimore . . . 114 W. Fayette St.
Philadelphia . . . 324 Market St.	St. Louis . . . 425 Victoria Bldg.
Boston . . . 31 Bedford St.	St. Paul . . . 238 Endicott Bldg.
Chicago . . . 223 West Jackson Blvd.	Toronto . . . 14 Manchester Bldg.
San Francisco, Postal Telegraph Bldg.	Winnipeg . . . 400 Hammond Bldg.
St. Joseph, Mo. . . Saxton Bank Bldg.	Montreal, Room 500, 489 St. Paul St.

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

BIGGER EXPRESS BUSINESS MEANS LARGER RAILROAD EARNINGS



The American Express Company takes this opportunity once more to line up alongside the employes of the Rock Island Lines.

Although not exactly on the same payroll, the duties of the employes of the express company and the railroad overlap so closely that they are economically and socially of the same body.

Whenever we expressmen do good work, the railroad revenues increase, and whenever the railroad men boost the express company, both the railroad and ourselves profit.

The American Express Company has 30,000 employes, all struggling to increase the amount of traffic.

It operates over many of the strongest and best of the railroad lines.

Four-fifths of the population of this country live in the territory which it reaches.

Hence, when a Rock Island man starts express on its way, he can be assured not only that the organization which continues the work after it has left his hands is capable of **DOING IT RIGHT**, but that it reaches the territory most vital commercially to his patrons.

Working shoulder to shoulder, the express man and the railroad man have the same goal in view.

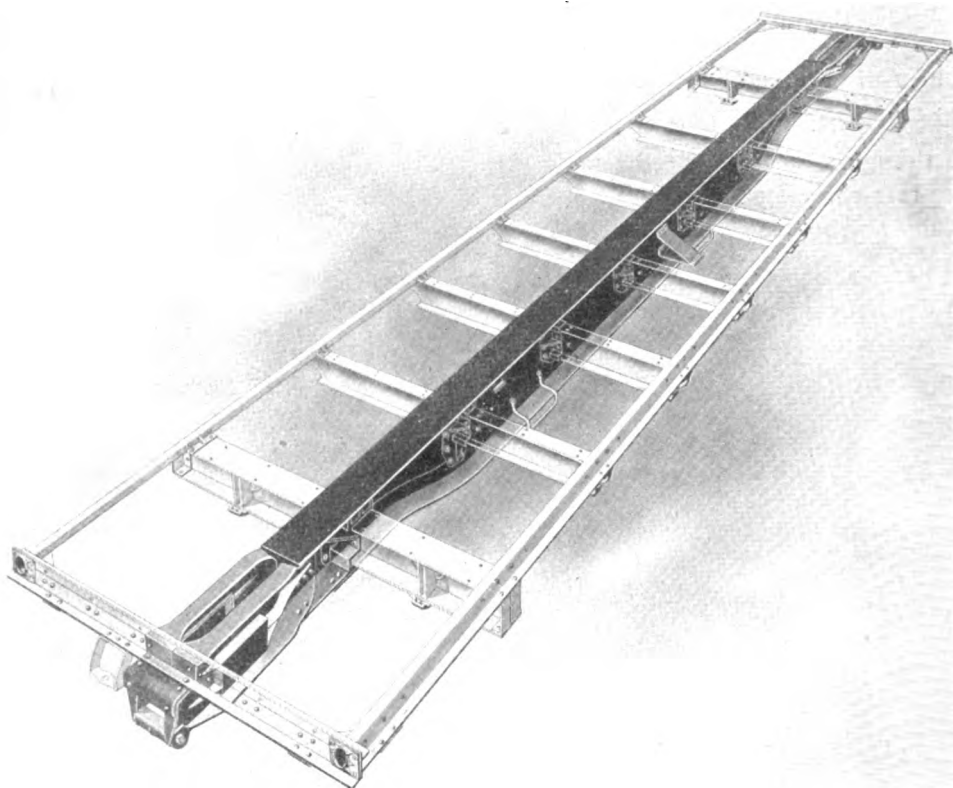
Carelessness and delay on either side is injurious to both. Good team work means more business.

We seek your co-operation and help; and we assure you of our good will and ability to handle with care and dispatch the express business of your road.

AMERICAN EXPRESS COMPANY
MONEY ORDERS—TRAVELERS CHEQUES—FOREIGN TOURS

Bettendorf

Single Center Sill Underframe



The Bettendorf Company
Bettendorf
Iowa

Passes Every Time-Point on the Dot!

South Bend Watches pass every 'time-point' and all official inspections with an O. K. However close the time limits set by your road, we guarantee the South Bend Railroad Watch to meet them. Further than this we guarantee the South Bend Railroad Watch to meet any changes in time requirements either on your present road or any road you may transfer to within five years. No other watch gives you this protection.

You can readily distinguish South Bend Watches at jewelers' and inspectors' by the identifying bands of Purple Ribbon. Interesting book gladly mailed on request.

South Bend Watches

SOUTH BEND WATCH COMPANY
343 Studebaker Street, South Bend, Ind.

*The South Bend
STUDEBAKER
Railroad Watch*

MOVEMENTS ONLY

16 Size—17 J.—5 pos.	\$28.00
" 21 "	30.00
" 21 "	40.00
18 Size—17 "	24.00
" 21 "	28.00

*Fitted to your own case
if desired*



WASHINGTON'S FAMOUS HOTEL



**Situated in an
Ideal Location
in the Centre of
Everything,
on Pennsylvania Av.
Absolutely Fireproof.
500 Rooms,
Nearly All with Bath.**

Modern completely throughout, exquisitely furnished. It is just the hotel for you, your family, and where ladies can enjoy entire freedom from all objectionable features, and has beautiful roof garden. For years this hotel has been the headquarters for nearly all the foreign diplomats and government officials.

The Restaurant of exceptional quality at moderate rates.

Rooms for one person, \$2.00 per day and up.

Rooms for two persons, \$3.00 per day and up.

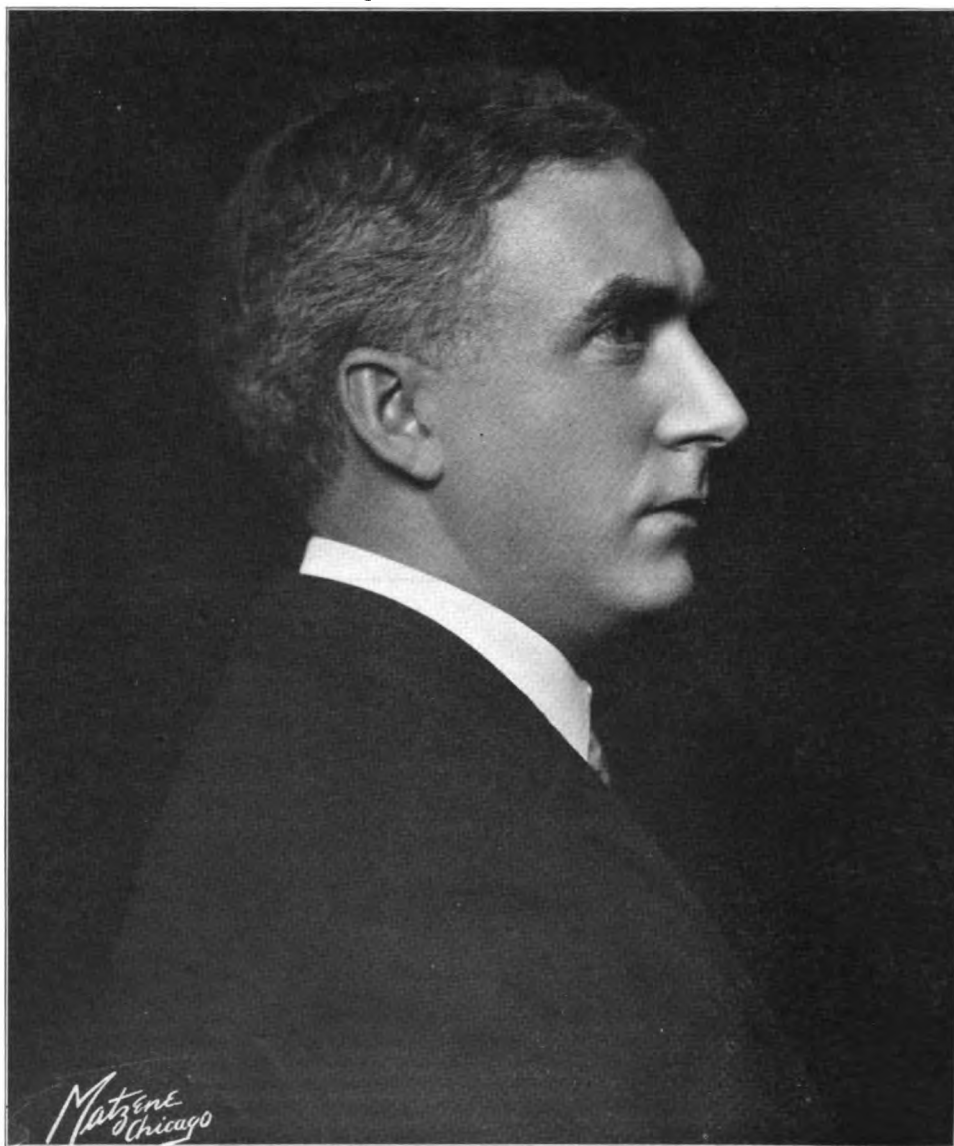
Rooms with bath, one person, \$2.50 per day and up.

Rooms with bath, two persons, \$4.00 per day and up.

E. L. WESTON, Manager

BOOKLET AND FULL INFORMATION ON REQUEST.

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



William Barlow Ross, Secretary, Pension Board and Personal Record Bureau.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

MARCH, 1916.

No. 9.

ROCK ISLAND RAILWAY CLUB ANNUAL "LADIES' NIGHT DINNER"

The annual "Ladies' Night—Dinner" of the Rock Island Railway Club, held in the Louis XVI Banquet Room, Hotel Sherman, Chicago, on Tuesday, February 8th, was one of the most successful events in the history of the club. Mr. Charles T. Ames, President of the Club, presided, and over two hundred members and guests were present. A number of Executive and General Officers and their wives sat at the speakers' table and everybody seemed to enjoy the splendid dinner and attractive musical program and entertainment, which so materially contributed to the evening's success. This being the annual "Ladies' Night," business was postponed, with the exception of reading report of the special nominating committee, which presented a new slate of officials for the Club to be elected at the March meeting, when the present officers retire.

The entertainment of the evening was furnished principally by the Rock Island Railway Men's Chorus, under the direction of William Barlow Ross, Secretary of our Personal Record and Pension Bureau. The chorus was organized about six months ago and has made remarkable progress under the able leadership of Mr. Ross. Their selections were well rendered and their work was very favorably commented on by everybody. About forty members of the chorus participated and Mr. Ralph Becktel was

their accompanist. Mr. Ross, who has a very rich and pleasing tenor voice, delighted everyone by rendering a number of splendid selections and his "I Hear You Calling Me" and "My Sweetheart When a Boy" were especially well sung. He was compelled to give several encores before his hearers were satisfied. A particularly attractive feature of the program was the beautiful violin solo work by Miss Malvina Neilsson, accompanied by Miss Adeline Neilsson, her sister, pianist. They are both clever young artists and were encored many times.

The only thing to mar the complete success of the evening was the absence of our Receiver, Honorable Jacob M. Dickinson, who had accepted an invitation and was to talk on the subject "Optimism"; unfortunately, he was suddenly called out of the city on the day of the banquet and everyone was greatly disappointed when President Ames announced this fact. But this disappointment was allayed in a measure when Mr. Ames stated that he had selected an able "pinch-hitter" in the person of Mr. Samuel O. Dunn, Editor of the "Railway Age Gazette," who very graciously consented to "fill in." Mr. Dunn is an able speaker and his address on "Optimism" was thoroughly enjoyed by all.

The Toastmaster in a few appropriate remarks then introduced Mr. J. E. Gorman, our Chief Executive Officer, who

responded to the toast "Success." Mr. Gorman's reception was such that it was some time before he could proceed. He gave a very interesting and instructive heart-to-heart talk, as the head of a family would to the younger members, telling of his experiences in his early days of railroad service, particularly while in the capacity of chief clerk. His own remarkable career indicates plainly that to be a successful chief clerk it is necessary to do all things in a manner pleasing to those with whom you deal. Mr. Gorman concluded his talk by saying: "I think this is all I care to say to you at this time," which left us hopeful that he would soon be able to again be the guest of the Club and continue his most interesting talk.

After one or two musical numbers, Mr. M. L. Bell, our General Solicitor (who, by the way, is one of the youngest men in the country at the head of any railroad law department) gave a very pleasing and clever talk in response to the toast "Prosperity." Mr. Bell is an active member of the Club, but of such a modest and retiring disposition that it is difficult to induce him to talk to his fellow members, consequently, his address

was most thoroughly appreciated by everybody.

Program.

Mr. Charles T. Ames—Toastmaster.
 The Three Chafers.....H. Truhn
 Rock Island Railway Men's Chorus.
 AddressSamuel O. Dunn
 Songs by American Composers:
 (a) Love I Have Won You....Landon Ronald
 (b) Thou Art So Like a Flower.....G. W. Chadwick
 (c) Lift Thine Eyes...Frederick Knight Logan
 Mr. W. B. Ross.
 Address.....Mr. J. E. Gorman
 Sleep Lil Chile.....Rexford Pettijohn
 Men's Chorus.
 (a) Meditation (Thais).....Massenet
 (b) LiebesfreundKreisler
 Malvina Neilsson, Violinist.
 Adeline Neilsson, Accompanist.
 I Hear You Calling Me.....Charles Marshall
 My Sweetheart When a Boy.....
 Mr. W. B. Ross.
 Address.....Mr. M. L. Bell
 (a) Love's Old Sweet Song....Daniel Protheroe
 (b) The Long Day Closes.....Sullivan
 Men's Chorus.
 Finale, "America."

Menu.

Blue Point Oyster Cocktail
 Celery Olives
 Chicken Okra
 Broiled Individual Tenderloin Steak
 (Mushroom Sauce)
 Potatoes Au Gratin Green Peas in Butter
 Combination Salad
 (Thousand Island Dressing)
 Neapolitan Ice Cream
 Assorted Cakes
 Demi Tasse

RECAPITULATION OF ANNUAL REPORT OF PENSION DEPARTMENT

The pension department has recently completed its annual report for the calendar year ending December 31st, 1915, which shows we have pensioned since its inauguration (January 1, 1910, to December 31, 1915,) 299 employees classified as follows:

General and minor officers.....	13
General office employees.....	10
Enginemen (52 engineers).....	57
Trainmen (12 conductors).....	23
Station employees	34
Yardmen	8
Crossing flagmen	36
Roadmasters	3
Section men	42
B. & B. employees.....	8
Shop employees	61
Store house employees	4

Of the 299 pensioners, 156 were retired account age limit and 143 account incapacitated. It will be noted from this that practically as many employees were pensioned account incapacitated as for age limit.

We have paid out in pensions in six years, \$309,361.99 and of this amount 55.37

per cent was paid to employees retired account age limit having been attained.

The average amount of each monthly pension granted account incapacitated is \$33.42 and for age limit \$27.31. The increased rate paid per month account incapacitated is due to the higher class of employees pensioned, many of them being engineers. The average for all pensioners is \$30.60 which is distributed as follows:

172 received the min. pension, \$20 per. mo.
 43 received from \$ 20 to \$ 30 per month
 49 received from 30 to 50 per month
 21 received from 50 to 70 per month
 6 received from 70 to 100 per month
 2 received from 100 to 110 per month
 6 received the max. pension, \$150 per mo.

The actual monthly pension paid per pensioner for the six-year period is \$28.99.

The average age of employees pensioned account incapacitated is 62 10-12 years and their period of continuous service is 33-72 years, while the continuous service of those retired account age limit is 33 years or a general average of 33 3-12 years.

The per cent of employees pensioned to the general average of employees in service (37,580) is 0.00795 per cent.

The Canadian Pacific, Atchison, Topeka and Santa Fe, Chicago, Rock Island and Pacific, El Paso and Southwestern and St. Louis and San Francisco Railway Companies are the only railroads that have a minimum pension of \$20.00 per month. The maximum monthly pension of the Atchison, Topeka and Santa Fe Railway Company is \$75.00, the Chicago, Rock Island and Pacific, El Paso and Southwestern and St. Louis and San Francisco Railway Companies, \$150.00 and the New York Central Lines, \$250.00.

The writer has been asked many times in what manner the pension system of the Chicago, Rock Island and Pacific Railway Company is more advantageous to the

working class than that of railroads whose pension system is computed on the actual basis. In reply thereto would state that by having a minimum and maximum pension it enables the company to distribute the surplus amount it would be required to pay those who are entitled to more than the maximum pension, among the workmen whose pension, if computed on the actual basis, would range from \$5.00 to \$15.00 per month. For example the 172 employees who are now receiving the minimum pension of \$20.00 per month would be entitled to an average of only \$13.30, if no such minimum existed.

There is no question but what the pension system of this company was inaugurated for the benefit of the laboring class and should be quoted as "the working men's pension."

FORMER ROCK ISLAND BRAKEMAN AND OTHERS INDICTED

By FRANK WICKIZER,
St. Joseph News-Press

George A. Callicotte, brakeman, obtained an \$18,000 judgment against a railroad company on "fake" evidence, according to the report of a grand jury at St. Joseph, Missouri, which has just returned indictments against Callicotte and four others, charging perjury and subornation of perjury.

Those indicted with Callicotte were his lawyers, Joseph Goldman and B. L. Liberman; his physician, Dr. M. J. Farber, and his brother, Harry Callicotte.

It is the theory of the state that George A. Callicotte feigned paralysis of the legs. At the time of the trial numerous tests were made by disinterested physicians, and these, with but one exception, testified in the trial that it was a genuine case of paralysis.

A year after the "injury," almost to a day, Callicotte was arrested at his home in St. Joseph while masquerading in woman's clothes, carrying in coal. Before being taken to jail he was photographed in the pink kimona and plaid shawl.

Doctors who testified in the civil suit then explained that the symptoms of paralysis must have been produced artificially by the injection of a drug to the spinal cord, or to the sciatic nerve. The state is proceeding on the theory that Doctor Farber, the attending physician,

injected this drug, thus fortifying his patient for the tests which were applied by other physicians.

The tests included thrusting pins and needles into his legs and feet. Testimony in the trial shows he did not flinch under this treatment. There was no "reflex" from striking the knee-cap, the doctors testified, and the application of an electric battery to the legs produced no effect.

The grand jury which recently returned eleven true bills in the case summoned before it all of the doctors who testified in the civil suit, and, it is understood, went exhaustively into the matter of artificially produced paralysis. Large numbers of medical works were brought to the attention of the inquisitors.

One of these, "Operative Therapeutics," by Johnson, says that "regional anesthesia" may be produced by a proper injection into the medullary canal. Here is a sample paragraph:

"Spinal nerve roots, when bathed in proper anesthetic solution, cease to functionate. Pain impressions from the lower segments of the body may thus be blocked by intrameningeal injection of a proper dose of an anesthetic agent. This fact was first demonstrated by Corning with cocaine, and its practical application made by Bier. With the re-

cent discovery of agents less toxic than cocaine the margin of safety in the method has increased until it now has become a routine method in certain clinics for operations below the diaphragm."

Here is the formula of a solution which, if injected at the right spot, will produce temporarily all the symptoms of paralysis of the legs:

Stovian	0.08 gm.
Lactic acid	0.04 c.c.
Absolute alcohol	0.2 c.c.
Distilled water	1.8 c.c.



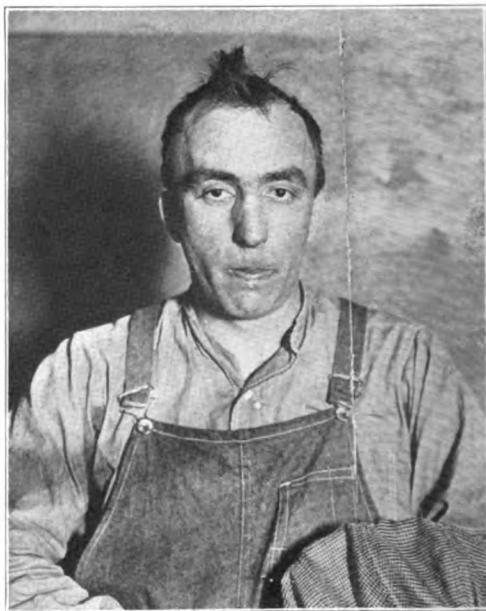
George A. Callicotte, as dressed to impersonate his wife, exercising in the yard of his home, when arrested.

The prosecuting attorney regards it as significant that Dr. M. J. Farber, who attended Callicotte, is a graduate of the Imperial University of Moscow, Russia, where "regional anesthesia" is commonly practiced in surgery. The practice is almost entirely unknown, however, throughout this country.

The case has developed certain phases so romantic and sensational as to stagger both the legal and medical professions of this section.

For example: There was a falling out between Callicotte and one of his associates shortly before the civil case went

to trial. The associate, probably prompted by revenge, went to John A. Dolman, attorney for the Rock Island railroad, defendant in the \$100,000 damage suit, and told him the suit was a "frame up." He related in detail how Callicotte was being "doped" to withstand the tests for paralysis, and how in his home every day, with window-shades drawn as a safeguard against inquisitive neighbors, he was walking the floor for exercise. But the story was so romantic that Dolman refused to believe it, and took no action.



George A. Callicotte, as he looked at the County Jail a few minutes after having removed his disguise.

The incensed associate then went to the prosecuting attorney, and told him the same narrative, and here also it was discredited. The state took no part in the case until a few hours before Callicotte was arrested while masquerading in his wife's clothes.

To cite another incident: Callicotte lived at 1311 Sacramento street with his wife and nine-year-old son. One day last summer relatives called—a woman and her little son, from out of town. The boys quarreled, and—again the spirit of revenge—the visiting lad ran into the street, crying: "George Callicotte can walk! George Callicotte can walk!"

Several of the neighbors heard him before he could be overtaken and calmed.

Railroad attorneys say this is merely one of a series of alleged "fake" personal injury cases, and that, within the last five years, roads running into St. Joseph have been mulcted in damages to the extent of \$50,000 in this way. Most of these cases, however, were settled out of court. It is believed that the Callicotte case is the first to actually go to trial.

The personal "injury," which was the basis of the \$100,000 damage suit, is al-



Dr. M. J. Faber, who is charged with injecting anesthesia to spinal cord, which rendered Callicotte's legs temporarily "dead."

leged to have been incurred in the Rock Island railroad yards in St. Joseph, the night of Dec. 28, 1914.

A freight train on which George A. Callicotte was brakeman had just pulled into the yards. The engineer, leaning out of his cab, saw Callicotte fall from the side of a car. As the train had come to a standstill, the engineer went back and found Callicotte lying beside the tracks, apparently suffering much pain. He held in one hand the "grab iron" which had pulled from the side of the car.

This "grab iron" figured prominently in the trial of the civil suit, it being con-

tended by the plaintiff that the wood in which the screws were imbedded was rotten. The present theory of the railroad company, as well as of the state, is that the screws were loosened by human agency before Callicotte fell.

At his home where he was taken following the injury Callicotte complained of a pain in his back. A doctor named Roundy was called by the family to attend him. A few days later the law firm of Goldman & Liberman took his case, signed a contract with him whereby he was to receive 40 per cent of any judgment that might be obtained, and permitting him to anticipate the judgment at the rate of \$20 a week.

An account book seized by the officers at the Callicotte house at the time of his arrest shows that his lawyers had advanced him \$1,040, in \$20 a week installments on which he had lived and supported his family.

The contract signed, the lawyers arranged to change physicians. Doctor Farber took the place of Doctor Roundy, and a short time afterward—30 days after the "accident"—paralysis of the legs developed. Doctor Farber explained this in the trial by saying that a clot of blood probably had formed, and was pressing against the spinal cord.

The next step in the proceeding was to file a \$100,000 damage suit against the Rock Island railroad, it being contended in the petition that Callicotte was totally and permanently paralyzed below the waist, as a result of an accident caused by the carelessness of the railroad company in maintaining its equipment.

The case went to trial in Judge Allen's division of the circuit court at St. Joseph in June, 1915. The trial lasted a week and, because of the suspicion that Callicotte was malingering, attracted wide attention. Each morning the plaintiff was wheeled into the court room in an invalid chair, on which he lay at full length, covered with a light blanket. The explanation was that his legs were "dead." He took his luncheons in the court room, in company with relatives, and at night would be wheeled out of the building, and lifted into an automobile, in which he would be conveyed to his home. It was all very pitiful, on

the surface, and the spectacle of the stricken man, doomed to a life of invalidism, no doubt made a marked impression on the minds of the jury.

But all was not smooth sailing throughout the trial. Attorneys for the railroad company kept injecting into it what Callicotte's counsel called "the poison of suspicion." Nor were they entirely without grounds for so doing, as one of the disinterested physicians who had examined Callicotte—Dr. C. R. Woodson, now president of the Missouri State Medical Association—testified that in his opinion the plaintiff was feigning paralysis.

When cross-examined by counsel for Callicotte, Doctor Woodson gave his reasons for this opinion. One of them was that there was no atrophy of the legs. The muscles were firm and well rounded—a condition, he said, which would not be possible in a man who had had no use of his legs for nearly six months.

All of the other physicians, among them Doctor Farber, testified that it was a bona fide case of paralysis, and that the disability in all human probability would prove incurable and permanent.

The jury brought in a verdict for the plaintiff, and assessed his damages at \$18,000. The railroad company appealed, and the case is now pending in the state supreme court.

The unusually large judgment served to still further advertise the case, and it was quite generally discussed in medical, legal and railroad circles.

Meanwhile Callicotte entered upon the routine of his daily life, with his wife and young son, in their humble house on Sacramento street; and in the course of a few months, so far as the community in general was concerned, the case was forgotten. Even the secret service department of the railroad seems to have forgotten it for several months. Then, in November of last year, word reached the railroad attorneys that Callicotte was walking about the house as though perfectly sound, and that once each day it was his custom to go out into the yard, *disguised as a woman!*

Callicotte, 33 years old, had been a railroader for years, accustomed to the

open air, and heavy outdoor work, and it is presumed he found close confinement in the house intolerable. In any event, the attorneys were informed that he was going out into the yard for exercise once each day, and that, dressed to impersonate his wife, he would sweep snow off the walks, hang out clothes or carry in coal. At such times his wife always remained indoors.

Acting on this tip, the attorneys communicated with the secret service department of the railroad, and early in December H. H. Germain of Chicago, head of the department, arrived in St. Joseph and took charge of the case. Soon afterward he was joined by F. E. McGrath, D. P. Fagan and C. G. Graham of Des Moines. These took turn-about watching the house day and night. It was necessary to work with "outside talent" exclusively, as Callicotte was acquainted personally with all of the local secret service men. They soon confirmed the tip as to Callicotte's practice of taking exercise.

Then an arrest was planned. It was agreed that he should be arrested while in the yard in female attire. The detectives took the local sheriff into their confidence, and through him arranged for the use as a base of operations of the house nearest the Callicotte home—a house just across the alley, with two fences intervening. A time agreed upon, the family moved upstairs, and gave the detectives the full use of the ground floor.

Three railroad detectives and two deputy sheriffs entered this house at midnight of Dec. 27, and there waited until 10 o'clock the following morning. Four were stationed in the kitchen, and one at a front window, commanding the rear door of the Callicotte home. Those in the kitchen could not see the door, as the Callicotte coal house intervened, but it was agreed that the man in front should signal when Callicotte appeared.

A few minutes after 10 o'clock the signal was given, and the four men in the kitchen vaulted the two fences and plunged into the Callicotte yard. There was Callicotte, garbed in a pink and white flowered kimono, with a plaid shawl over his head, practically covering his face, and with a pair of houseslippers on his feet. He was carrying a

coal hod, and was on his way for the day's supply of fuel.

Callicotte, seeing the officers as soon as they saw him, dropped the hod and turned to run back into the house, but tripped in the skirts of his kimono and fell practically into the arms of the squad. He struggled for a moment, and then, realizing he was overpowered, surrendered.

At the court house he made no objection to being photographed in the kimono and shawl.

The state now has evidence that Callicotte, both before and after the trail last June, was in the habit of walking about the house. The window shades were always drawn, and it is said to have been Callicotte's practice to wear a nightgown about the house, day and night, so he could get into bed quickly in case of visitors. Notwithstanding these precautions, however, several neighbors and tradesmen, calling unexpectedly, found Callicotte walking about, and on several occasions, according to the prosecuting attorney, Goldman and Liberman, his counsel, and Doctor Farber, his physician, were there consulting with him while he would be up in his nightgown, walking the floor.

The penalty for perjury in Missouri is seven years in the penitentiary and the penalty for subornation of perjury is the same.

Callicotte now walks without the slightest trace of infirmity.



"CHAIN LETTERS" SHOW ASTONISHING FIGURES.

Recently quite a number of our employes and officials have received a number of so-called "Chain Letters" soliciting help for some deserving person, which read about as follows:

NO. 11.

Chicago, Dec. 30, 1915.

Mr. _____

Dear Sir: The following letter came to me from a friend, and I assume the proposition is legitimate and a worthy one, so I am complying with the request made:

"This chain was started for the purpose of raising a fund to assist an old railroad man, Mr. _____, who is down and out on account of his long siege of sickness, after spending the greater part of his life in the railroad service. He can never get well, and, having one arm, a widowed mother and no income, we will help him in this way, and if all will respond a sufficient sum will be raised to make him comfortable while he is still with us.

"Please make five copies of this letter, as I have done, and only change the date and put the next higher number at the top, numbering and dating them the same. Sign and mail the five copies to five of your friends whom you feel will take like action.

"Mail this letter and ten cents to _____, _____, Chicago, Ill. Mr. _____, _____, will see that the funds are properly delivered.

"This chain will end with No. 50. The parties receiving No. 50 will please return the letter with ten cents and make no copies at the end of the chain.

"Please do not break the chain, but I earnestly appeal to you to give it prompt action and thereby help a worthy railroad man.

"Yours truly,

"_____"

It is rather astonishing to know the amount which can be collected by stopping the letter with No. 11 instead of running it up to No. 50, providing the chain is not broken, as will be shown by the following figures:

1st person.....	1	\$0.10
1st letter goes to	5 producing	0.50
2d " " "	25	2.50
3d " " "	125	12.50
4th " " "	625	62.50
5th " " "	3,125	312.50
6th " " "	15,625	1,562.50
7th " " "	78,125	7,812.50
8th " " "	390,625	39,062.50
9th " " "	1,953,125	195,312.50
10th " " "	9,765,625	976,562.50
11th " " "	48,828,125	4,882,812.50
	61,035,156	\$6,103,515.60

When you stop to think the eleventh letter reaches 48,828,125 persons (assuming no duplication) and there are only about one hundred millions of persons in the United States, including new-born babies to our oldest grandparents, the twelfth letter would require 244,140,626 persons. The mails to foreign countries are not now conducive to "chain letters," so it is decided not to compute further. Eleven letters, you will note, produce the modest sum of \$6,103,515.60.

It is suggested that our employes and officials discourage the "chain letter" proposition as much as possible.



GOWER BANQUET.

Over forty of the Freight Traffic Officials of the Rock Island Lines from nearly all the large centers in the United States from Boston as far west as Denver gathered at the Hotel LaSalle, Presidential Suite, on Friday, February 4, to partake in a dinner given for Mr. Harry Gower, our retired Freight Traffic Manager. They presented Mr. Gower with a beautiful motor boat which he intends using at his winter home at West Palm Beach, Florida.



EXPRESS SERVICE ON THE ROCK ISLAND LINES

By W. E. BECKNER,

Asst. to Vice Pres. & General Manager American Express Company—Chicago

Express service is exclusively an American institution. No other country has anything like it. What is known as express traffic in this country is handled in Europe through the medium of the parcel post up to eleven pounds. Shipments above that weight are usually forwarded via fast or slow freight service, the so-called fast freight service of Europe being considerably slower than our own. There is no comparison whatever between the express service of this country and corresponding facilities abroad.

The express business is not only of great volume but of great detail as well. The American Express Company alone handles upwards of 100,000,000 shipments a year, every one of which has to be receipted for, weighed, priced, waybilled, transported, assorted at destination, written up on delivery sheets, delivered to consignees and charges collected, unless prepaid. To perform this work, usually done under great pressure, the company must rely upon its employees for accuracy and thoroughness, and investigation has shown that the number of errors is extremely small in comparison with the volume of transactions handled, and relatively no greater than exist in the most perfectly organized business establishments.

Of the express shipments forwarded within the United States a very large percentage is picked up by wagon or other vehicle service, either at place of business or residence of the shipper, and free delivery service is maintained at all important points within a certain prescribed limits approved by the Interstate Commerce Commission. A complete and descriptive receipt is given for each consignment, which automatically carries with it, and without extra charge, insurance against loss or damage up to \$50.00 when the weight does not exceed 100 pounds, and beyond that weight the free insurance is on the basis of 50 cents a pound. When the value declared by shipper exceeds \$50.00 on a shipment weighing 100 pounds or less, or exceeds 50 cents a pound on shipments weighing more than 100 pounds, a nominal valuation charge of 10 cents per \$100.00, or any fraction of \$100.00, is made for such excess value. The collection of charges at destination is not alone a convenience, but a saving of time and expense to the shipper. Over 75 per cent of express shipments are subject to collection of charges at destination.

We may safely assume that express facilities first existed in the accommodation and personal services rendered by travelers to their friends or neighbors at home who had need to consummate transactions with others at places to which the travelers were destined. This custom of conveying packages and performing commissions for friends and neighbors was often utilized to

the extent of travelers being entrusted with considerable sums of money by merchants who had bills to pay or by bankers who had credits to maintain with their correspondents. If a person were going to New York or any of the then larger commercial centers, it was usually known a week or two in advance and his friends and acquaintances would not only arrange to send their own parcels by him but refer others to the traveler as likely to accommodate them also. In this manner it became a not unusual custom to entrust valuable packages to parties who were personally unknown to the forwarder but who had been introduced by some mutual friend—a degree of confidence that was frequently abused and gave rise to a demand for some method affording greater responsibility and protection.

From this need grew in time the practice of those in charge of public conveyances, which made regular trips between communities, undertaking to carry parcels and perform commissions of special service. Less than a century ago the public vehicle of land travel was the stage coach, and by degrees it became the custom for the stage drivers to perform these personal services for the people along their routes. However, it was not long until a new means of travel made its appearance and rapidly supplanted the stage coach in public favor and usefulness. The railroad and railroad train crowded the stage coach from the field of action and with the stage coach went the stage driver, but the system of special transportation and agency service did not disappear but continued in public usefulness.

It was in 1839 that Wm. F. Harnden, a young man but twenty-eight years of age, perceived the opportunity of adapting the stage driver's system of special transportation to the newer means of travel which the railroad and the railroad train afforded, and accordingly—only a little over three-quarters of a century ago—what is now known as the express service was established by Harnden through the medium of regular trips between New York and Boston. At first the volume of business was easily within the compass of the carpet-bag carried by Harnden but the facilities afforded quickly found recognition by the public, and the organizations which conducted it soon multiplied and rapidly extended the fields of their operation. Other men engaged in the new line of business, partnerships were formed and routes established between all principal points and to the then Western frontier.

In 1841 Henry Wells, then the agent of Harnden at Albany, with George Pomeroy, a western freight and passenger forwarder, established in the name of Pomeroy & Company an express route from Albany to Buffalo, which was in part by railroad, in part by stage and partly by private conveyance,

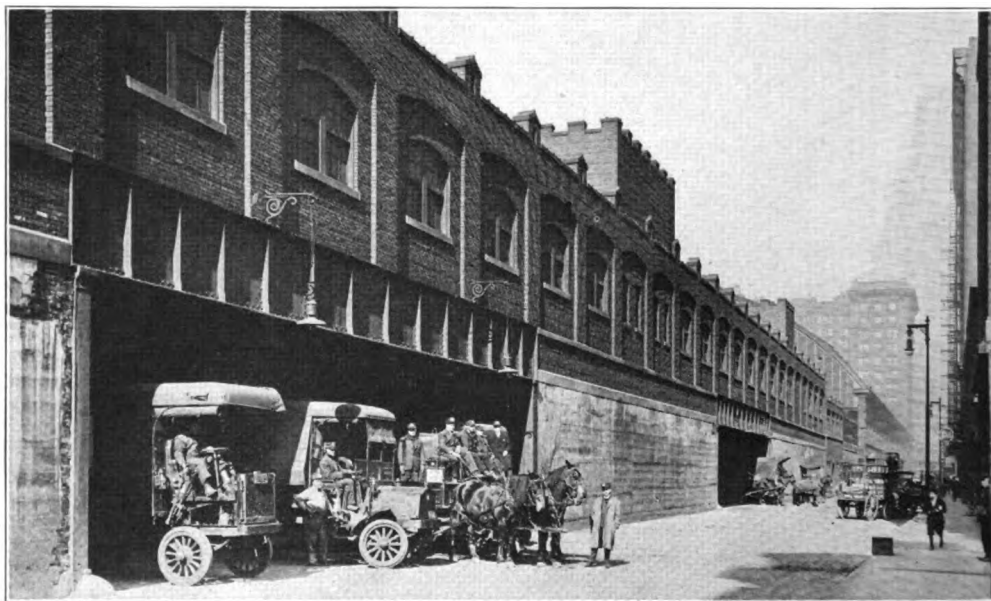
the trip of 300 miles each way and but once a week occupying four nights and three days, which distance is now covered by the Twentieth Century train is approximately six hours. Thus was established the business organization now conducted by the American Express Company. In the course of a few years the firm name was altered to Livingston, Wells & Pomeroy, and later to Livingston, Wells & Company.

The Government was then charging 25 cents for a single letter between New York and Buffalo. Livingston, Wells & Company advertised to perform the same service for six cents. The express messengers were repeatedly arrested for alleged violation of the postal laws but in every instance citizens stood ready to furnish the necessary bail, and in fact so great was public opinion that the next Congress was moved to reduce the

Wasson & Company, which had established service on the New York Central Railroad. During the succeeding decade just preceding the Civil War the service of the new company was extended through the rapidly developing central states.

In 1866 the Merchants Union Express Company was organized, but after operating for a period of two years became stranded through reckless expenditures. A consolidation was thereupon effected in 1868 between the American Express Company and the Merchants Union Express Company, under the name of the American Merchants Union Express Company, with a capitalization of \$18,000,000, which has not been increased in nearly a half century. The name of the company was again changed in 1873 to that of the American Express Company.

It has required unceasing endeavor ex-



Express Quarters, La Salle Street Station, Chicago.

Government postage rate to about one-fourth. The country therefore owes to the express service one of the most important reforms experienced by the mercantile world.

In 1845 Henry Wells and Wm. G. Fargo, under the name of Wells & Company, established an express service from Buffalo to Cincinnati, St. Louis, Chicago and intermediate points. At that time there were no railroad facilities west of Buffalo and express shipments were transported by stage or on lake or river boats. The following year Mr. Wells retired and the business was conducted under the name of Livingston & Fargo.

The two organizations east and west of Buffalo were operated as connecting lines and in 1850 were consolidated as the American Express Company, the new concern also taking over the business of Butterfield,

tending over a period of seventy-five years and the expenditure and investment of many millions of dollars to establish and develop the world-wide organization maintained by the American Express Company, with its ample accommodations and representation in every country of the globe where Americans seek business or pleasure, and to so perfect its system that business of any character can be transacted by simple, inexpensive and convenient methods, and safeguarded by one single responsible agency from point of origin to destination.

The Interstate Commerce Commission, as well as the United States Supreme Court, has recognized the necessity of express service as conducted in this country as a means of fast transportation of small freight, and the mercantile interests, which represent 90 per cent of express patrons, are as much concerned in maintaining its

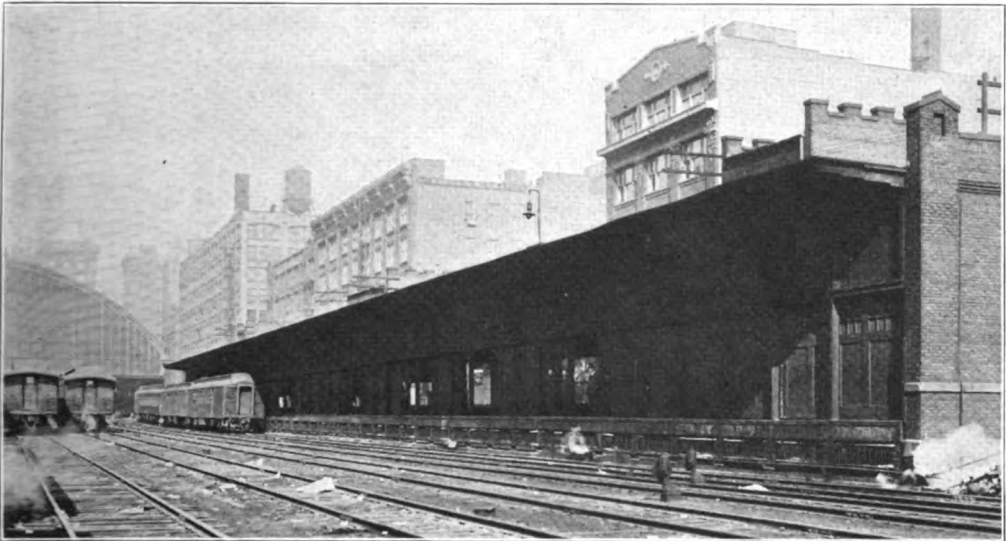
efficiency as are the companies themselves. It is believed that the merchants of the country recognize the value and need of express service in their business, and will not be satisfied to accept any medium for the transportation of their shipments that does not afford equal time, personal service and efficiency.

Within the past twenty months two of the older express companies have retired, owing to the depressed business conditions, the ever-increasing cost of operation, additional burdens through Government regulation and the arbitrary lowering of rates in pursuance of order issued by the Interstate Commerce Commission, from which latter source alone the express companies suffered a loss in gross earnings estimated at 16 per cent. Having already applied every conceivable economy in the conduct of the business consistent with good management

tributary to the Rock Island Lines.

The American Express Company is an active feeder to the express earnings of the Rock Island Lines through its performance of the express service on the following principal connecting railroads:

New York Central Lines.
Michigan Central.
Cleveland, Cincinnati, Chicago & St. Louis.
New York, Chicago & St. Louis.
Chicago & Grand Trunk.
Toledo, St. Louis & Western.
Chicago, Indianapolis & Louisville.
Chicago & North Western.
Chicago, St. Paul, Minneapolis & Omaha
Illinois Central.
Union Pacific.
Chicago & Alton.
Missouri, Kansas & Texas.
Kansas City, Mexico & Orient.



Express Platform, La Salle Street Station, Chicago.

and a desire to maintain an efficient organization and service, the express companies of the country were confronted with the choice of voluntary liquidation or the prospect of early bankruptcy.

One of the companies to accept the safer course was the United States Express Company, organized in 1854, the board of directors deciding in the interests of its stockholders to terminate its functions as a common carrier, which it did on June 30, 1914. Thus it was that after operating the express service of the Rock Island for a period of over forty years, it was succeeded by the American Express Company, which later extended its service over the lines of that road on July 1st, 1914. The transfer of the service from the one company to the other and extending over the entire system, upwards of 8,000 miles, was accomplished without annoyance or inconvenience to the thousands of express patrons located on or

Trinity & Brazos Valley.

New Orleans, Texas & Mexico.

Louisiana Railway & Navigation Company.

At the present time the American Express Company maintains over 10,000 offices, carries over 30,000 employees on its payroll and operates the express service on nearly 75,000 miles of railroad in the United States and Canada, extending from Vanceboro, Me., to San Pedro, Cal., from Washington, D. C., to Victoria, B. C., and from Winnipeg to New Orleans and Galveston.

The chief executive officer of the Company is George C. Taylor, president, 65 Broadway, New York City. Mr. Taylor's entire business life has been identified with the American Express Company's service. He is personally known to the great majority of the company's employees, by all of whom he is greatly admired by reason of his personality, his high sense of honor

in his dealings with the public and employes, and for his thorough knowledge of the business and efficient manner of handling the many problems confronting him.

Mr. Taylor is ably assisted by Francis F. Flagg, first vice-president, whose experience as an executive of the company extends over a period of many years; also by H. K. Brooks, vice-president in charge of the financial department; D. S. Elliott, vice-president in charge of traffic, and Harry Gee, general manager of the foreign department.

The operating department is divided between the eastern and western lines, the latter embracing all of the territory west of Buffalo and Pittsburgh to the Pacific coast, and from the Canadian Provinces to the Gulf. The administration of the company's affairs in this vast empire is in charge of J. A. D. Vickers, vice-president and general manager, Chicago.

The western lines are in turn divided into

A brief mention of some of the important features of the express business as conducted on the Rock Island may not be out of place. The handling of horses and automobiles in carloads is an important feature of the service, involving particular care and attention, and the use of special cars. The American Express Company has made a specialty of the development of the southern fruit industry, in which the lines of the Rock Island are largely interested, especially in the Oklahoma, Kansas and Arkansas districts. Fifteen years ago refrigerator cars equipped for fast passenger train service were introduced by the American Express Company, and with its widely scattered soliciting forces it has been in a position to bring to the growers the highest returns for their labor. During the past season carload shipments of berries were distributed by the American Express Company to eighty-seven different cities located in twenty-nine states, extending from Ban-



Express Quarters, Cedar Rapids, Iowa.

five departments, four in charge of managers, one each at Cleveland, Chicago, St. Louis and Salt Lake City, the Chicago city department being in charge of C. E. Finch, general agent. The express business of the Rock Island Lines in Illinois, Iowa, Minnesota and South Dakota is in charge of W. A. Naylor, manager of the Northwestern department, Chicago, and in turn under the direct supervision of C. S. Taylor and T. J. Worthman, Superintendents at Chicago and Des Moines respectively. All of the Rock Island Lines south of Iowa and from St. Louis to Belleville, Kans., are in the southern department of the American Express Company, in charge of C. D. Summy, manager, St. Louis, the direct supervision being vested in H. H. Meek, superintendent, Kansas City, and James Kennedy, superintendent, Topeka. The express service of the western lines of the Rock Island from Omaha to Colorado, including the Horton Line, is under the immediate supervision of G. D. Patterson, superintendent, Omaha, and in turn in charge of E. M. Whittle, manager of the Pacific department at Salt Lake City.

gor, Me., to Seattle, Wash., and to every province of Canada. The less than carload shipments of fruit and vegetables, as well as consignments of poultry, eggs and other farm products are important features of the express service of the Rock Island. The general movement of manufactured articles is from the East to the West, and with its unexcelled service from the New England and eastern manufacturing districts the "American" is in position to offer to its many patrons in the territory covered by the Rock Island Lines a service that is both prompt and highly efficient.

The C. O. D. system of shipping was originated by the express companies many years ago and furnishes a simple and effective method of selling merchandise without risk to the shipper. It has been an important feature in extending trade relations between thousands of manufacturers, merchants and individuals. Without it the purchaser would be obliged to establish credit or pay in advance of selection, thereby limiting his opportunities to purchase in the market he might consider the most desirable. Approximately 2,000,000 C. O. D.

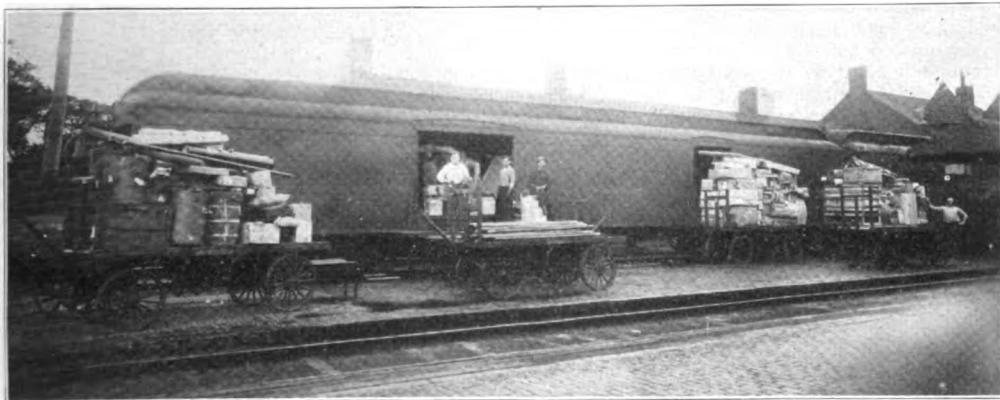
shipments are handled by the American Express Company annually.

Special commissions for the performance of almost any transaction are undertaken by the express company through the channels of its order and commission department, such as the purchase of goods, collection of debts, payment of bills and taxes, service of legal papers, claiming of baggage at railroad stations or steamship piers, and the transaction of any legitimate service requiring special and personal attention at home or abroad. Through its efforts markets are found for producers, and without charge other than the regular transportation fees.

In line with other progressive measures for the benefit of the public, the American Express Company in 1882 devised and put in use what is known as the express money order, a substitute for the older method of forwarding small sums of money by express. This system gave the public better

the annoyances resulting from inability to cash other forms of paper on Sundays, holidays or fete days, and before or after business hours, and the cheques carry an absolute guarantee against loss or theft.

The enjoyment and comfort of foreign travel depend largely upon the ease with which the traveler can pass along his chosen way, and while familiarity with the customs of a country and some knowledge of its language may be aids to that end, the funds he carries may be either a source of pleasure or the cause of much trouble, inconvenience and delay. The excellent record made by the American Express Company with its travelers cheques at the outbreak of the European conflict is one that will commend this form of credit to travelers for all time, for when all other means of exchange failed, the stranded tourist, who was possessed of these cheques found no inconvenience in their prompt encashment and without the payment of exorbitant discounts frequently



View of Express Handling on Rock Island Lines.

and more businesslike facilities, and modernized the old method of making such remittances. It also originated the system of issuing money orders without written application of the purchaser and without the order being limited to one specified point of payment, but payable at any express office in the United States or Canada. In this feature of its business the American Express Company has maintained the lead of all competitors, its money order sales approximating 5,500,000 a year, nearly as many as those of all the other companies combined.

In 1891 the American Express Company introduced its popular form of travelers cheque, which was brought to perfection after years of pioneer work and through the expenditure of thousands of dollars. Before the outbreak of the present European war over 150,000 travelers were carrying these cheques each year. These cheques are known the world over and are readily accepted by hotels of the better class, steamship companies, merchants, etc., by reason of which travelers avoid loss of time in visiting banks to obtain funds and escaping

demanded on other forms of credit, or the absolute inability to raise a cent on certain classes of paper.

The American Express Company also issues travelers and commercial letters of credit, sells sight drafts payable at the world's principal commercial centers, transfers money by mail, telegraph or cable to points at home and abroad, exchanges foreign money and accepts from tourists checking deposits at its offices in Europe.

For more than twenty years the American Express Company has had its own independent foreign agencies, now maintaining such offices in all important European cities, as well as in Buenos Ayres, Manila and Hong Kong, in addition to shipping and banking correspondents at all principal cities and ports of the commercial world. By the establishment of these exclusive offices abroad it is able to give the traveling public the benefits of an American institution, completely and fully equipped with facilities tending to promote the comfort and convenience of American travelers. Mail matter may be addressed for delivery of reforwarding to the care of the Amer-

ican Express Company at its foreign or domestic offices. Reading and writing rooms are maintained and tickets via all continental railways are sold at its principal European offices. Storage insurance and the forwarding of baggage is given special attention at all of its offices abroad.

Through the medium of its foreign department the company offers the most complete arrangements for transmission of express shipments, and has a special department for the handling of freight shipments of every description, either small or car-load lots, and by every class of ocean service, to and from all foreign countries. Through negotiable bills-of-lading are issued, and the company undertakes the collection of accompanying drafts or invoices at the lowest rates of exchange and the return of proceeds by mail or cable.

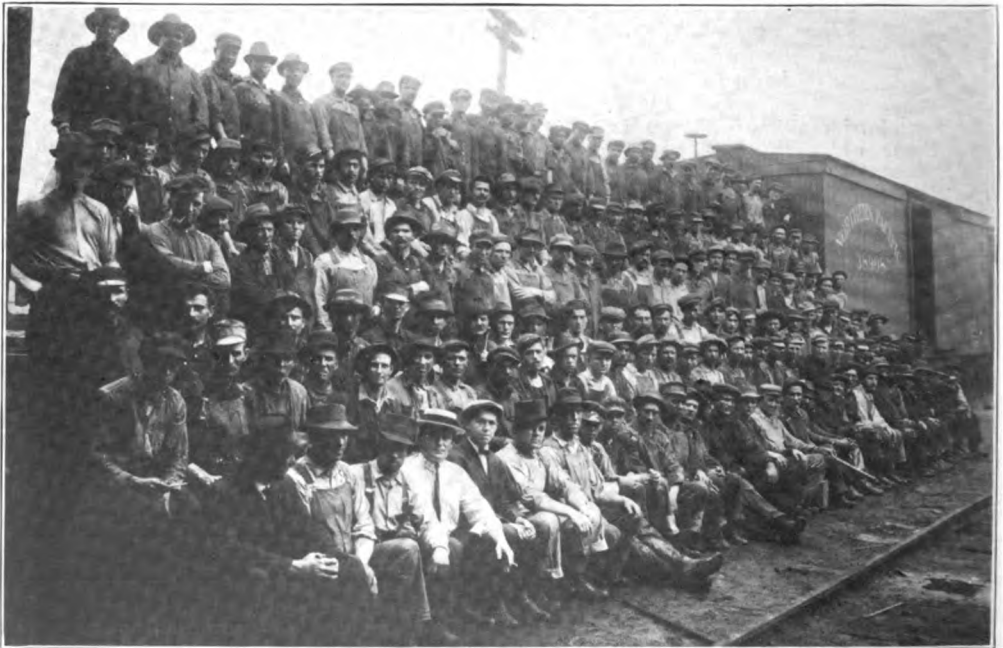
The American Express Company is a bonded line for the immediate transportation of goods to inland points in the United States and Canada without customs examination at port of arrival, thereby avoiding delays at the seaboard, and enabling the consignee to personally or under his own direction attend to the entry and clearance of the goods, payment of duty, etc. The company itself, by authority of consignees,

often attends to the entry and clearance of shipments at the custom house.

The foreign department of the company, and later through its foreign trade information bureau, has been the means of bringing together American and foreign buyers and sellers, manufacturers and distributors, thus encouraging business relations between them with distinct benefit and stimulation to American trade development.

One of the more recent departures of the company is its establishment of a travel department, which undertakes to perform all the offices of the regular tourist agencies, including personally conducted foreign tours. Already trips to South America, the West Indies, Panama and to China and Japan have been arranged.

A well deserved tribute is due the small army of employees who have contributed toward the success of the express service on the Rock Island Lines. A great many of these men are joint railroad and express employees, and to their co-operation is attributable in no small measure the successful operation of the very efficient express service of the Chicago, Rock Island & Pacific Railway.



CAR DEPARTMENT FORCE—VALLEY JUNCTION SHOP

BIOGRAPHIES OF PENSIONERS

Charles Heller, Locomotive Engineer,
Cedar Rapids Division.

Age, April 21st 1915, 66 years.

Length of continuous service, 36 years.

Monthly pension, \$42.65.

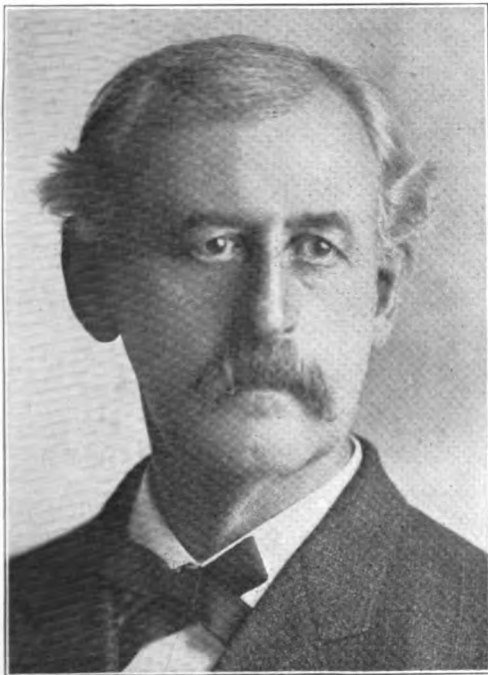
Date of application, Sept. 30, 1915.

Retired from active service, Dec. 31, 1915.

Pension effective, Jan. 1, 1916.

Careful and unselfish work, in due time receives its reward. After a long, faithful and conscientious service in railroad circles, extending over a period of about forty years, it is eminently fitting that a brief biographical sketch of Mr. Heller be written.

Ordinarily, to the man upon the engine, life is a long and heavy grade, but not so



Charles Heller.

with our friend; he loved his work and it appeared to us as though to him, his railroad life was but a long and enjoyable vacation. Always on the alert for his company's interest, he did his whole duty diligently and carefully, many times working over time in order that his engine would be in proper shape for the next trip out. This was appreciated and quickly recognized by the officials of the road, and his steady advancement, with a liberal increase in salary was the just reward for labor well done.

Charles Heller first saw the light of day in Muscatine, Iowa, on the 21st date of April, 1849, and grew up to sturdy and useful manhood in the city of his birth. As

a youth he attended the public schools of Muscatine; at the age of fifteen years he entered a grocery store as clerk, remaining in the business for several years. In 1873 he took the first step toward what later proved to be his life vocation, when he entered the employ of the C. R. I. & P. Ry. as car repairer. On August 31, 1879, was engaged as fireman under the tutelage of that staunch and reliable old engineer, William P. Cassidy, now retired on the Muscatine branch of the then B. C. R. & N. and for intelligent and meritorious service, he was promoted to engineer on the regular run between Muscatine and Montezuma. He continued in the service of the B. C. R. & N. until that road was taken over by the C. R. I. & P. Ry., since which time he has been in the employ of the latter company, being in all, up to the time of his retirement on January 1, 1916, in continuous service for thirty-six years. Engineer Heller is now retired from active service on account of natural infirmities incident to advancing years.

Mr. Heller was united in the holy bonds of matrimony with Miss Fannie V. Mathewson on June 22, 1876; to this happy union were born six children, one son and five daughters. The son and eldest daughter have passed through the dark valley of the shadow of death, four daughters remain to soothe and comfort their loving and devoted parents in their declining years of a faithful and well spent life.

* * *

Herman Lester Cook, passenger conductor, Iowa Division.

Age, December 1, 1915, 70 years.

Length of continuous service, 37 years.

Monthly pension, \$50.15.

Date of application, October 16, 1915.

Retired from active service, December 31, 1915.

Pension effective, Jan. 1, 1916.

"There is very little to say regarding the historical record of Herman Lester Cook, other than he has been one of the best conductors we have ever had; always cheerful and friendly with patrons, as well as other employees. He has held his age well and at the present time his hair is only sprinkled with gray.

"He has one distinction, in the fact that although our passenger men were moved from Des Moines to Davenport and afterward Rock Island, some twenty years ago, Mr. Cook, who owned his home at Des Moines, has been fortunate in always having a run with his lay-over at Des Moines, he being the only Iowa Division conductor whose whole service has been on runs from Des Moines.

"He is a man who has always saved his money and made good investments and is presumed to be quite well to do. One of his sons, Herman D. Cook, was for a number of years timekeeper on the Iowa Division, and is at the present time traveling time inspector for the First District."

John Read, tin and coppersmith, Valley Junction, Iowa.

Age, December 12, 1915, 70 years.

Length of continuous service, 41 years.

Monthly pension, \$30.65.

Date of application, September 28, 1915.

Retired from active service, December 31, 1915.

Pension effective, January 1, 1916.

John Read was born in Bedford, England, in 1845, and came to the United States in 1869. Mr. Read started to work for the Rock Island at Stuart, Iowa, in the spring of 1875, which gives him the enviable record of forty years and six months of service with this road. Another unusual feature



John Read.

of Mr. Read's service is that during his entire service he has not requested nor used a foreign pass. He has always been an honest, faithful, loyal and conscientious employee. Mr. Read has never missed a pay day or left the service of the company since the original date of his employment.

Mr. Read has always been closely identified with religious work, is an ardent worker in this cause as well as a generous donor. He has three daughters and one son, and at the expiration of his services here will make his home with one of his daughters in Streator, Ill.



HEROISM.

The bravest battle that ever was fought,
Shall I tell you where and when?
On the maps of the world you will find it
not,
It was fought by the mothers of men.

LETTERS WE LIKE TO RECEIVE.

San Francisco, Cal., Feb. 2, 1916.

Mr. L. M. Allen,
Passenger Traffic Mgr.,
Rock Island Lines.
Chicago, Ill.

Dear Sir:—I just returned from the East on one of your trains, leaving St. Louis on Tuesday night, Jan. 25th, and I want to compliment you on the service rendered by your company.

When we arrived at El Paso, our train went on to Douglas and was returned to El Paso and the dining car we had; there was but one. To this train were attached three other trains, making a train of 14 cars and the service given by your dining car conductor and all the employees therein was most marvelous. They fed a crowd of anywhere from 165 to 200 people, naturally held them in line for a while, but gave them everything they wanted and most expeditiously.

The waiters worked like Trojans and the kitchen help certainly must have done the same. In fact, one meal ran into the other, though they had no time to clean up, and it was most marvelous that they were able to do this.

If there is any reward due a crew for doing the work they did, and in the manner they did, I wish you would see to it that they receive this reward.

Hoping to travel over your lines again. I beg to remain,

Yours very truly,

(Signed) LEO J. CLAYBURGH.

Note.—This car was in charge of Steward Clausen.



FOR THE BETTERMENT OF THE SERVICE.

Some of our employees occasionally, it is to be presumed, come in contact with some detail of the service, minor or otherwise, which might be changed so as to effect an improvement in such conditions and a betterment of the service. This is especially true of our employees who are traveling over the line more or less, such as employees in train service, traveling agents, train baggagemen, etc., etc., who have the opportunity of seeing and comparing conditions at many different stations and on different parts of the line. Our ticket agents, passenger agents, freight solicitors, in their daily contact with the traveling and shipping public must also occasionally run across items of this kind which might be of interest or benefit to the company.

All employees are solicited to report by letter or in person to proper official or representative, according to their department, any suggestions they may have for the improvement of conditions or the betterment of the service. The company desires to cooperate in every consistent possible way to effect an improvement wherever needed and will gladly give every consideration to any suggestions to this end.

EMPLOYES PENSIONED

At a meeting of the Board of Pensions Jan. 28, the following applications for pension were approved:

Name.	Occupation.	Location.	Monthly Pension.	Pension Effective.
Robert Small	Loco. Engineer	Missouri Div....	\$72.10	11-1-15
Oswell Dillon.....	Ioco. Engineer	Dakota Div....	49.20	10.1-15

PENSIONERS WHO HAVE PASSED AWAY

Following is list of pensioners who passed away subsequent to the meeting of the Board of Pensions, Dec. 28, 1915:

Name.	Occupation.	Location.	Died.
C. B. McLaughlin.....	Station Agent.....	Indianola, Ia.....	12-26-15
Pension effective Jan. 1, 1910; \$23.25 per month; pension ceased Dec. 31, 1915; total pension received, \$1,674.00.			
James Vance.....	Station Agent.....	Mossville, Ill.....	12-30-15
Pension effective June 1, 1910; \$20.00 per month; pension ceased Dec. 31, 1915; total pension received, \$1,340.00.			



NEW BOOKS.

PRACTICAL TRACK WORK. By Kenneth L. Van Auken, formerly extra gang foreman C. & N. W. Ry.; 216 pages, 51 illustrations, price \$1.50 net. Published by Railway Educational Press, Fourteen East Jackson Boulevard, Chicago.

The book *Practical Track Work* is a distinct departure from anything attempted heretofore in that it treats the subject of track work exclusively and treats it entirely from the viewpoint of the practical man. The simplest possible language is used throughout, the author having omitted engineering terms, technical descriptions or formulas which cannot be used easily by the practical track man.

The author states that the greater part of the information is compiled from his own personal experience and also that the book is not intended as a treatise on maintenance, but merely on track construction. However, it does take up the subjects of switch construction, double tracking and relaying rails, labor and organization, spiking, cutting and curving rails—all of which are likely to come up in maintenance on a progressive railway.

These few instances show that it is just as necessary for the section foreman or roadmaster to know the features of track construction as to know the features of track maintenance. There is no foreman but makes a better man in the maintenance of track if he knows the methods and features in track construction.

COLONIST FARES TO PACIFIC COAST.

The attention of agents is directed to the reduced colonist fares to be made effective from all points on Rock Island Lines to practically all points on the Pacific coast. The dates of sale are from

March 25th to April 14th, inclusive only. Complete tariff showing fares and conditions in detail will be mailed all agents in a few days.

Note particularly the fact that these colonist fares will be on a slightly higher basis than in former years, the increase being approximately \$2.50 from all points.

Tickets sold at colonist fares **must** have each coupon and contract reduced to "second-class" and stamped "Colonist" on the back, and must be dated and sold only on authorized selling dates noted above.

Every agent should have the colonist fare tariff on file. If you do not receive it in a few days, write the general passenger agent for it.

❖ ❖ "WHO AM I?"

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets and I have wrecked more homes than the mightiest of siege guns.

I spare no one and I find my victims among the rich and the poor alike, the young and the old, the strong and the weak; widows and orphans know me.

I loom up in such proportions that I cast my shadow over every field of labor, from the turning of a grindstone to the moving of a railroad train.

I massacre thousands upon thousands of wage-earners in a year.

I am relentless. I am everywhere; in the home, on the streets, in the factory, at railroad crossings and on the sea.

I bring sickness, degradation and death, yet few seek to avoid me.

I destroy, crush or maim, yet I give nothing.

I AM CARELESSNESS.

"PREVENT CLAIMS" MEETING COLORADO DIVISION, COLORADO SPRINGS, COLORADO, JANUARY 20, 1916

Remarks By B. S. REDDINGTON,
Agent, Stratton, Colorado.

Perhaps the most important problem that has engaged the attention of man has been that of railroad service in various capacities. It is the problem solved by every age, and is yet to be solved. From the time of the building of the pyramids, forty centuries ago, to the completion of the greatest piece of building of yesterday, railroading in all departments has been essential in the progress of the nation and world. Slaves in olden times carried the burdens with which to build temples, camels trod the desert, patiently the river boat, the wagon train and stage coach have served with pride their purpose in the advancement of the world's history, which has led us to this age where travel is a delight and distance a delusion. We railroad men should feel proud to be classed in an organization which has taken centuries to bring up to the present standard, and which today is only in its infancy. The public of today is demanding of railroads greater and more perfect things. They cannot wait patiently as the merchants of caravan days, but a delay of a day must be accounted for in order that we show him where we used every effort to get his shipment in without delay. We can not doubt but the bringing of this to the present status has cost a price, and the price in this instance has been scraps of broken shipments, consisting of every known article which has been handled by the railroad companies of our country.

We as employees should not hinder or turn back the dial of progress in any manner intentionally, but we do these things thoughtlessly and unintentionally. Officials work under a constant nerve strain, employees who work in conjunction with them are the same, more or less, and we should not expect perfection in railroading, but if we all would work together, we could expect a great improvement.

There are two causes for claims: Improper methods of work or operation and failure of employees to use proper care and diligence. I do not believe employees are responsible for the first, but we are the makers of the second in every case. What are the remedies? Correct improper methods and educate and train employees in all branches of service to use care and good judgment, protecting every moment your employer's interests, as you would expect anyone in your employ to do with you. You and I make this one million and a half dollars every year when we neglect the little things in discharging our duty, and I have found by experience that it is easier to do things right than to explain why you

did them wrong, or in other words to do things right, and you will not have to put on gloves when you open a personal letter from your superior officer.

We, as station agents, are the sole representatives of our company in our cities, and we should use every care to protect their interests by seeing that all articles are properly marked and waybilled, giving receipt for only such articles as are actually received, noting every bad order on bill of lading, etc. I wonder how many of you at these stations show the weather conditions, and if in winter, the temperature of the weather at the time a shipment of perishable freight was received. Do you show this on your bill of lading? It takes but a second of time, and puts a closer check on claims. Do you always know what your receipt for is the proper article? A few days ago there was received at a station on the Colorado Division, a shipment billed seventeen (17) pieces, weight 2430 pounds, charges \$8.39, loaded in a car and billed direct to the destination, which by the way was only a few miles. Consignor had loaded this shipment and placed padlocks on car. Upon arrival at destination the agent broke the locks and inspected freight and found there were 122 pieces of freight in the car, and there were none properly marked, and articles did not compare in the least with the waybill. Upon weighing it found it to weigh 7041 pounds, and correct charges to be \$42.37. In this case there was made for his employer \$33.98 for about five hours' work. Can you suggest how an employee could issue a bill of lading for the shipment? This is only one of the many cases which happen every day somewhere, and are you helping your employer or are you making extra work and expense for him and the other fellow?

All freight received at our station is checked from car and draymen are not allowed to load a piece from platform until it is checked to him by some station employee, and his receipt taken for the shipment on waybill. In this way we know that shipment was delivered to the right man and make him responsible for the delivery to the consignee. I hear some of you say the drayman is in a hurry and will not wait. That's up to you. Don't you draw the little \$67.50 per month for being the boss? It's up to you, for that's where you get the honor, and you will save yourself and your employer trouble and expense by being careful.

Do you cooper all bad order boxes? I have found that a hammer and nails will save your employer a great many dollars.

Do you arrange your freight in your freight house systematically, so you can find it in the dark and thereby avoid handling it unnecessarily, thereby avoiding claims? Do you take all grain doors from cars and re-use them? These cost about 40 cents each. Do you let grain men have pads of shippers' order bills of lading to keep in their office? A man came to me the other day and asked for a pad. I said, "nothing doing." He said they had a pad at another station, and did not have to come to the station every time they wanted to bill out a car. I told him I would be glad to give him the combination to the safe and money drawer and let him have access to the tickets, but he was asking too much wanting shippers' order bills of lading. There could be serious trouble arising from this practice in the way of claims.

When you receive money for freight, tickets, western union, or express, do you say "Thank you?" Of course, you do and that's right. Courtesy above everything else is necessary in dealing with the public. Do you know that your passenger stations are properly lighted and heated and kept clean and that passengers are made comfortable after you have gone? Do we allow boards with nails in or around our platform or station grounds? Of course the public would step over these and not be injured, but someone might not see, then we would have a claim. Do we see that our correspondence is answered promptly and accurately? We should bear in mind that neglect in answering correspondence results in additional work, not only for ourselves, but for those making inquiries, thereby making more expense.

The badge of carelessness is a "dunner." I have gotten them and so have you, but let us make a new start and have a clear record on this year. Also careful handling of baggage will reflect credit upon ourselves and our employees. The railroad is benefited and relieved of a responsibility when baggage has reached its destination and is delivered, thereby avoiding claim.

Courtesy cannot be bought, but that courtesy is essential to those seeking advancement in railroad work is a fact. It is essential not only between employees and officials, but with the public. Without it, men with other talents have failed. The patrons traveling on a railroad are usually nervous, of course we do not know what the cause may be, and they may ask questions which seem to us to be very foolish, but we should try and give them correct answers, thereby making them feel that their wants are our every day care. While we, as employees understand schedules and time tables, we must remember that to about eighty million people it is a very complex affair. A kind word to those in the waiting rooms who seem too timid to ask for information shows thoughtfulness, and is appreciated. The agent is the company in this case. He should know that passengers are satisfied. With the waiting

room full of people a few minutes spent among them may result in many dollars to the company in return. Conductors should practice the same in their trains. A railroad for which all employees are working to win the good will of the public would need no better advertisement than courtesy. It will stand against all other advertisements. Every victory over discourtesy is well worth the effort and makes a man bigger and better and stronger, and a more desirable employee. It brings him nearer promotion and raises him in the esteem of his family and friends. To sum up the requirements to success as an agent, I find courtesy, truthfulness, pluck, the everlasting sticking to it, a determination to win under all circumstances, promptness, carefulness and working for the interest of your employer, remembering that the success of all our undertakings must be in the co-operation of the officials and employees; it cannot be solved by one without the other, and sincerity of purpose on the part of both is essential and let the official not forget that he was an employee yesterday, and the employee reflect that he may be charged with official duties tomorrow, and let each and all of us accept our full share of all responsibility today.



EARLY RAILWAY TRAVEL.

Twenty-four Hours' Notice Was Required at One Time to Secure Passage.

As a contrast to the traveling facilities which are now so universal, it is interesting to read a "Copy of the Rules for Travelers on the First Railway," a document still preserved among the archives of the company of the Manchester to Liverpool Railway, and which has been sent to us. The rules are as follows:

(1) Any person desiring to travel from Liverpool to Manchester, or vice versa, or any portion of the journey thereof, must twenty-four hours before hand, make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation and reason for desiring to travel.

(2) The station agent upon assuring himself that the applicant desires to travel for a just and lawful cause shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

(3) Trains will start at their point of departure as near schedule times as possible, but the company does not guarantee when they will reach their destination.

(4) Trains not reaching their destination before dark will put up at one of the several stopping places along the route for the night, and passengers must pay, and provide for, their own lodging during the night.

(5) Luggage will be carried on the roof of the carriages; if such luggage gets wet, the company will not be responsible for any loss attaching thereto.

DETROIT CONCERN BACK TO NATURE FOR INDIGO DYE.

An S. O. S. call was being sent to all members of the United Garment Manufacturers' Association to meet in Chicago recently to consider the shortage in dye stuffs, caused by the stopping of German exportation by the war.

L. J. Miles, sales manager of the Hamilton Carhartt Co., says that indigo dye, which could be bought from Germany before the war for 15 cents a pound, now costs \$2.75 a pound. By a synthetic process unknown to American science the German chemists were able to produce the commodity, and so completely controlled all the trade that there was no competition whatever, so when England blockaded the German ports the world was shut off from its dye supply.

The condition of the manufacturing world at this time is described in an interesting manner by E. R. Partridge, manager of the Carhartt factory in Georgia, who is now at the Detroit factory for a short time.

As soon as American manufacturers realized that their stock of German dyes could not be replenished, buyers were sent to all parts of the world to pick up any surplus stock that might still remain. Some was found in far-off China, where 800,000,000 persons wear only blue cotton shirts and trousers with the shirts outside the trousers, reversing the American custom. Aside from this their ransacking of the world had little result. Manufacturers then tried other colors than the prohibited blue. Blacks, browns and slates were put on the market, and appeals were made to the patriotism of American buyers to purchase overalls of colors that could be made in the United States.

"Blue or nothing, was the cry. The little that was found in China and which had been snapped up by enterprising speculators and resold to American mills at 10 times the original cost, proved only a drop in the bucket. Something had to be done and done quickly, or thousands of people would be turned out of work and the over-all cloth industry stopped.

"At this time Hamilton Carhartt of Detroit, who is the largest manufacturer of overalls in the country, personally took up the problem. He had a two-fold interest—to keep his overall factories in Detroit, Atlanta and Dallas going, and to provide dye for the 'master' cloth made for them by his South Carolina cotton mills.

"Mr. Carhartt's plan was to go back to first principles and again take up the use of nature's product, vegetable indigo. Suiting action to his thought the cables to India were called into use and orders given to search the land over for the fiber, from which the old-time vegetable indigo could be made.

"The abandoned agencies for securing the product were not easy to get into action again, but necessity knew no law and soon the patient camel, the ponderous elephant, the dependable mule and the braying

jackass were making their way to Bengal, India, loaded with the blue crystals of indigo distilled from plants, and indigo blue dye was again on the market, although its cost was almost prohibitive. The dye in each pair of overalls now costs 25 cents."

The early history of the popular blue dye and the development of its production is an interesting one. Years ago this color was obtained by evaporating and crystallizing a solution made by extracting the juice from the indigo plant, found near Kuppah, India. Most of us can remember how our mothers used to tie a few pieces of this, bought at the drug store, in a bag and dip it into the tub of washed white clothes to give them the blue-white which is deemed so desirable by good housewives.

For a time after the blue overall cloth came into common use, cotton mills tried to dye it with the vegetable indigo, but the demand for the cloth was too great to admit of the use of a dye produced in such a slow and tedious manner.

At this point the serious, plodding, thorough German chemist took up the problem of synthetically producing an indigo dye. After deliberate and careful research work, together with a large investment of capital, an indigo dye was produced that could not be told from the vegetable one of nature except for the absence of the characteristic odor.

For years the trade had been taught to know the real from the spurious by the peculiar pungent odor the vegetable dye possessed. Consequently manufacturers fought shy of the German synthetic substitute. This was a nut for the kaiser's cohorts, but they cracked it as in other cases. They satisfied the manufacturers' demands for odor by furnishing him with a small phial of odor for each barrel of dye. This German product was so much cheaper and easier to handle than nature's one that the latter quickly disappeared and was not used till the war shut off the German supply, and manufacturers were driven to it.

F. O. BUNNELL RESIGNS.

Effective February 15th, after 16 years of continuous service as engineer of tests with the Rock Island Lines, Mr. F. O. Bunnell resigns to take a position with the Southern Wheel Co., St. Louis, Mo., as chief engineer.

The employees of the testing department presented Mr. Bunnell with a bronze desk set inlaid with Sterling silver. Mr. Bunnell assured them that no matter where he worked if he had a desk at all that set would be forever before him. The employees of the testing department feel that they are losing a loyal friend in Mr. Bunnell leaving the department, as he was a man that believed firmly in a "square deal" and always saw that everyone received same.

Mr. Bunnell's many friends of the Rock Island wish him success in his new field of work.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

Some "Worth While" Safety Meetings.

The months of December, 1915, and of January, 1916, evidenced some of the most interesting and enthusiastic safety meetings on the various divisions and shops that it has been our privilege to note and mention for some time past, and while we consider EVERY meeting a beneficial one, we must needs take notice of those that are especially splendid and where every effort is put forth to advance the interests of the "Prevent Injury" movement. Among those particularly noticeable were these:

Nebraska Division.

The anticipation of an exceptionally good meeting came to us with the announcement from Superintendent H. E. Allen that the Nebraska Division Safety Committee would meet with him at Fairbury on December 3d, and in his notice of the meeting, Mr. Allen, in his usual painstaking and effective though brief manner, let it be understood that EVERY committeeman was expected to be present, requested EVERY employee "in town" that day to be present, and placed particular emphasis on his desire that each member of the committee "bring a visitor," the bugle call of our organization. His "call to the colors" was responded to as the record of attendance shows: EVERY member of the committee present save ONE, "on vacation," and THIRTY-EIGHT VISITORS (38). Those who attended were rewarded with having Mr. Allen in the chair and when he presides at a safety meeting or at any other meeting, even down to a "story telling match," believe us when we say there's something done. Mr. Allen made his first "safety appearance" on the Nebraska Division at this meeting, having recently been transferred from a division in the "Land of Roses" to the Nebraska Division in the "Land of the Rotary," but he will equal the occasion in either climate and under all conditions. The slogan "Bring a Visitor," means much to the Safety Bureau. Once in attendance at a meeting means a second attendance and after the second appearance, you just can't stay away. Thanks for that meeting, Mr. Allen!

Dakota Division.

It's only repetition to say the Dakota Division had a splendid meeting in December. That's the usual custom "up state" on that division. The slogan, "Bring a Visitor,"

again proved its worth. TWENTY-FIVE VISITORS at the December meeting and NOT ONE MEMBER ABSENT.

Mr. Rosser is a painstaking chairman, and when he calls his safety committee to meet with him there's no doubt about the attendance and the good work that will be considered and accomplished. The Safety Bureau surely appreciates every assistance given by Mr. Rosser, his staff and the committee, as well as the employees who are not on his committee, in making the Dakota Division the one talked about in the safety world and as being a leader, not a follower, an originator, not an imitator.

The Dakota Division was the only one during the month that shows a FULL attendance at the meetings.

Arkansas Division.

The sentiment expressed by "Bring a Visitor" is growing in the South, attested to by the fact that SEVENTEEN visitors attended the Arkansas Division meeting in December. To appreciate what SEVENTEEN VISITORS and TWENTY-FIVE active safety committeemen can do for the "Prevent Injury" movement, you should attend a meeting when Mr. A. E. Walker presides. The only harm (?) we wish the Arkansas Division is that their meeting room will soon not be large enough to hold the crowd of interested employees who come to advance the safety movement.

Minnesota Division, January.

January 19th was the day set for the Minnesota Division safety meeting, and if a colder, more disagreeable and chilling day had been ordered for the occasion, it could not have improved the situation that met those who attended. It was almost impossible to remain out of doors for a short time—snow flying, wind blowing and everything that had life and valued it was "hiding IN." But the weather made no difference to the safety committee and those interested. The meeting was a splendid one, lasting nearly FOUR hours and during that time, the suggestions offered, considered and favorably handled are worthy of mention. Good fellowship was manifested, every one had HIS say and all agreed that the meeting was a decidedly beneficial one. The only regret was that Superintendent Wallace was unavoidably detained by conditions over which he had no control, but his place was satisfactorily filled by Mr.

Laflet, trainmaster, who acted as chairman. The attendance, the efforts put forth to advance the cause, the disposition of matters considered as well as the "get-together" spirit manifestly present, are all appreciated and bespeak success for the Minnesota Division in making her personal injury mark something to be envied.

Oklahoma Division.

The assembly hall in the new office building at El Reno seemed to have been looked upon as a "select" meeting place, and seldom used until the offices of the superintendents would no longer hold the safety committees and their interested visitors, and then, and only then, was that splendid room pressed into "safety" service. It remained, however, for Superintendent C. L. Ruppert to tax that room to capacity, and "then some," demonstrated by his safety meeting on January 13th, when every available chair in the building was pressed into service and standing room was at a premium. The presence of Doctors Hatchett, Adderhold and Runkle, the former addressing the boys on the first aid work, the latter addressing them on the care of the "Windows of Their Souls," added material interest to the meeting. Superintendent Ruppert is one of those fellows about whom it may be properly said, "what he purposes, he performs." He held his "prevent claims" meeting in the morning, and then admitted his belief (?) that EVERY man at the morning meeting would attend the one in the afternoon, and it was accordingly done. The Oklahoma Division has been of great and appreciated assistance in the advancement of the safety movement, and all credit is due to Mr. Ruppert, his staff and his committee and the employees generally, and is hereby conceded to them.

Pan Handle Division.

Superintendent F. N. Tinsman, another admitted "live wire," in the "Prevent Injury" movement attests the interest of himself and his co-workers on the Pan Handle Division through the meeting held on January 4th, in his office at El Reno, at which meeting there were FOURTEEN VISITORS. Another page of evidence that "Bring a Visitor" is taking root, and that the employees of OUR railroad are becoming more earnestly interested as each day passes.

El Paso Division.

The illness of Superintendent H. P. Greenough, regretted by all who know him and are privileged to associate with him, has necessitated his absence from several safety committee meetings, much to our regret, but we rejoice at this time to learn that he is now on the road to rapid recovery and will soon be with us again. Mr. Greenough always presided at HIS safety meetings, took an active part and appreciated the information presented, and was ready with the remedy when needed. The boys of the El Paso assured him that his interest in the "Prevent Injury" movement was still kept up, attested to by the attend-

ance of NINETEEN committeemen and TWENTY-FOUR VISITORS at the January meeting. Just a sample (continued) of the former meetings.

Amarillo Division.

The title "acting" superintendent fittingly applies to Mr. H. J. Sewell of the Amarillo Division, for he surely is an "actor" when it comes to holding a safety meeting. Just think, a meeting away out on the plains of Texas recording the attendance of TWELVE committeemen and TWENTY-FIVE VISITORS. Doesn't it make some of you gentlemen who are located in more densely populated places and where a larger number of men are employed than at Amarillo, just a little envious (?) of the Amarillo Division? They set a good example out there—one worth following. Keep after it, Mr. Sewell; you are "acting" all right for the Safety Bureau and the movement to "Prevent Injury."

These are not the only splendid and exceptionally good meetings held, but space will not permit further details appearing. The "Prevent Injury" movement is growing in strength and in favor. The assistance of the employees generally is manifested and appreciated. We can be leaders in this great work; we have the railroad to work for and the MEN to work with to effect results that will startle the railroad world. WE MUST LEAD. YOUR ASSISTANCE IS ASKED.



VIM.

Did you face the trouble that came your way

With a resolute heart and cheerful,
Or turn your soul from the light of day
With a craven heart and fearful?

Oh, a trouble's a ton, or a trouble's a pound,
Or a trouble is what you make it,
But it isn't the fact that you're hurt that counts,
But only, how did you take it?

You're beaten to earth; well, well, what's that?
Come up with a smiling face—
It's nothing against you to be knocked flat,
But to lie there, that's the disgrace.

The harder you're thrown, the higher you bounce,
Be proud of your blackened eye,
It isn't the fact that you're hurt that counts,
But how did you fight, and why?

And though you be done to earth, what then?
If you did the best that you could,
And played your part in the world of men,
Why the critic will call you good.

Death comes with a crawl, or comes with a pounce,
But whether 'tis slow or spry,
It isn't the fact that you're dead that counts,
But only, how did you die?

Reductions Effectuated in Cost of Locomotive Fuel

W. J. TOLLERTON

General Mechanical Superintendent

In connection with the article printed in the Rock Island Employees' Magazine of December, 1915, on the possibility of economies in stationary and pumping plant stations in the use of fuel, I would like to pass a few remarks on the consumption of fuel in locomotives, which supervision has now been taken over by the newly organized Mining and Fuel Department. It will no doubt be interesting to the employees of the Company as to what has been accomplished in the past and the prospects for making still further material savings in the future.

The special department to effect economies in the consumption of locomotive fuel, under the general direction of the Mechanical Department, was organized in January, 1913. During the calendar year of 1915, as compared with the calendar year of 1912, on the basis of cost of fuel per 1,000 gross freight ton mile, per 1,000 gross passenger ton mile and per switch engine mile, a reduction of \$1,010,681.84 was effected in the cost of locomotive fuel. I will not attempt to apportion the credit for this showing, as it was simply due to the co-operation of all employees, and they are to be congratulated on this excellent performance.

There are still very large opportunities for making further substantial reductions in the cost of locomotive fuel. For instance, during the fiscal year ended June 30, 1915, in freight service there was an average consumption of 16 scoops of coal per engine mile, in passenger service 7.4 scoops per engine mile and 9 scoops of coal per switch engine mile. If a reduction of only one scoop of coal per freight engine mile and one-half a scoop of coal per passenger and switch engine mile can be effected, the following annual saving would result:

Freight service, 131,022 tons	\$294,799.50
Passenger service, 67,496 tons	151,864.75
Switch service, 24,045 tons	54,101.25
	<hr/>
	\$500,765.50

It is felt that with the continued co-operation of all concerned these figures could be exceeded. The main factors to accomplish such a result are:

Engineers making complete work reports, and the roundhouse forces making repairs promptly. This is also of vital importance in connection with the Federal requirements on condition of locomotive and tender.

The coal being properly cracked before being delivered to locomotive tenders.

Locomotives not to be fired up an undue length of time in advance of the time needed, and care taken in building the fire.

Proper instruction and co-operation of engine crews and terminal employees in the proper and economical performance of their duties.

In conclusion I desire to express to all employees on behalf of the management appreciation of the hearty and loyal co-operation for the economies brought about in the consumption of locomotive fuel. It is only by this co-operation and team work that the very best results can be accomplished.

MOTOR WHEEL A BOON TO HAND SPEEDER MEN.

With the Smith motor wheel, which is in daily use on thousands of bicycles, the man with the "Old Armstrong" can now at slight cost fit himself out with a motor driven car which will release him from laborious pumping and his slow method of getting over the ground.

The motor wheel, which is the entire power plant within itself, it hitched behind the velocipede and employed as a pusher. Special appliances for attaching are, of course, necessary and these are built and furnished free in accordance with certain dimensions given by the speeder owner when sending in his order. The engine is the four-cycle, air cooled type, $2\frac{3}{8}$ -inch bore by $2\frac{1}{2}$ -inch stroke, and develops $1\frac{1}{2}$ horse power. It is magneto equipped and is throttle governed by means of a flexible tubing control fastened to handle bars or conveniently on seat board. Any speed from four to twenty-five miles an hour can be set and maintained.

Some idea of the capacity of this motor wheel can be gained from the fact that for a test two of them applied to the rear of



a seven passenger Franklin automobile easily propelled it on a several-mile run. The wheel complete weighs but 50 pounds and with its heavy rubber tire gives ample tractive power to carry one, and under favorable conditions, two men on a speeder. It is quickly attached and detached and can be taken off at night and locked up if it is desired to leave the speeder out of doors. When not in operation it is hooked up to the frame of the speeder about an inch over the rail so that the handle bars can be used if desired.

Sherman C. Amsden, sales manager of Mudge and Company, Chicago, exclusive railroad distributors for the motor wheel, states that it makes a valuable addition to the complete Mudge line of motor driven section and inspection cars.

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.

LIFE.

By Arthur Warren, Porter, Arkansas Division.

Life is what you make it—
No matter where you may be,
In North or South America
Or on the stormy sea.

Some people prefer the evil one
And stray from the path of right,
But God looks down upon them
Even in the hush of night.

Well, then; we'll take the minister
With Bible in his hand
Trying hard to convince them
There is a better land.

Now, will they listen to him—
Not a word do they believe
But when the Son of God returns
No blessing will they receive.

And when they march before the bar
To meet our blessed Lord,
He will tell them that the Bible says
The way of the transgressor is hard.

The other side of life, of course,
God's mercy and strength will give;
It makes no difference who you are
It's just the way you live.

Take up the habit of doing right
Unto your fellow man
And when you die, your soul will pass
Into the Promised Land.

You'll then look back over your past
life
And remember from whence you came.
Your fellow man can think of you
And try to live the same.

So remember the Golden Rule.
In this world as you go through
Do unto others as you would
Have them do unto you.

ANOTHER ROCK ISLAND BOOSTER.

The following letter was received from Fuel Inspector John Patnoe under date of February 12.

"The ——— R. R. have been getting about 80 per cent of the haulage on coal shipped into ———.

"This did not seem right to me as ——— is practically supported by the Rock Island. About January 10, 1916, I was instrumental in getting Mr. ——— to go into the coal business using Rock Island coal for a Rock Island town. This has made quite a hit and to date he has sold ten cars of coal all shipped over the R. I. and cannot get coal fast enough to supply the demand on account of car shortage. This is also getting other dealers to get in coal over the Rock Island.

"I am not interested in this in any way only I think that every employee should do what he could to increase the income for the road."

MERITORIOUS SERVICE.

Mr. T. M. Daniels, Operator, McFarland, has been credited with ten merit marks for action in assisting in movement of trains at McFarland Jan. 26th when wires were down between Herington and McFarland.

Mr. J. W. Lustig, Brakeman, Colorado Springs, was given ten merit marks for noting from cupola train 85, Dec. 8th, at Elmore, bar down in train, immediately stopping train. Inspection showed oil box bolts broken off on top and binder and arch bars bent down, permitting sand board to drag on rail.

Mr. S. W. Dowell, Conductor, Mr. W. H. Sappenfield, and Mr. J. O. Vincent, Brakemen, of the Des Moines Valley Division, have each been given 5 merit marks for interest displayed in handling live stock in extra 1628 Nov. 11th. They found the upper deck of car broken down and raised it back up, making repairs and loading the hogs which had all fallen down on to the lower deck.

Mr. C. M. Crane, brakeman, St. Louis Division, has been credited with ten merit marks for firing engine 2062, No. 93's extra, Dec. 13th, from Argyle to Eldon, Mo., when fireman sprained wrist, thereby avoiding serious delay to train.

Conductor A. R. Bradley, Engineer W. A. Comstock, Brakeman B. B. Murphy and E. G. Murphy, Missouri Division, given 5 merit marks each for bracing a car in passenger train, while on freight train waiting at station for the passenger to leave.

Harry Rickett, Brakeman, Missouri Division, given 5 merit marks for firing engine on Extra 1974 from Altamont to St. Joe, January 4th, when regular fireman was taken ill.

C. J. Lynch, Brakeman, Missouri Division, given 5 merits for firing engine on his train Maysville to St. Joe, January 10th, when the regular fireman was taken suddenly ill.

Wm. Brownson, Switchman, Missouri Division, given letter of commendation for making temporary repairs to switch so it could be used when finding bridge rods disconnected from switch stand, leaving points open, January 23d.

Brakeman O. R. Wamsley, Missouri Division, given 5 merits for firing engine train 993, Kearney to Armourdale, February 7th, account fireman taken suddenly ill.

Brakeman Floyd Potts, Missouri Division, given 5 merits for firing engine Allerton to Eldon, Dec. 23, 1915, account regular fireman becoming incapacitated by reason of personal injury.

Mr. M. Mann, Section Foreman, Minco, Okla., has been commended for discovering brake beam down on Train 83 on Jan. 21st.

Mr. R. W. Thom, Engineer, and Mr. J. A. Houle, Conductor, of El Reno, Okla., have been highly commended for voluntarily taking charge of Train 601, Kingfisher to El Reno, on the night of Dec. 13th, after crew had been tied up at Concho account of the sixteen-hour period.

Mr. B. T. Smith, Engineer, El Reno, Okla., has been commended for services rendered on Jan. 13th, when he was called out about 4:45 a. m. and notified that he would have to kill his engine on account no water in tank, and he promptly assisted in towing the engine to tank by using one of the other lay-over engines, and found the engine frozen up, but succeeded in keeping the engine alive, avoiding serious delay to train.

Mr. Geo. W. Kelsay, Engine Watchman, Windsor, Mo., on Jan. 16th, discovered a brake beam down on Car C-52743, flour for St. Louis, as No. 96 was pulling into the Yards at Windsor and immediately called this to the attention of the train crew.

Mr. Johnson Young, Oklahoma City, has been commended for his close observation in detecting broken flange on Car C-69948 and calling this to the attention of foreman.

Mr. E. Bewis, Agent at Lone Wolf, has been highly commended for clearing case of trouble between wires Nos. 27 and 111 in outside cable at that point, securing ladder, examining cable and finding bullet of target rifle lodged in same.

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

Mr. J. W. Lake, conductor, Missouri Division, has been commended for influencing two passengers on his train into Kansas City to purchase tickets via our line to Wichita, Kansas.

Mr. Thomas Thurston, train porter, Missouri Division, has been commended for turning over to station passenger agent, Kansas City, a passenger who purchased ticket via our line to Wellington, Kansas.

Mrs. C. M. Taylor, Shawnee, Okla., has been instrumental in getting five passengers for our line recently, each long hauls—some to California and some to the East, putting herself to considerable trouble to get them.

Mr. J. L. Barnard, our agent at Elmore, Ia., last spring cleaned off part of the ground adjacent to the station and laid out a baseball ground. This action resulted in the sale of 95 tickets to Elmore, purchased by amateur clubs at adjacent stations, and there were a number of tickets sold to Elmore players who visited other towns, resulting altogether in a revenue of approximately \$50.

Through solicitation of Mr. V. B. Eubanks, engineer, Amarillo, Texas, passenger on train 42 from Tucumcari to Amarillo, who intended to use another line to Fort Worth, was persuaded to use our line all the way through.

Mr. R. A. Neill, brakeman, Caldwell, Kansas, has been commended for persuading a party to use our line for handling stock between Texas and Kansas City.

On Jan. 6th, Conductor Shepherd on train 726, El Reno, induced a passenger holding ticket Geary to Oklahoma City, to purchase a round trip ticket El Reno to Jacksonville, Florida. This party intended to use another line.

Mr. L. H. Wallace, watchman, Arkansas Division, was instrumental in securing three tickets from Memphis to Denver via Rock Island. Parties en route from Roanoke, Va., to the Pacific Coast.

Mr. W. G. McNew, conductor, Arkansas Division secured two tickets Hot Springs to New Orleans via Rock Island which parties had intended using another line.



APPOINTMENTS.

Mr. T. D. Sedwick, formerly chief chemist of the Testing Department, Chicago, has now been appointed acting engineer of test owing to the resignation of Mr. F. O. Bunnell. Mr. Sedwick has been with the Testing Department for fourteen years. He graduated from the Arkansas University and is a man of exceptional ability. Mr. Sedwick's many Rock Island friends wish him success in his new position.

Effective Feb. 15th, Mr. R. C. Hyde was appointed master mechanic of the Iowa and Des Moines Valley Divisions, headquarters Valley Junction, Iowa, vice Mr. W. B. Embury, transferred.

Effective February 1st, Mr. H. W. Walter was appointed Acting Trainmaster, Sub-Divisions 16, 16-A-17, to Inver Grove, vice Mr. U. S. Rea, temporarily assigned to other duties.

Effective February 1st, Mr. V. B. Davis was appointed Acting Chief Dispatcher in place of Mr. Walter.

Effective February 23d, Mr. J. S. Laird was appointed General Yardmaster at Manly, Iowa, vice J. W. Lang, resigned.

Effective February 16th, 1916, Mr. Wesley Kucera was appointed Machine Foreman at Cedar Rapids, Iowa, vice Mr. W. H. Wenks, promoted.

Effective February 1st, R. W. Albright was appointed Agent and Operator at Valencia, Kansas, vice W. R. Phares.

William L. Schildmuller, formerly bill clerk at Silvis shops, resigned to take a position with the United Fruit Company of New York City.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Young.

MARCH.

Old windy March, you're here at last,
And just as windy as the past.
But blow your best, and see if we car,
You'll find we ain't so easy scared.

February that has just passed might be the shortest month in the whole bunch, but if the rest of 'em that is to come will prove as profitable in proportion in a business way, why we ain't go'in to kick any.

Sorry, Arkansas division, that you had so much high water trouble last month, we contracted a little of the same disease ourselves, but, thanks to the track department boys, we are recovering.

George Wheeler of the Halleyville yard office tells us that the light failure in his town held up the Saturday night dance a little. Not necessary had George started "The Dark Town Rag," but he was busy.

Notice—Oscar Hatfield advises us that he desires that we refrain from using his name in the magazine any more. Alright Hat, the days of free advertising are over anyway.

M. P. Jolly of the superintendent's office has a chance now to prove the theory that two can live as cheap as one. His exit from bachelorhood to the land of wedded bliss will, however, not change the fact that he is still around here and is the same old jolly Jolly.

Slate of Holdenville remarks that if beauty is only skin deep why is it that girls cover up their faces so deep with powder that a feller is put farther and farther from it.

Sam Aildredge, who is now working out of Shawnee, is getting used to town and its ways more and more every day, and the only thing to get used to now is the easy riding of the big Pullman palace cars, which are SO different he says and is.

Another thing, according to Bill Olds, is why the boss of the Palace barber shop will almost insist on him using some hair tonic for falling hair, when the boss himself is almost as slick on top as a peeled onion, is more than he can figure out.

Chisel Ghin was wanting to know what has become of the old-fashioned girl that used to be afraid the powder would show. She passed with the "Follies of 1890."

A few of the operators and some more by this time ought to know what is meant by keeping a good record of the "blocks."

To save recording on the delay report under the head of "Eng. Failure," any time wasted blowing up for steam, Fireman Burny Shelton wonders why it is that there never was a time when an air hose bursted or getting flag-ed right along about that time?

Herman Howard was seen out digging for fish bait, wearing a straw hat, and even though the snow wasn't all melted off he refused to admit that the old saying about the early bird catches etc., wasn't out of date.

It has been reported that the little Ring Mistress of the eating house at Booneville will take a job of overseeing just one table, her own.

Arthur Evans, formerly agent at Earlsboro, has taken the station at Wapanucka, and says that after he gets used to spelling some of the Indian names down the branch he thinks he will like it fine. Probably he never hopes to pronounce them.

Conductor Chas. Hackney has been conducting a dirt daubing stunt with the ditcher and is

making quite a showing. Stay with 'er Charley, better drainage is worth the money at any cost.

Tell me, oh, ye winds, that around my path-way roar, is there a place, oh, tell me, where they don't clean house no more.—E. B. Oh, yes, E. B., there is a place, but it is awful scenery; just come and go with us some trip, we'll cite some cheap-John beanry.

By this time Conductor J. A. Gibson has got all the fresh paint rubbed off of his new (?) caboose that went to the shop for a general overhauling. If some fellows was as handy with a wrench tightening up loose nuts as others are with never-drying yellow paint, why things would be different.

Ben Young, a lineman, looks forward with regret to the time when trains will be dispatched by wireless, as a case of wire trouble then will be hard to find. Not necessary, Ben, just build another line around.

Bandy of Burr Oak says his billing is so perfect that a child of two day's schooling couldn't make a mistake. Fine. But remember in another kind of a school (maybe Bandy never went to that one) we learned something about a fellow that said "there is no man perfect." Watch your step Bandy, watch your step.

Pony Moore has been turned loose on the case of running the sissor down that sent Hiram that valentine, but the mystery is deepening.

The days of "flying switches" are over as far as Brakeman Wm. L. Reed of Shawnee is concerned, especially when there is ice on the ground, unless sanders are installed on brakemen's shoes. Yes, Roy, there is many a slip between the front truck and the second, and they are the kind of slips that count, too.

Billy Cobb has gone back to work after having been off for a time with a B. O. knee. He says that oil tans and knee caps won't couple, and on 43-44 they don't haul 'em—so that's why he took that run.

Our train master, Mr. McNerney, lost a good horse and was asking the claim clerk, Mr. Burdick, if a record of one of the description of his horse showed up, why just settle with Mr. B. B. Shaw.

Brakeman Snowden of Ardmore will be more for Safety First from now on than ever, and the first suggestion is to place an interlocking device on baggage car doors, especially the one that slid so unexpectedly shut and caught him while he was—er—napping.

A report that Gen. Villa had been captured turned out that he was sure-nuf. He got married again, which means all the same thing.

It's an ill wind that blows no good, and may it be recorded that for once the price of castor oil has gone up so high on account of the war in Europe that the doctors are figuring on something else. Sherman's idea of war for once has been proven wrong.

REFLECTIONS OF A STUDENT BRAKEMAN.

An ounce uv percoushion is worth a pound uv waste and sum-times saves havin' to brass a car.

Smith may be freezin' and Jones sweatin' in the same car, but that don't keep them from agreein' on the subject ov the train bein' late caused by sum one that was indifferent to givin' the best uv service that they could.

One good feature about sum Hoggars olin' around ever stop, the other day a feller would uv got left when he went up town, but he nu he could get back in time to catch 'er.

The fellers that speaks with pride uv the good old days uv railroadin' that used to be, looses out on argument without sayin' a word if he'll show up a stub finger, a trade mark uv the link an' pin couple'in.

ARKANSAS DIVISION.

H. L. Howe, Editor.

The following under the caption of "Two View Points" appeared recently in the "Express Gazette" and savors of being rather timely to those who "pull the crack drive stuff":

"You don't realize what a nervous strain you are putting on a man in the cab," said a locomotive engineer the other day to an automobile driver, "when you dash up to a crossing just ahead of his train. There he is in his cab, and he knows that he can't stop his engine. There you are in your auto speeding toward the crossing just ahead. You probably know that you are going to stop just at the edge of the track, and look up and laugh at him. He doesn't know that you even see the train. He doesn't know but what you are going to try and dash across ahead of him. It's a joke, maybe, to you. To him it's a few seconds of the most intense agony. Why do you do it? When you see a train coming, and know that you can't make the crossing, and don't even intend to try to make it—why don't you slow down and give the engineer the assurance that his train is not about to hurl you into eternity?"

"I never thought of it in that light," said the auto man. "I guess we do those things in a spirit of deviltry. I can tell you one thing, though. I'm never going to harrow up another engineer's nerves."

"I wish they'd all quit it," said the railroad man. "It happens a dozen times a day."

WE HEARD IT.

Mr. C. H. Squires, claim adjuster, delightfully entertained some of his many Rock Island friends New Year's Eve at his new home in West Little Rock. Those present were Messrs. Squires, C. R. Rush, E. A. Vogel, J. S. Caldwell and L. C. Reed of the Claim Department; C. L. Johnson of the Legal Department and P. B. Bennetsen of the Operating Department.

Mr. S. T. Patterson has been transferred from the Illinois Division to Arkansas Division, as road foreman of equipment west of Little Rock. Mr. Patterson was formerly an engineer on this Division.

Mr. Frank Meredith, who was formerly supervisor of Locomotive Operation, has flown from our midst and is probably by now acting in the capacity of road foreman on the Colorado Division. We were sorry to see Frank leave us, and we miss the smiling, jovial countenance which he seemed to always wear. Meredith has a host of friends on the Arkansas Division.

POSITION vs. BUSINESS.

If you are receiving a normal wage or salary every month—have a steady job—you are doing as well if not better than forty per cent of the business men!

In the United States there are approximately 250,000 business corporations. Over 190,000 of these concerns, or 78 per cent, make less than \$5,000 per year; and about 100,000 companies, or 40 per cent of the entire business concerns of our county, make nothing at all.

Balm in the commercial Gilead is only for the few. The road is narrow and dangerous, beset with the mire of loose methods, inundated in places with bogs of high expenses and closely adjacent to countless pitfalls of failure and bankruptcy.

How often do we hear a friend say: "Wish I had some money—I'd go into business for myself. I'm tired working for a railroad." We usually agree with our disagreed friend and deplore the fact that it's tough to have only a steady job, safe in a certain income every month and go home after the day's work with no business cares to disturb our sleep.

Far back in the savage ages was planted in

Bell's Jersey Stock Farm

Best Stock and Milk Products Produced.
Where quality only counts. If in need of improved stock write us. Heifers for sale.

Phone 857

EL RENO, OKLA.

EVERY PHONE IS OUR AGENT
Market 100 Douglas 100

ROOT & COMPANY AUTO LIVERY

TAXICABS TOURING CARS LIMOUSINES
AUTO BAGGAGE
125-127 S. Water St. WICHITA, KAN.

CHICKASHA ICE & COLD STORAGE COMPANY

Corner Sixth Street and Frisco Avenue
CHICKASHA, OKLA.

Phone 440

TREATED DISTILLED WATER ICE
Car lots a specialty

A FIRM doing business on the square, catering to the Railroad man and his family, firmly believing that Quality merchandise, coupled with prompt service, will win and hold your business, is the

HUGHES MERCANTILE COMPANY
PRATT, KANSAS

Wholesale and Retail Merchandise

THAD. C. CARVER, Pres. E. F. TOLMAN, Cashier

THE PEOPLES BANK

1887—OLDEST BANK IN PRATT COUNTY—1916

Capital and Surplus
\$66,000.00

PAY 3% ON TIME DEPOSITS
PRATT, KANSAS

ELECTRIC LIGHT ICE AND COAL

BUILD UP HOME INDUSTRIES
DON'T DESTROY THEM

Patronize

THE PRATT LIGHT & ICE COMPANY
PHONE 36

LIBERAL LIGHT, ICE & POWER COMPANY

LIBERAL

KANSAS

THE LIBERAL CREAMERY & BOTTLING COMPANY

A. L. EIDSON, Manager
Manufacturing [Wholesalers

Ice Cream and Fancy
Creamery Butter

Bottlers of Soda Water and Jobbers of
Fountain Supplies, Wholesalers of
Poultry, Butter and Eggs.

LIBERAL, KANSAS

man's nature a desire to take chances. He found a certain fascination in searching for the ruby amongst a million stones. But it is gradually dawning upon the human race that "going into business" is by far one of the longest chances among human endeavors that one can take.

A common expression is: Once a railroad man, always a railroad man. And why is this saying prevalent?

We speak now of ourselves, the "proletariat." He wanders away from the super-gigantic family of railroad employes, "hooking up" with some commercial quota. Nine times out of ten he loses out, soon or late, account "lay off," bankruptcy or consolidation; and ere long back comes our prodigal to the hearth—we give him "fatted calf" for his previous "bulls."

Man will always be a product of his environment and he should surround himself with things which will reflect good images in order to make for character.

And one of the most essential things to this end is a "steady job."

ABOUT PEOPLE.

Mr. M. C. Bishop, master carpenter of the Oklahoma Division, was a visitor in Little Rock recently.

W. L. Bradley, section foreman, is the proud father of a big baby girl, born February 11, 1916—a nine pounder at birth.

Mr. C. D. Bolle, ticket agent, Little Rock, assumes the dignity of a "proud papa" of late. The little one's name is Lillian. According to the ancient sage illies toll not. But this one in particular is highly amused to see daddy "spin" on a tack.

Notice to car foremen and inspectors. When Will Corcoran makes you a visit have him pull the "Charlie Chaplin" stunt. If he appears reluctant about exhibiting his inherent talent of imitation, just quietly pass the hat around and he will readily acquiesce.

WHY WE SAY "ARKANSAS."

Arkansas is of Indian origin and means "Bow of Smoky Water." It was received by the French from the native Indians, and committed to writing in French word. According to sound in the French language it should be pronounced in three syllables, with accent on the first and last syllables; the final "s" silent, and this in its French vernacular, transmits to us the word-pronunciation of "Arkansas." Years ago both houses of the General Assembly adopted a resolution discouraging the innovation of the word-sound of "Arkansas" in favor of that of "Arkansaw." All established citizens of this State pronounce it "Arkansaw."

OTHER HAPPENINGS.

The Argenta agency having been abolished, Mr. C. N. Mable, agent, Little Rock, now has charge.

Mr. E. E. Whitehurst, formerly of Argenta, has been installed as agent at Brinkley.

Mr. J. R. Sangster, formerly of Brinkley, has been installed as agent at DeValls Bluff.

Born, to Conductor G. C. Pearce and wife, a beautiful daughter, February 7, 1916.

Mr. J. T. Tucker, formerly agent at DeValls Bluff, has resigned to accept service with the Alabama Great Southern at Akron, Ohio.

OBITUARY.

We regret to report the death of Mrs. J. L. Boggs and infant twins who died January 21, 1916. They were the wife and children of J. L. Boggs, fireman. The bodies were taken to Morgan, Texas, for burial. We sympathize with Mr. Boggs in his hour of bereavement.

LITTLE ROCK BALLAST.

By Stoane Clifton.

Lost Chord—An unpaid-for load of wood.

FRY TWO.—Lucky—Who's that Jane with the feathers around her collar?

Ducky—That's a Rhode Island Red. Think she's "layin'" for some guy.

Lucky—Wonder if she's in love?

Ducky—Must be, she has a "boa" around her neck.

A daily paper describes a "flatbean" as the gink who gets his shoes shined on a rainy day. "If the shoe fits wear it," if it doesn't fit try a corn razor.

Ankle watches cover a multitude of "shins" and it seems to be characteristic of men on

every suitable occasion to ascertain the time of day.

Years ago some of our grandmothers set a precedent against women smoking cigarettes—by their prodigious use of the clay pipe.

But what of the Bystanders' eyes? "Claude Matson, a Shaw student, while running a relay race last Friday, tript and fell, ripping the whole leg out of his trousers and narrowly escaped having his eyeglasses broken."—Cleveland News.

"SOAKING IN."

A certain track official on the East End was in company with other members of the staff recently on a section of the line where at that time dry land was scarce as diamonds on an honest hobo. "Those present" were trying out high top boots in the station, when our friend made a remarkable "discovery."

"Well, for the love of stock laws!" he ejaculated, "look at the water in here!" (Over two feet deep.)

"Yes," replied the "mechano-therapeutic," and suggested that our friend open the door and let the water run out.

Automatically acting on suggestion the roadway representative made straightway and quickly flung wide the door—only to find lying before him a vast expanse of water up to the same level of that in the station.

"MARRIED ON A BET."

J. E. Purdy, switchman at Biddle, took a beautiful bride to himself January 30, 1916, in the person of Miss Martha De Hatre of Little Rock. Purdy secured the license the day before unknown to Miss De Hatre and calling on her Sunday, "popt the question." The girl consented and Methodist Rev. Bryan did the rest that evening at 7 P. M. Mr. and Mrs. Purdy will reside at present with Mrs. Blaze, 15th and Main Streets, Little Rock.

LADIES' CIRCLE.

By Annabel Demarest.

The gripe hit us pretty hard but most every one is able to be on duty, even if it does sound like a kennel.

Understand some of our fair sex have gone in for moving pictures recently. Mighty good looking girls on this Division. We hear that some of their pictures have been accepted.

Most of the girls around the offices are wearing broad smiles. Wonder if leap year has anything to do with it.

Brakeman Clarence O. Blackwell and Miss Marguerite Beyerlein were married January 31, 1916, in Little Rock. The ceremony was said by Rt. Rev. Bishop James R. Winchester. Only the members of the family were present. Mr. and Mrs. Blackwell are spending their honeymoon in Hot Springs, and on their return will be at home at 1322 Spring Street. We all join in wishing them much happiness.

Too bad the "ICC" car did not get to stay longer in the Little Rock Terminal. To just get acquainted and then have to move is some fate! Such nice boys, too. Well—they may come back, girls. Cheer up!

OUR EUROPEAN SISTER.

Women—having eternally been blest in many ways with charms to which the opposite sex readily falls a victim—are attracting more attention today than ever before. Not so much because of their beauty and delicacy, nor even their grandstand stunts on suffrage. But rather on account of their efficiency and service in industry.

Women as a rule have always worked, and yet, it is this working quality in women that just now puts them in a conspicuous position.

The conflict across the Atlantic having called all available men to serve at the front has left an industrial vacuum in factorydom which is being rapidly filled by women workers. From Germany, Austria, England, France—come the news that every week finds female workers entering some new occupation. Just think of it! Women teamsters—pardon us—teamstresses! and women driving ice-wagons; avant Ice-man, fore the Ice-woman! Women chauffeurs are already ancient history.

Women are driving milk-wagons, meat-wagons, bread wagons, jerking soda and tending bar. In Paris women have "manned" the street cars and you pay your fare to a polite, petite, sweet creature of a conductor. Wee, wee! In

Hamilton Watch

"The Railroad Timekeeper of America"

The Watch of Railroad Accuracy

True time for you, all the way through—that's what you gain in the Hamilton Watch. Engineers, Conductors and Train-men all over America depend on its proved accuracy.

You, too, can put *your* trust in the Hamilton Watch, safe in the knowledge of its reliability—unfailing, enduring.

*Write for the
Hamilton Watch Book—
"The Timekeeper"*

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

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

HAMILTON WATCH COMPANY
Dept. 34 Lancaster, Pennsylvania



Conductor C. D. Hottenstein of Penn. R. R. He carries a Hamilton Watch.



Conductor H. R. Sorber of Penn. R. R. He carries a Hamilton Watch.



Conductor Jas. F. Law of Penn. R. R. He carries a Hamilton Watch.



Conductor G. E. Lentz of Penn. R. R. He carries a Hamilton Watch.



Conductor W. L. Hottenstein of Penn. R. R. He carries a Hamilton Watch.

the Krupp gun works and divers factories women are employed by the thousands assembling, sorting, trimming, polishing, labeling, etc. And a remarkable thing about it is that in a great many cases women are doing the work better than men have done heretofore. In such instances the chances are women will remain permanently in these particular occupations.

ARGENTA NOTES.

By Gentle Breeze.

A. B. Stewart, repair track foreman, says that next to work he'd rather be called Alderman from the Fifth Ward. Funny how the busy "political" bee makes some people behave at times.

Quite a number of the boys are figuring on going to Hot Springs in the near future to see "Big Jess" Willard in training. On their return we expect to put on a regular championship bout, as we have several promising heavyweights among the "pugs" at the shops.

R. E. Hazelwood nearly created a panic the other morning by coming to work wearing a cap which, from all appearances, is a cross between a Russian Cossack's cap and a Turkish fez. Everyone is wondering where Ed made the raise.

Quite an interesting item appeared in last month's Magazine under the Silvis Shop News, namely, the promotion of G. W. Cuyler to assistant superintendent of shops at Silvis. Mr. Cuyler will be remembered by the older employees at Argenta and Biddle as formerly being stationed at Argenta as general foreman from November, 1908, to May, 1909.

Newton Eagle has returned to work in the store room after being off sick with la grippe the past six weeks.

W. K. Smith has gone into the chicken business and is making Barred Plymouth Rocks a specialty. W. K. says he can hear a chicken dream.

"THE TWO-MAN."

(A Mohawk Legend of Two Chiefs—O. W. Hawthorne and Iver Bennetsen.)

By Burke Lesley.

'Long the trail of Rocky Island
Near the City of the Ballast,
Lived the Two-man Hawthorne-Iver;
They who said: Shall we go hunting?
For the Two-man were brave Chieftains
Proud in 3-cockt-hat and feather;
Enemy of Vicious Jack-rab—
Shooter of the Tango Lame-duck.

Forth the Two-man got them ready,
Guns and Knives and Ammunition;
Then Brave Iver started onward
With his air-gun, knife and tackle;
And Great Hawthorne followed closely
Clad in Duckling-feather Ear muffs—
Rode a Gallant Phorde for hellion.

Down the trail of Rocky Island
Where the Jack-rab hops a skipper
And the Lame-duck does a Tango;
Where the Swamp is Poodle-laden
And the Tree-moss weeps so bitter—
There the Two-man did their hunting.

Spoke the Greatened Hawthorne softly:
Hark! methinks I scent a Panther!
There above the Snarling Cypress;
Hold my Phorde and I will killum—
Still were they in awful silence,
Frozen blood inside their temples,
Trembling hand upon the trigger—
Then the gamelet moved a trifle
And Great Hawthorne shot a Dum-dum!

True the ball went thru the hidelet—
Jumpt Brave Iver with his Jackknife,
Struck the Game a cutting lancer!
Thus the Two-man killed a Jack-rab
Big as top of Rocky mountain,
Wide as Amazonian River—
Long as Rocky Island Railroad.

Now the Forest whimpers lonely,
Void of Gamelet habitation.
And the Wind is but the Spirit
Of the Two-man Hawthorne-Iver.



AMARILLO DIVISION.

By "Sorghum Bill."

Ground Hog has another guess coming or he had on a pair of smoked glasses. The weather has been "ideal."

About the latest novelty on the "Baldies" is a lady "cop." Amarillo has a lady "cop" and believe me, from all reports, things are up to the handle in her realms. But then, when we trace her genealogy down and find our faithful old engineer was the prime mover in it and no man or woman more proud than Mr. and Mrs. John Copp and hope she will be their delight forever.

J. B. Mable, Roadmaster of Okla. Division, paid this Division a visit in the way of Tie Inspector during the month. J. Burrows, Assistant Roadmaster, accompanied him over the territory inspected.

R. L. Stuart Meek, Supt. of El Reno; Mr. McBryan and Mr. Braley, made a trip over the Division with Mr. Danver, Master Mechanic. All seemed to be contented.

Conductor Chas. Amick of this Division, who had been sick, developed pneumonia and died. It has been a long time since we have lost any of our "boys" and it came quite a surprise when the news first was heard. Everybody had a good word for Mr. Amick and all felt as though it could not be so. He was well liked and made a good man at his work and everybody that knew him sure extend their sympathy to Mrs. Amick and family.

Mr. M. P. Riley, Roy Leas and Geo. Walker, engineers, came out from El Reno and spent several days in Texas and New Mexico running surveys on drainage areas. This pleasant bunch found lots of room out in this country and a long day to the "high spots" and mind you, your wind won't hold up in this altitude on big climbs. But see the fun we had "walking" eh, Riley?

Sam Madenas with the ditcher, and Mr. Davidson are changing the map between M. P. 746 and 749 and the improvement was badly needed and will be lasting when done.

It looks like old times to see water at Groom again. Arrangements have been made to haul it there and repump it. This saves the expense

"STAR CLOTHING HOUSE"

R. K. Puryear

"Your Suit is Ready"

EL DORADO

ARKANSAS

OFFICERS

H. C. McKinney, Pres. M. W. Hardy, Vice-Pres.
C. H. Murphy, Cashier W. S. Sloan, Asst. Cashier

Citizens National Bank

EL DORADO, ARK.

Capital \$60,000.00.

Surplus and Undivided Profits \$85,258.38.

STRONGEST BANK IN UNION COUNTY

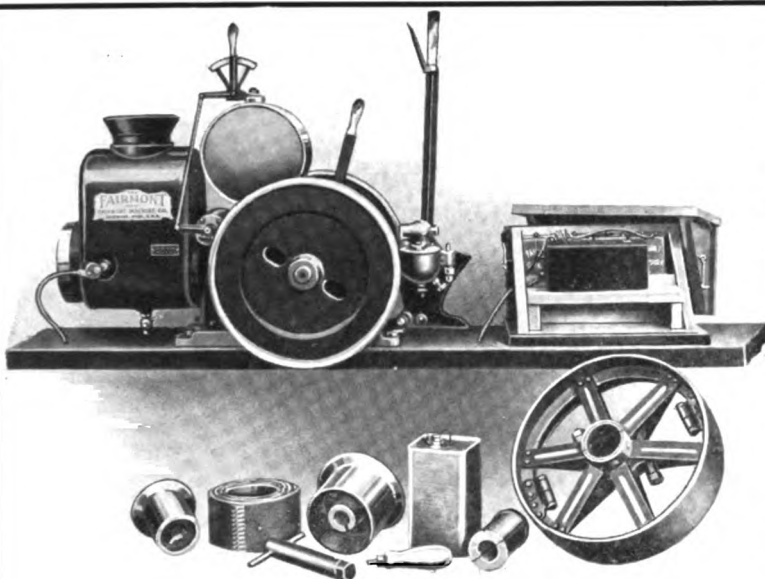
We solicit your business

THRIFT

The year 1916 will be celebrated throughout the United States as a year of thrift. Do your part in the great movement for greater economic efficiency. You can help by banking part of your earnings. We pay 4% on Savings Deposits.

MERCANTILE TRUST COMPANY

"Little Rock's Home for Savings"



3 Sizes

—
4-8 H. P.

—
6-12 H. P.

—
8-16 H. P.

—
**Lightest
Weight**

—
**Smoothest
Power**

—
**Uses Least
Gasoline**
—

LISTEN HERE!

FAIRMONT Motor Car Engines start, stop or reverse from the seat, but that is the least of their superior features.

Much lighter to lift off the track, they are stronger than heavy "semi-steel" engines, for their castings contain five times the usual proportion of steel, and wear much longer.

Besides using a third less gasoline, FAIRMONT engines run smoothly and do not shake the car to pieces.

Like the finest automobile engines, FAIRMONT'S throttle wonderfully on high, slowing down to a walk or shooting up to full speed with one move of the lever.

Heart and soul, we're devoted to making the **best**, and four out of every five motor car engine users know we do.



Don't write a letter—cut and fill out Coupon *now*, while you have it in mind.

Get *all* the facts—*then* decide.

**Fairmont Gas Engine & Ry. Motor Car Co.
439 N. MAIN ST., FAIRMONT, MINN.**

Without obligation to me, send Catalog, prices and easy terms.

My Name.....

Post Office..... *State*.....

of many a "cut and run" until we can do better.

Mr. Milton J. Jacobs came over the line with the supply cars and "supplied." Besides being a gentleman personally he handles the work "up to now." Mr. Higgins, the regular man, having taken sick enroute and had to be relieved. And it is hoped the "By" recovers fully and can come out among the Cacti and the Deer once more.

A neat 3 pen stock yard has been installed at Bushland, Tex., and we are now fixed to do a stock business there up to J. I. J. to drive home the "bulls."

Not a Pink Bulletin on the "West End" for a month. All "old timers," when they see this, will wonder what has happened. But it's a fact and none of us is sorry if it remains so for 99 years. It was "hell" long enough. I don't know who's all to blame for the present state

of affairs, but let's bunch it and all say we helped a little, "ha, Fritz?"

Considerable improvement work is going on along the line and besides ditching and bank widening, lots of gravel going in the sags. Then 2,000-ton train will go over the Wildorado Hump like greased Olive Oil. No. 42 picking up better than an hour Tucumcari and Amarillo. No one kicking on rough spots, etc. Several factors enter into causing this. Chiefly the shortening of sections next ballast on bad stretches and good ties and ditches, lastly on rain. But we are better able to handle rain than ever—once anyway. The bank leveler puts the finish on, for which we are thankful to Mr. Beacom. About the real thing would be a good steam shovel outfit and one season would make our improvements up to date. Let's hope things will line up so it will justify all this excitement. We will come out on top yet.

For those who are interested and want to know, or those that have been here and went away, but like to know from one who does know what's doing in the Pan Handle in the way of business and farming, there has been a large acreage of wheat sowed and is up—not showy but safe—some that was put in late and dry will stay that way till it rains. I would judge the acreage of wheat is 75 per cent of last year. Oats are going in early here and there is not much of a favorite here anyway. The average of raw crops will be large if all the broken land is planted. Lots of moisture in unploughed land. Rain is needed to start the growth and warm weather. Spring buying goods machinery is reported stronger than usual and plenty work, with labor to just meet it. Everything indicates a busy season ahead. Lots of land selling and towns all improving. Altogether it can be summed up as prosperous and going ahead.

It is with regret we record the death of Mr. A. C. Morgan, prominent lumber dealer of Groom, Texas.

Mr. Morgan was well known in his community and by our employees along the Amarillo Division. He was a great friend of the Rock Island and by his death we lose one of our staunch boosters.

We extend our sincere sympathy to the bereaved family, his many friends and the town of Groom, who lost one of its ablest citizens.



BLUE ISLAND SHOP NEWS.

"By the Steno."

Mr. Blege, our worthy car inspector at the Burr Oak Infreight, the man who is looking after the interests of the company, deserves special mention this month by doing a little clever talking; routed a carload of household goods over the C. R. I. & P. which was originally going over the I. C. to Hastings, Minn. "Keep up the good work, Bill."

The Unsolved Mystery—"Who sent Harry the valentine?"

ADVANCE ANNOUNCEMENT.

We wish to announce that Oliver Burk will be manager of the baseball team at 124th street for the coming season. That's right, Oliver, keep 124th street in the front ranks.

Wonder what Sommerfeld did with that "very becoming" mustache he used to wear on his upper lip. What's the trouble, Otto, didn't she like the decorations?

John Edgar has the system all right of wearing his Standard Practice cards under his hat, but we think that in his head would be a better place for them.

Mr. E. G. Chenoweth was a shop visitor on January 21.

What makes Otto Geiger wear that checkered overcoat whenever he goes down to the paymaster's office? Think he must have made an impression with someone down there.

Tom McMahon, our M. C. B. clerk, is still without a girl. He is wondering if some pretty Jane will propose to him, this being Leap Year. He is a pretty good looking fellow, and we understand he has an account in the Hibernian Bank.

Our material clerk, Dave McKillip, is looking

Dixie Highway Market

311 Western Avenue
BLUE ISLAND

The market that leads them all. We keep the prices down. We do not sell cheap meats—*we sell quality meats cheap.* Phone 879.

VORENBERG HOTEL

THE ONLY
FIRST CLASS HOTEL IN
TUCUMCARI, NEW MEXICO

T. L. Swearingen & Co.

WHOLESALE AND RETAIL
GROCERS

DALHART

TEXAS

Sam E. Killen Coal Co.

DALHART, TEXAS

Your business solicited
and appreciated

Make Your Future Bright

You can make your future bright by saving a part of your earnings. Do not depend upon luck to provide for old age. Begin at once and establish a growing savings account. It is not so much the amount that you start with, that counts, as the regularity with which you make additional deposits. We invite savings accounts in any amount.

AMARILLO NATIONAL BANK

AMARILLO, TEXAS
(United States Depositary)



The Old Way

The photograph shown above is a familiar sight to every section man. It was taken on Section 206 where Henry Diers is foreman.

For years and years Mr. Diers used the old fashioned hand car for his work and many are the miles he and his crew have pumped the old car back and forth over his section. Many a day during the hot summer months when the thermometer was hovering in the nineties, the same back-breaking job had to be performed, and during the winter months things were not much better; cold weather made the car pump hard and it is not much fun to push a car against a fierce storm or a driving blizzard.



The New Way

Here is a picture of the same section, the same foreman and the same crew after installing a "Casey Jones" engine on their car. Instead of pushing the load by the "Sweat of their brow," the same crew now all jump on and take a joy ride. Instead of coming to their work all tired out, they are hearty and happy. Instead of eating cold grub out along the track they now run home at noon for a warm dinner and when the day's work is done they simply give the engine a turn and "sail for home."

Casey Jones Hand-Car Engine

This is the celebrated "Casey Jones" Hand-Car Engine which is now known in every country where railways are in use. On almost every line and in every state of the Union this wonderful little labor saver is daily performing the hardest part of the days' work for the section crew and many of the first engines we sold years ago are still in use and as good as ever.

Every year we have added new devices and improvements to this motor so that now it stands absolutely in a class by itself; there is no other engine to compare it with.

It is an engine that can be controlled like an automobile. It can be started, stopped or reversed without getting out of your seat. It can be thrown into high or low gear by simply shifting a lever, so it can be run on low gear so slow that a man can walk along and pick up things along the track, or it can be shifted into high gear and speeded up to run away from an express train.

4 H.P.
on High
Gear
8 H.P.
on Low
Gear


Make a MOTOR CAR From Your HAND-CAR

Changing a hand car into a motor car is a job that can be done in a couple of hours by anyone. The work consists simply of disconnecting the handle bars, remove the gears, take out a couple of boards from the car platform, fasten the split pulley to the driving axle, bolt the engine to the car platform with four bolts and connect the belt. The engine comes with outfit complete ready to install. Nothing to buy, nothing to wait for. Connect the battery, wires, fill the tank with gasoline, and you have the most up-to-date and modern motor car that money can buy.

Price of engine and outfit complete only \$90.00. Terms, \$10.00 down and \$5.00 per month on the balance. Send for it and try it out on your own section for thirty days at our expense. If not satisfactory, return, and no questions will be asked. Order direct from this ad. or send for our complete new 1916 catalog.

NORTHWESTERN MOTOR COMPANY

100 Spring Street
EAU CLAIRE, WISCONSIN

 This is the new 2 speed transmission gear, which doubles the pulling power of engine when needed.



at figures so much of late that he is beginning to get bald-headed. A little Herpicide for you, Dave.

Mr. A. Mogle, from Silvis, paid the boys a visit on January 29.

Cannot understand why Frank did not keep that engagement with Rena, unless he was a little short on the cash.

Someone saw Karch taking down car numbers on his way from work. Wonder if he takes down car numbers in his sleep.

BURR OAK TRANSFERS.

By Bandy.

Rudy Anderson, of the cashier department, advises he intends taking out a membership card with the Midlothian Country Club. Suppose he will lay out a course with his cash sheets. Get your balance first, old top.

January was a banner month for our bill clerks, in fact, westbound tonnage and earnings showed a big increase over January, 1915. February started good and we hope it to be better than January. It must be up to the westbound tonnage now to keep our station up, since a certain per cent of eastbound is to move via Joliet and the E. J. & E.

Geo. Buck says, regarding my noonday walking, Bandy, I got to do it to settle my lunch. Golly, Geo., I never thought of that.

We can't understand why Geo. Smith of the Abstract Desk, always says, "Hello, Kit," but perhaps the young lady across the way can give a hint to satisfy us.

Bandy, can you tell me the trouble between the O. S. & D. clerk and Chief Claim clerk? Bill Boldt. No, Bill, I haven't heard, but I presume the O. S. & D. man got the other's GOAT.

Carl Groskopf seems to have trouble with his hens. Complaints about the chickens are numerous this time of the year. Have you seen the Country Gentleman or Doc. Cruger? Either evidently could suggest something.

Old "Bob" Ermsler, our newly appointed janitor, does keep the office spick and span. Now let us try and help as much as possible. For instance, use the cuspidor, not the wastepaper basket. Yes, and that notice posted at the south entrance, boys. Who tore that down. Pretty fine work on someone's part.

HARRINGTON'S SMILE.

A checker fan was Ed,
In hilly Tennessee,
The natives stood aghast,
For none could play like he.

But in this civilized land,
Of the Noble and the Free,
One can't fool all of us,
As Lincoln said—you see.

He carries a sullen look,
And shows a bloody eye,
But then we'll learn the game,
And get his scalp—bye and bye.

Fred Witt now has charge of the car record desk, vice F. Guerin, promoted to per diem clerk account vacancy on that desk.

Our billers made their banner billing day on February 18th, and when they billed 2,718 tallies with but six errors in the way of Advances, Prepays, Items, Destinations, Car References, Block Numbers, Consignee, Weights, etc. These errors, however, were caught by the revising clerk before the billing got away from us, and probably the revisor caught all mistakes, as in January he checked 41,523 tallies and billing and only had nine errors charged against him, through oversight.

Walter Crossland still holds our efficient billing record and he has a record of .0025 for the past seven months on errors made or one error in 400 tallies billed, billing in the neighborhood of 10,000 tallies per month and working from 1 p. m. to 6 p. m.

G. O. Klein holds our record for fast billing and is second in rate on errors, his banner record being on February 18, and when he billed 639 tallies between 12:30 p. m. and 6:30 p. m.

Bandy: I thank you bane pretty good scout. I thank the boys bane kidding me just a little too much. I thank if some more from them office fellers, "Bunny Hug" some whats running loose,

well then I tank it bane alright to. They bane jellus cause I can face the powder like a good sport. I face some more to.

ERNEST MUTT ANDERSON.

G. O. Klein, our Champion Fast Biller, wears a smile these days. Hear him sing or whistle, "My Wife's Gone to the Country," settles the question. Jew says it's great, but we're thinking he will be glad to get the girl back again.

The Thirty-first District Convention, Knights of Pythias, was held on February 15, at Blue Island. Edw. Longfellow, our demurrage clerk, attended and had the honor to preside. Edward states Blue Island showed the visitors a good time. You bet, Blue Island has the necessary.

Dan Danforth, the office Sage, speaking of Friendship Bracelets, the word sounds good, but do the wearers always live up to the good word. There is much in the word "Friendship" more than the words can express. Let's hope the wearers are as true to each other as the wearers of the Green.

President Wilson's special passed our station February 1, bound for Des Moines. We were not lucky enough to see him so we had to refer to the daily paper. Business before pleasure anyhow, that's our motto.

Edw. Harrington, P. S. Kieffer, D. Henrick and our agent, J. W. Lawhead, have been appointed on the "Prevent Claims Committee," Terminal District, for the year 1916. We hope much good will be accomplished by the committee. Suggestions will be accepted by our representatives we are sure. Come on boys, get in the game.

After reading "Health Culture," Harry Watts thought he ought to get some exercise. He chased several engines around the yards one noon and now he says he feels much better and can lick his weight in wild-cats.

The cold weather brought out the skaters of our office. The "Clay Hole" back of the office served well for the help to exercise, also caused Geo. Caswell to send the following to the "Compto" Girl Grace: My pen is poor, my ink is pale, my love for you will never fail. Gosh! Geo., you got the fever also.

Elmer Malm, night clerk, has been trying the same stunt "Mutt" Anderson has been pulling off. Anna, I guess, made him come to time. Have a good time at the show Elmer, with "Mutt" & Co.

Speaking of valentines, Berdie, Helen and Rosey were the lucky ones to receive comica. Not necessary for us to describe 'em as you can about guess the nature of 'em.

Mr. C. J. Jahn, chief clerk to General Freight Agent H. A. Snyder, was a recent visitor at our office and we were glad to be the recipient of the "once over." Hope you come again.

E. B. Whitmore, chief of the O. S. & D. Department of W. O. Bunker's office and his assistants, Messrs. H. C. Smith, J. C. Howard, W. A. Gorman, J. J. Leeney, B. F. Cullen, C. W. Balch, C. V. Bricker, J. D. Work, H. L. Armstrong, W. M. Favin, R. C. Lemon, G. J. Scott, paid us a visit recently. The boys, it seemed, were greatly impressed with our office, our system of handling local office work caught their eyes at once. Come again, we're glad to have you.

FORTY-SEVENTH STREET LINE.

Ray C. Wolf, Editor-in-Chief.

Fred Fasold, Assistant Editor.

Motto: Liven the magazine at any cost—and smile.

IF AND YOU.

If you think that when you stumble
Others ought to be upset;
If you think because you grumble
Other people ought to fret;
If, because your joys grow lesser,
You think others will be sad,
You're a failure as a guesser,
Just remember that, my lad.

If you think when luck deserts you
Other men will like to hear
How the lack of pleasure hurts you,
You're mistaken—get that clear!
If you think that your condition
Will be helped by being glum,
You possess a supposition
That is badly out of plumb.



This Advertisement is all about
Comfort
in Suspenders

Three million wise men have found a suspender which is *comfortable*—which leaves their shoulders free for work or rest or play yet helps clothes fit and gives long, honest service. You know the name:

Shirley President Suspenders 50¢

For eighteen years nation-wide advertising has challenged you to join the army of men who know what comfort means. Join it now—you risk nothing, for every pair is guaranteed to give satisfaction or your money back—and you're the judge.

Remember: Shirley President means Suspenders Comfort—Guaranteed.

President Suspender Co. Shirley, Mass.



\$48⁵⁰

Now know the comfort of quick, legible writing on a regular \$100 typewriter—sold by us for only \$48.50. And the privilege of 30 days' free trial besides. Earn enough money during trial time to pay for the machine. You will easily get from 10c to 20c a page from those near you who will be glad to get work done.

Reliance Visible Typewriter

One of America's standard machines. Sold under advertised name for \$100.00. Has all the conveniences, the best improvements, the strength and fine appearance. We guarantee that it will prove as satisfactory as any standard machine. *We know it will.* We use it right here in our office. Save half.

Write for Typewriter Catalog

It tells why we can sell this \$100.00 visible writing typewriter for less than half price.

Montgomery Ward & Co. Dept. E126
 New York, Chicago, Kansas City, Ft. Worth, Portland
 Write to the house most convenient



Rock Island Emblems Fobs and Cuff Links



Actual size of buttons or cuff links.

SEND FOR ONE TO-DAY.

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

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

FOBS

Fine Russia Leather [without Emblem] 25c
 Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob. Fob is 5½ inches long.

BUTTONS

Screw back will be sent unless pin back is specified.
 Plated 35c
 Rolled Gold 75c
 Solid Gold \$1.25

CUFF LINKS

Plated 75c pair
 Rolled Gold \$1.50 pair
 Solid Gold Emblem Faces, plated shank and bean \$2.25 pair
 Solid Gold Faces, shank and bean \$4.50 pair

Address

Rock Island Employees Magazine La Salle St. Station CHICAGO

A Wickless, Oil-less, Odorless Railroad Lantern



Federal Electric Lantern Best by Test

Hundreds of Federal Electric Railroad Lanterns have been in use by railroad men in many branches of the service for over two years and have proven to be the most convenient and dependable of any lantern ever used.

It throws a clear bright light and can be seen distinctly for over a mile. Designed by a railroad trainman and meets all railroad requirements. Lights instantly by simply turning handle. Collapsible—fits easily into suit case or bag.

You will find its use a pleasure and convenience, and will be proud to own one.

Write today for our circular completely describing this Electric Lantern.

Federal Sign System (Electric), Desk 141, Chicago
 Dealers and agents wanted everywhere.

THEY DO COME BACK

Mr. James Jeffreys, the party who left the employ of the Rock Island a few months ago, and who will be remembered by our readers as the married man who threw his lunch in the drop pit day after day, is again back in our midst and seems glad to be here.

Mr. Shupert says: Falling in love is like losing your balance in a street car and sitting down in a basket of eggs. You know the rest.

EDITORIAL CONTEST.

Mr. Fred Fasold, assistant editor of the 47th street line has left the employ of the Rock Island and we are therefore in need of an assistant. There are four candidates for this honorable position, all machinists and well known among the 47th street employes. Not wishing to make the choice myself I will leave it to the employes of the road to make the selection. The would-be editors are Mr. Jerry Connell, Mr. E. B. Smith, Mr. Adair Loy and Mr. Simon Peters. If you will kindly make your choice on the coupon below and forward to the editor, the candidate with the most votes will be appointed successor to Mr. Fasold. Thanking you all for your kind attention, we will now go on with the performance.

Editor, 47th Street Line:
Kindly accept my vote in favor of Mr. as Assistant Editor of the above mentioned column.

Yours truly,

(Signed)

HIS LASTING LOVE.

He loves her still with all his heart,
It makes him glad to hear her speak;
He grieves whenever they must part—
They have been married for a week.

Above little verse is sincerely dedicated to James.

Our own bureau of information is well filled in the back-shop at this point. Whenever any information is wanted on any subject the party asked always says: "Ask Healy, he knows." We are always up to date on all news and gossip concerning 47th St. shop.

Mr. Fasold says: "The most painful thing about a rejected suitor in a woman's eyes is the easy solace he finds in another of her own sex.

Mae says: "Nothing is as contagious as a smile, nor as hard to cure, permanently."

Sympathy of the 47th St. employes is extended to Mr. James Flneron, upon the death of his sister, Frances, after an illness of a few weeks.

ECHO OF THE DANCE.

Have just been advised that Mr. Adam Williams, the versatile German, played in hard luck the night of the now famous machinist's dance. It really was a very low temperature at that time in the morning and Adam had to walk home from a section of the city with which he was unacquainted. And his hair is so thin!

WANTED—HELP!

A certain young lady who answers to the initials of M. V. M. has requested me to write up the Blue Island girls and stop picking on her. Trying to please our readers as always, we are open to receive all news, items or otherwise, regarding the Beautiful Island fair ones. Mr. Fred Dougherty has promised us a poem on them for the past few months, but up to date it has not been received. Now is your chance to show your talent and also win fame (?) and money.

LOOKS LIKE AN ADVERTISEMENT.

Machinist Kimball advises that if you want to see very pretty waitresses, go over to Zimmerman's restaurant on 47th St. and give them the double O. He sort of likes one they call "Little Eva," and seems to know all about her. He never said a word about the meals.

Mr. Fred Fasold, who for the past six months has been occupied as assistant editor of this scintillating column, left the service of the com-

pany last month and departed for the great Northwest, not because the police were after him, but simply because he had a longing for the mountains and "HEER." Will always remember "Slim" as a pal and a true friend.

The girls in the office seem to like lemons, both in eating and drinking, also wearing.

EDITORIAL COMMENT.

Bandy is a game little rooster, so they say. At least, he certainly thinks a lot of the "Burr Oak Transfer" and its environments.

Hint to Blue Island shop: Why not let the janitor edit your wonderful, invigorating, joyful, enlightening, exhilarating column?

VERY CONSIDERATE PEOPLE?

Brother D. L. Grady's furniture car was very well taken care of by Joe Barber and Tom Connors. They saw that everything was safely packed in the car and then accompanied it to Trenton. There they helped Bro. Grady straighten out his household goods and had a few days' visit with him. Special attention was given to the piano in which these good samaritans were ably assisted by Bull Tragnitz and Barrelhouse Davis.

GAZOK NO. 13.

Messrs. Howard Logman and Edward Ekberg, both machinist apprentices, are getting to like the "high life." They are traveling around 31st St. between Indiana and Cottage Grove Ave. and seem to be very well acquainted in that neighborhood. Mr. Logman recently entertained a few of the people in that section with one of his famous song hits. And he was hit.

Certain of the apprentice boys are trying to see who can get the best "pompadour." The race at present seems to be centered between Colonel Bishop and Young McConnochie. Bishop is now wearing "wavers" in his hair and the boys say he looks like an old maid.

SCANDAL PICKED UP HERE AND THERE.

If certain of the back-shop boys are not careful the ever watchful Funkhouser men are going to get them. If they don't behave we shall be forced to publish their names in this heartless column.

Mr. Daniel Hogan is soon to be married and in the meantime is looking for a position with an increase in salary. Maybe some of the boys can lead him to something good.

Mr. Jerry Pop Connell would like to know who the young lady was that inquired "about the lading out of soup" up at the dance. He says that is almost as bad as thinking it was made of lemons.

Our own little telephone operator is now taking a course in dramatic acting and some time in the near future is expected to make her debut on the stage at Fuller Park. She has not as yet invited all the Rock Island employes, but no doubt she will extend a general invitation to the system.

A certain back-shop machinist is willing to part with a five case note if somebody will be so kind as to obtain a picture of Mr. Howard Logman, the w. k. entertainer, so that it can be published in this column for the benefit of those who do not happen to know him. Will some person kindly step forward and help us out?

It listens good, Doc, as Sorghum would say, but I doubt very much if there is or ever was any such person as "Violette Greys." That can really be classed among "famous Alibis" and we will give it Jar No. 14, Shelf No. 6 in our famous cannery. If any other time you wish to make use of this item, kindly refer to that number. Now, what I would like to know is, where did Annabel Demarest come from? Is she or is she not another day dream of the Doc's

GAZOK NO. 13.

And the "Muddle" has its suspicions! Well, if the title has anything to do with their thoughts, the Line's staff has no cause for worry. Muddle on Mac, and be happy.

Quickly Attached to Any Hand Speeder Without Change — as Quickly Detached, no Expense. Everything Furnished. Weighs only 50 lbs. Magneto Ignition. Money Back Guarantee.



6 H.P.

"Pulls Like a Bull"

Power for Your Old Hand Car

Here is a man who whizzes along without the slightest effort. Not one pump does he take at the old handle bars, he coasts along as cozily as you please up grade and down. At his finger tips is the throttle governor with which he regulates his speed from 4 to 20 miles an hour. He owns a

Just as you see it below. Every bolt and nut in place and everything "shop tight." Nothing left for you to attend to. That's the way we will ship to you the

Smith Motor Wheel

For Track Velocipedes

which pushes him along the track like some giant hand without vibration or jerk, now swiftly, now slowly, at the operator's will, but always with the same strong easy motion. He is progressive. He gets there in half the time with no labor.

Be that Man!

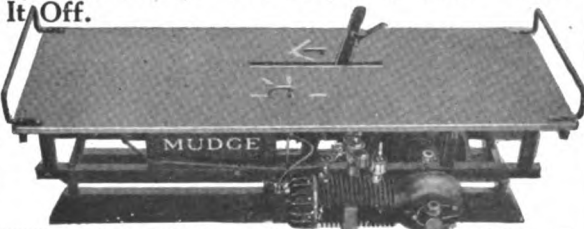
Send the Coupon

Furnished Complete with Belt and Split Pulley

Mudge "Wonder-Pull"

Complete Top and Engine for Hand Car

Ask any Section Foreman, who owns a Mudge what he thinks of it. He will tell you a story of satisfaction that there's only one way to equal and that's to own a Mudge yourself. You can handle your gang and a trailer loaded with ties and the "Wonder-Pull" will hit it off without missing a pop. Send for information you'll be glad to know about this section car top anyway. Do it today. The coupon is below — **Just Tear It Off.**



MUDGE AND COMPANY, 467 Railway Exchange, Chicago, Illinois
Send information on the devices I have checked; ☐ Mudge Wonder-Pull for Hand Cars.

Name _____ Occupation _____

Railroad _____ Town _____ State _____

Question: Why do girls like lemons? They have nothing in common with fish or suckers and can see no reason for their apparent fondness of the fruit. Some of them even wear lemon colored waists and dearly love "lemon" frappe. One of life's mysteries.

HAMILTON PARK KRISPETTES.

"Essenkay Editor."

THE GOOD SCOUTS.

There are so many noble gents in this bright world of joy and glee that men who seem like 18 cents don't need to worry you or me. We do not need associates who are not built to put up ice; we need not mingle with the skates who would be dear at any price. The woods are full of splendid scouts whose friendship is a thing to prize, but if you herd with down-and-outs, you cannot to such friendship rise. Man must be honest, good and straight if he'd have friends who're worth the while; he cannot trot a crooked gait and be considered quite in style. The men whose friendship is a boon are found all o'er this cheerful earth; they do not give a picayune for anything but sterling worth. You may be poor, you may be bald, you may have water on the brain, but when you're to their circle called you know you have not lived in vain.

WALT MASON.

Mr. John Balun, who composed the "Bee of Essenkay" on the editorial staff in recent issues of Hamilton Park Krispettes, has left the employ of the Crisp after 13 years of service, a record well to be proud of. His congenial disposition and radiant expression on his countenance won for him a host of friends in the A. F. T. or otherwise. The above poem would bring out his sterling qualities. He leaves with the best wishes of all to take up a position with Sargent & Co., stock and bond brokers. If the opportunity presents itself you may feel assured John will cater to you regarding high class investments at any time.

Mr. John Rimlet has been inconvenienced of late with a troublesome bronchial affection due, no doubt, to the almost unprecedented bad weather. We hope to hear of his speedy convalescence, his wit and humor always prevailing among his fellow workers.

The latest salutation in the morning is to address anyone by the expression, "Good evening." At any rate you must have enjoyed yourself the evening previous, Miss Duffy, and was in the realm of its dreamy illusions.

Not being too inquisitive, but merely asking the question, Mr. McGinnis: Why so familiar with a certain young lady of late; perchance you may be a leap year bridegroom, "who knows?"

Mr. H. H. Hawley, crack ball tosser and celebrated bridge and whist player, has become a recognized checker star. His name has been entered in the R. I. Tournament, soon to be realized, and undoubtedly when results are published he will rank with the victors.

The R. I. Pleasure Club made its debut at Englewood Men's Club, Wednesday evening, Feb. 16, 1916. "Some dance," by Arthur Ross Hines; "some music," by Nichols; "some crowd." 'Nuff sed. Let's know the date of the next event.

Miss Imogene Diffenbach is still confined to her home. However, we understand, she is improving rapidly, which is very encouraging.

Aha! And thou too, Harry Willis, shall become a benedict, according to current comment. All indications point that way. And you'll surely be a popular bridegroom.

Miss Mabel Nelson, whose fingers for many years have tickled the keys of a comptometer machine in the A. F. T., has left to become a May bride. Mabel has our congratulations in her new position, which will be permanent.

Jack Honan, "Handsome Jack" as he is known, has left the service of the C. R. I. & P. to take up a position with the Chicago Telephone Co. Jack was well thought of and will strike up many new acquaintances in his new enterprise. Au Revoir, Jack, but not good-bye.

Mr. Ralph Becktel is still in the racing game, but in a new line. He was observed pacing the floor at Ogden Park field house with a fascinating young lady. Keep this up, Ralph, and the goal is not far distant, especially when you wind up in a chop suey restaurant.

The A. P. T. statistical crew had a merry time one cold evening, recently, at a reception and stag tendered them by their chief, Harry A. Beste.

After a ride of 41 miles to Mr. Beste's country place, situated about midway between Woodstock and Elgin, the famished party of men, and men only, made haste to devour six cold fowl which had been laid out on platters expressly for that purpose, and a boiled ham which had been intended for the boss' lunches for some time to come. Various little odds and ends, such as pickles, sweet and sour, cheese, swiss and Limburger, as well as a considerable quantity of various products of the bakery art met the same fate.

This indulgence tended to increase the already great thirst of the party so at a given signal they attacked a couple of cases of bottled goods, which for a while, alleviated their desire for liquid nourishment.

After collecting the chicken bones and piling them before Rover, the dog, who by the way, seemed very much surprised, the tribe was ushered into a large room containing two tables and many chairs which they divided between themselves; each man taking a chair and splitting a table between six of them. They were given a certain amount of cards by the fellows delegated to deal and as many as they wanted under six each alternate deal.

This manner of action continued for a considerable period, augmented at times by a free recourse to certain boxes containing clear Havanas, and a little free-er recourse to certain bottles containing clear-liquid. When White and Kelly had duly been adjudged winners and Monson, Harrell and the rest just about even except "Slim" Alois, who was termed the goat, the gang began to tune up.

Light haired and fingered Pete Sinclair grabbed the piano stool and struck up the sailor's hornpipe. He was ably accompanied by Monson, McMaster, Danny Hurn and the rest, who kicked up their legs in great fashion, while Beste made a sound like a base drum with an empty cigar box on the sole of his shoe.

The gathering, after a time, tired of this exercise, by no means light, and formed a semi-circle around the piano where a spirit of brotherly love, their hands around each other's necks, they had recourse to various songs of sentiment which were expressed in a very strong manner.

Finally, after a few of the fellows had sung "Home, Sweet Home," and a few had fallen asleep on the davenport, and a few had finished the liquid they one and all took Harry Beste by his right hand separately, and after each one enumerated the enjoyments of the evening and added one source of joy which the previous hand shake had omitted, they one and all shouted "good night" and took the last train home to their wives.

HERINGTON SHOPS.

August says he has the time and the girl, but not the place. Courage will win, old boy.

Our friend Mr. Davis, the machinist helper, says he is the ONLY REAL SOCIETY KID in the shop now. He is only leaving that impression with a few.

Mr. Davis may be a Society Kid, but he isn't in it with Dan, our car inspector, who has bought a new Ford. Look out, Dan, this is Leap Year.

Recently Mr. Gunn went to Pearl, Kansas, to see a friend who he said got hurt, but we think different. It might have been a beautiful Ruby in that little town of Pearl. Now Dan, fess up.

Chick, the Hunter, and also pipe fitter helper, says he never saw rabbits so tame in his life before as they are this year. He says it is almost impossible to make them run. So he claimed to have killed 42 (?) and some say they were all setting too. Some sport, eh?

Al Wentland was reported sick, but to look at him you couldn't notice it.

Boots is so crooked when he passes away they won't bury him, but just screw him in the ground. Some kid.

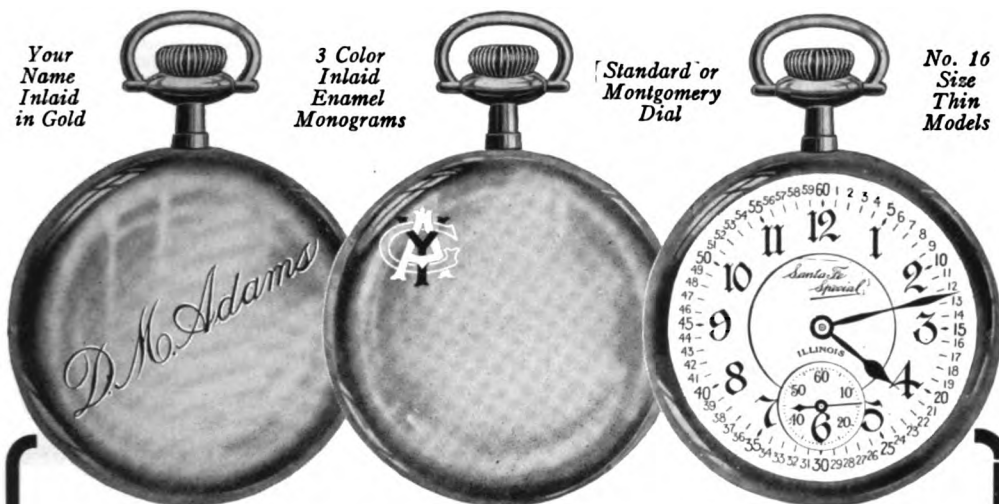
Don't forget Dan has a new Ford auto and girl. Please take notice.

Your
Name
Inlaid
in Gold

3 Color
Inlaid
Enamel
Monograms

Standard or
Montgomery
Dial

No. 16
Size
Thin
Models



The REAL Triumph of Watch the famous **Santa Fe Special** manufacturing

The only watch in the world that's guaranteed to last you all your life. Guaranteed to pass Railroad Inspection. You can now save from \$15 to \$25 on a standard watch that has proven dependable to the last degree.

EXTRA SPECIAL OFFER As a special inducement to all Rock Island men to order the watch which is made particularly for railroad service this company has decided to sell the "SANTA FE SPECIAL" direct to you at actual wholesale price, thus cutting out all agents and middlemen and their commissions. This price means a clean saving of about **one-third** the amount usually charged for such high grade watches.

EASY PAYMENTS So fair are the terms that any railroad man may own a standard railroad watch. The "SANTA FE SPECIAL" will be sent to you on approval or for inspection. Examine it in your own hands, **wear it for thirty days**, send it right back if you don't want it. If you want to keep this superb watch send \$3.50 a month, have the satisfaction of wearing the best watch right from the start, a timepiece, accurate and dependable which will last you all your life.

FREE Write for the splendid 52 page art watch catalog which tells of the origin of the famous "SANTA FE SPECIAL." Read about the installation of the first time service on a great Railroad system, of the twenty years experience of the Santa Fe Watch Co. officials in regulating, handling and selling standard railroad watches.

So remarkable has been the demand for the "SANTA FE SPECIAL" watch among Santa Fe employees and so many requests have been received regarding this famous timepiece from other railroad men that we have decided to remove the restriction placed upon the distribution of the watch and extend our wonderful watch offer to other roads.

NEWEST Watch Case Designs

We want you to see the marvelous beauty of the "SANTA FE SPECIAL" watches, see the 3 color enamel monogram or name work, inlaid in solid gold of the case. See the beautiful ribbon and block engraved monograms, special art designs, the crowning efforts of the world's most talented engravers.

Don't Buy a Watch Until You Have Seen the Santa Fe Special

SANTA FE WATCH CO. Dept. RI-II
821 Kansas Ave. TOPEKA, KANS.



SOME FACTS About the "Santa Fe Special" Movement You Should Consider

Jewels Either 17 or 21 absolutely flawless 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 least fraction of a second.

Sizes and Models

The "SANTA FE SPECIAL" is made in three models, men's 17 jewel, men's 21 jewel and ladies' 17 jewel movements. Two sizes only are made, gentlemen's 16 size and ladies' 0 size watches, all thin models.

This coupon, a letter or a postal brings the **FREE WATCH BOOK.** Write today.

Santa Fe Watch Company,
Dept. R. I.-II, Topeka, Kans.

Please send me the new 52 page 4 color watch book without any obligation on my part.

Name.....
City..... State.....

Wm. Singleton also has bought himself a new auto, and say, boys, you auto see him go by. Frosty, the switchman, claims to have the only real car in this burg and the only man who knows all about the make of this one particular car. Others not mentioned. Enough said.

It is very easy to make a chair out of a stump of wood. It is just as easy to make a switchman out of a RUNT. Ask FROSTY, he knows.



KANSAS CITY, MO.

Mr. Herbig is now holding regular semi-monthly meetings of the platform forces here for the purpose of promoting higher efficiency and at the same time reducing O. S. & D's and claims. The last meeting was attended by Mr. Dewey of Mr. Bunker's office and also by J. H. Dimmett of El Reno, both of which commended favorably on the results obtainable from holding such meetings.

Mr. W. H. Wallace, car accountant, and Mr. Holt of Mr. Burns' office paid us a visit last month.

A Safety First meeting was held at Mr. Sweney's office at Armourdale the first part of February and all the new members of the Safety Committee on this division were present. There were quite a number of very good suggestions offered by these members, all of which were recorded by Mr. Lothian. Mr. Saunders and Mr. Lothian were the principle speakers. They were very well pleased by the result obtained by the Safety First Bureau of this division. Report shows considerable decrease in the number of accidents.

Business continues good at Kansas City, for the month of January our freight earnings report shows an increase of \$115,000. If we can keep this up this station will beat all previous records.

Miles C. Birdsall is on the sick list. Miles was taken suddenly sick and was taken to the hospital and operated on. He is getting along all right, however, although it will be several weeks before he will be able to be back to work.

Willie Cunneen has returned to work. Willie had a hard seige of it. He was first operated on for appendicitis which later developed into typhoid.

A. S. Pond, formerly car service inspector, is now travelling for a cement concern. T. P. Mays, another inspector, has gone to work for the Missouri Pacific.

Following changes in the warehouse last month: J. D. Parrish, team track clerk, in place of H. A. Goff; G. C. Sutton to position of chief clerk to general warehouse foreman and Pearl Stone, assistant to L. C. L. cashier.



MEMPHIS.

Owing to flood conditions prevailing along Rock Island Lines and connections in Arkansas recently train service was interrupted during the first part of February. We are glad to note, however, that traffic has resumed and everything running on schedule time. No doubt the people from afar reading of the high water in this part of the country formed the opinion that we were all being drowned, but we are very thankful to report that none of us was hurt, and only a small part of this section of the country has been under water, that being the lowlands and inhabitable districts.

Mr. W. R. Malone is taking a short vacation and spending the time with relatives in Cairo, Ill.

Mr. J. B. Cottingham has severed his connections with the local freight office and accepted a position in the office of Mr. J. W. Farley, agent, Amarillo, Texas.

Messrs. H. S. Smith and W. R. Wimmer constitute our new billing force.

Mr. Lawhead, stenographer at Hulbert Station, is spending a portion of his time in the Memphis local freight office, rendering very able assistance to Mr. W. L. Stout, agent, during the illness of the latter's stenographer.

Mr. L. H. Wallace, former agent Briark and now master pilot Steamer General Pierson, made us a visit a few days ago. Come again Mr. Wallace as we like to see your smiling countenance.

Miss Georgia Hafer, stenographer, who has been on the sick list for some time, having undergone a very serious operation, is convalescing and we look forward to her early return.

Mr. W. L. Stout, agent, has a very progressive poultry farm—ten baby chicks already this season.

Guess who Mr. P. F. O'Neill mailed the flower to on St. Valentine's day. I believe he said it was addressed to St. Louis, but you can't always sometimes tell.

The Widow Jones' credit having exhausted at the corner grocery, she was compelled to trade eggs for table necessities. One day little Willie Jones burst into the grocery store and very excitedly exclaimed: Mamma says send her a penny's worth of mustard. The hen is on!"

The Widow Jones was dealing in "futures." And Mr. M. P. Nelson (Sweet Papa) is also dealing in "futures." He says if he can just marry that rich widow he will take life easy.

Quite an elaborate social function is scheduled to take place at the home of Mr. J. W. Cottingham the latter part of this month. They say it is to be a "pig" affair, so that excludes two or three of us.

A MYSTERY SOLVED.

The park watchman and mounted police have been shadowing a mysterious person who seemed to spend most of his time in the vicinity of the "Park Zoo." The man had a dark box under his arm and the sleuths seem to think they were on the trail of a "European Spy." They seized the mysterious one last Saturday evening and he "fessed up." He is our genial and much admired (by the ladies) telegrapher, Mr. Mitchell, who held the lucky number in a raffle and drew the capital prize, said prize being a camera. Mr. Mitchell explained he "took a picture" of his best girl seated on the grass at the park, but after developing nothing showed on the picture but feet, and he was using the only spare time he had to take a few lessons before making another attempt.

When Rastus Johnson's baby come

Hit look jes lack his poppy;

In fact the doctor done declare

Hit wuz a carbon copy.

—Selected.



TO THE MEMORY OF FORMER R. I. CLERKS AT MOLINE, ILL.

Richard Fish was chief clerk
Went farming in a spurt,
Located now at East Moline
Insurance on his shingle is seen.

Billie Wilson was also chief,
Get the money was his belief;
Gig Stromberg at the rates
Loved football and debates.

Arky Cummings of Sparland
In this work took a hand,
At Midlothian he now feeds
While our troubles he reads.

Of all clerks, large and small,
None forget Henry Lau at all;
He called the numbers very loud
And smoked and spat an awful cloud.

Cully Nelson was a biller's name,
Now as "Pa Pa" has reached fame;
Morris Tucker then hung his hat
In the spot near the old cat;
He wrote his name mit Yiddish twist
And wore a watch upon his wrist.

Bones, the checker, and Slivers
Kept the pay roll in shivers;
The latter for pencils was great,
The former loved Cordova Kate.

Clyde Hendricks was a checker, too,
Natick to Sylvan had all to do;
The doctor advised a change of climate,
So at the steel mill he's doing fine.

Joe Colson, the Marengo kid,
Into this place then slid;
Great for tango and daylight sleep,
Now at Geneseo he plants his feet.

NEBRASKA DIVISION.

By M. B. K.

We are glad to see Henry Schrieber back at the roundhouse after working at Goodland for some time.

Sherman Mathis, Second Track Operator at Smith Center, is off sick, and Le E. McKnight is filling the vacancy for the present.

Division Store Keeper Beard attended the Jewelry Auction Sale this week. Perhaps that is nothing out of the ordinary, but he was examining plain band rings.

Round House Clerk Davis says working for the Government isn't "Duck Soup."

Agent Richardson at DeWitt has been granted ten-day leave of absence and is spending it visiting in the south.

Agent Harvey is still in the hospital at Lincoln and is improving slowly from operation. He has our best wishes that he may soon return to his station in Belleville.

After having been away for some time, J. J. Knoblauch is again in the service of the company and is working as agent at Martell.

Our genial ticket clerk, C. P. Bradley, is again on the job, after having spent a few days around Fremont, Neb., for his health.

A. B. Corbett is back at Otego as Second Truck Operator.

Dispatcher Dickens was compelled to lay off a day on account of sickness about the middle of February. W. R. Johnson from Belleville relieved him.

"Shorty," our efficient janitor, says that overcoat was only for that Saturday—not a permanent fixture.

Fireman Luce was a Des Moines visitor the latter part of January.

Brakeman Kingsley is now on a leave of absence and is spending the time visiting in the East.

Conductor O. S. Brown is visiting relatives in Pennsylvania. He expects to be gone about sixty days, returning via Niagara Falls.

Engineer Green and family are contemplating a trip to Texas in the near future.

We are glad to see Conductors Poole and Doty back at work again.

Brakeman Titus is again on his run, after being away for sixty days.

Agent Luke of DuBois was dangerously ill with erysipelas the first part of February, but is again able to be at work.

Conductor Moyer was also ill with the same disease and he, also, is able to work again.

Another of our conductors has had his name added to the list of "Grandpas" in the last month—M. E. Patterson.

Conductor Brindle and wife are at Hot Springs on account of Mr. Brindle's health. He has our good wishes for his speedy recovery.

Yardmaster Jameson was called to Denver about the middle of February on account of the serious illness of his wife. He has our best wishes for her speedy recovery.

Chief Executive Officer Gorman and Chief Operating Officer Ridgway passed over the division Feb. 17th en route to Colorado.

Operator Arpke of Beatrice certainly has the sympathy of all in the loss of his mother Jan. 31st and his father Feb. 11th.

Machinist Thomas Donnelly and wife were Lincoln visitors the first part of February.

Miss Ethel Woodward, who has been messenger here for about two years, left the service of the company Feb. 10th, to enter a hospital in Beatrice and fit herself to become a nurse. Miss Eva Strawhacker is our new messenger.

A. J. Kelley and wife are spending their annual vacation in Hot Springs, Ark.

Conductor Hinitz is again at work, after being off on account of illness.

Fireman Schultz and wife visited Valley Junction the latter part of February.

Engineer Enyart and wife were Kansas City visitors the latter part of February.

Fireman Emery is now in Chicago on Conference Work.

Conductor W. E. Brown is in Chicago on Conference Work.

Machinist Chas. Wands and family spent a few days in Phillipsburg the latter part of February.



**Have
Healthy,
Strong
Beautiful
Eyes.**

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

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

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

**Murine Eye Remedy Co.
Chicago**



INFANT FOOD

**Robinson's Patent Barley
for Infants, Invalids and
Nursing Mothers.**

*Robinson's
Patent Barley*

used with fresh cow's milk,
is recommended by leading
physicians all over the world.

Sold by all Druggists and Grocers.

*Send for booklet "Advice to Mothers"
Free*

JAMES P. SMITH & CO.

Sole Agents

33 and 35 E. South Water St., CHICAGO
New York

Mrs. John Heidelk was a Lincoln visitor Feb. 19th.

Conductor Elsham and wife were called to Chicago Feb. 19th on account of illness.

Brakeman Bell is spending a few days in Lawton, Okla.

R. M. Davis has been re-appointed Agent at South Bend, Neb., and we are glad to welcome him back to the Division.

C. H. Zook, formerly agent at Martell is now at Gilead.

Owing to highwater over track in the vicinity of Meadow, Neb., night of Feb. 20th, it was necessary to detour trains Nos. 7 and 8 via the Burlington between Omaha and Lincoln. The high water was caused by ice formed in the Platte River in that vicinity.

F. G. Hurt, former agent at Belleville, Kas., is now located at Loveland, Okla., as Agent for the Wichita Falls & Northwestern Ry.

R. L. Brown, former Division Agent of the Nebraska Division, is now located at San Antonio, Tex.

F. M. Patt was a Fairbury visitor Feb. 21st and called on the boys at this point. We are certainly glad to have him around.



THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.

Motto: "Without Fear or Favor, with Foolishness for Flavor."

R. E. McGowen.....Muddler-in-Chief

Most Anybody and Nearly Everybody....

.....Ass't Muddlers

FEBRUARY, 1916.

Vol. 2. No. 2

MUDDLETORIAL SECTION.

Announcement.

The staff organization of The Muddle was recently disrupted, necessitating the appointment of a new Muddler-in-Chief and Assistant Muddlers. The reasons for this change are first, the fact that Cully Nelson has departed for Detroit, Mich., to take over, we understand the management of a Ford factory. Second, Ed. Meehan has tendered his resignation as Muddler-in-Chief for reasons which must be assigned to the unkind activities of the make-up man of magazine proper in pruning The Muddle down until at times it was barely discernible with a microscope.

The mangement of The Muddle deeply regrets the severance of always pleasant and profitable business relations with these two gentlemen. However, it does not struggle against the inevitable.

The management congratulates itself and the readers of The Muddle upon the acquisition of the three gentlemen who will from now on direct its destinies. The new Chief Muddler is not precisely an acquisition, having been connected with this publication since its inception, but the two new assistants come to us highly recommended and we are confident they will fulfill our expectations. While it is a fact little known to the masses, it is nevertheless true that these two gentlemen are connected, in a major or minor capacity, as the case may be, with nearly every publication in the country, hence our satisfaction at securing first call on their services.

OUR PROGRESS.

This being the second number of the second volume of our publication, we at this time feel impelled to cast the eye of introspection athwart our record of past endeavor to decide whether or not we have suffered from retrogression. We do not believe we have. On the contrary, we believe we have progressed materially. In fact (we do not mean to be unkind), we may even claim, as did our one time esteemed contemporary, King Kinney, that The Muddle has been a "conspicuous success." Lest we be misunderstood, we hasten to insert here that the claim set forth above was not made for The Muddle, but for his own publication. As evidence of our recognition by other publications we call attention to the fact that the Moline Dispatch recently took occasion to reprint a few of our news items, which is very gratifying to us. Indeed. We feel, however, that such recognition is but our just due. We have heard it said of T. R. that he has a very well developed knob of self-esteem which he always keeps polished for immediate use. Possibly some of our readers would apply the same to us. If so, we are further

gratified. We are thankful for the possession of many friends, but we are proud of the acquisition of a few enemies.

It is a matter of regret to us that Edw. Schneider, editor of the Blue Island Shop News, has left the service and is therefore no longer editor of that department. A matter of great regret, we may say, inasmuch as Edward's kindly comments on The Muddle will be missed. We wish him success in his new line of endeavor, whatever it may be.

After a careful perusal of The 47th St. Line, we are inclined toward the theory that there was a dance given in that vicinity last month. In support of our theory, we may state that we noted an item or two that seemed to imply as much.

Our compliments to the cartoonist of the Joliet freight office. Verree good, Eddie.

Porter Jones of the Iowa Division recently picked up a roll containing, it is said, \$2,728, and immediately turned it over to Agent Kirly at Co. Bluffs, where the owner shortly afterward called for it. We recommend that the Recording Angel make a note of this in the "Meritorious Conduct" section of his Great Ledger.

PERSONAL MENTION.

Marcus Russell is the successor to Carl Nelson in the local freight office, Carl having left for Detroit the 18th. We are sorry to lose Cully, but wish him success in his new venture.

A bold bad bandit recently unhitched a team of horses belonging to the Rock Island Brewery Co. while they were standing in the freight driveway and succeeded in leading them down the track almost two hundred yards before he was apprehended. He claimed he had bought them for seven dollars. We understand he is now indulging in a period of reflection in the city bastille.

Mr. W. J. Leahy called on us the 19th, leaving for Chicago on No. 2 that morning. We hope Mr. Leahy feels as well as he looks.

We note on the bulletin of February 15 that J. R. Teeter is assigned to the position of fifth telegrapher at "RK" Rock Island and Bernie Hammill to first trick Silvis yard. B. J. will no doubt appreciate the daylight working hours, together with the satisfaction of spending his evenings with his family.

We understand Bill Burke is back at Fifth street second trick, although we have not seen him as yet.

We had the pleasure of attending the big banquet which opened the Layman's Missionary Meeting at the Coliseum at Davenport the 16th. We read later that 868 men were present. Mr. E. L. Goff was present and recently voiced his regret to us that he did not receive any of the ice cream. We did. We came early.

Freddy Gallagher claims to possess the "finest girl in the world." Quite the right spirit, Freddy, but, unless your intentions are serious, we would advise you not to voice such sentiments to the lady herself. She may take undue advantage of the leap year prerogative.

We were informed by what we have always deemed a reliable source that Joe Suess recently became the father of a baby girl. Joe being absent from duty on that date, we did not doubt the truth of this and hastened to congratulate Joe the following morning, but he denied it flatly, claiming it, if we remember correctly, to be impossible whereupon we withdrew our congratulations until a more fitting time.

However, we may remind Joseph that we have often heard it said by extremely optimistic persons that "nothing is impossible."

The freight house force recently importuned our baggageman, John McGee, to procure for them about ten dozen eggs each, from Cable, Ill., at the unheard of price of fifteen cents per dozen. Their confidence in the integrity of "Dolly" Dahlen is touching, to say the least.

Job had boils, which was a great affliction. Joseph was sold into slavery by his brothers. Hypatia had the flesh scraped from her bones by monks, Marc Antony suffered the loss of his kingdom, T. R. has been, and is, repeatedly slapped on the wrist by the Old Guard, Napoleon suffered exile, Bryan must give Chautauqua lectures at only five hundred dollars per lecture, but none of these martyrs endured what our cashier, Al. Christiansen, and his assistant, Miss Quinn, are compelled to endure day after day. They—my friends, think of it—they must CASH TIME CHECKS.

Trade in Your Old Typewriter

On The Light Running Fox



Send us the name, model and serial number of your typewriter and we will at once mail you our New catalog and write you exchange offer on the New Fox Model No. 24, cash or time payments.

The Fox is the Lightest Running Typewriter in the world and will give a lifetime of service without repairs.

Agents and Dealers Wanted Everywhere

Guaranteed for 3 Years

The Fox is the only high grade typewriter guaranteed to Railway Telegraphers for Three Years, for the Fox is the only typewriter that will stand up under the hard use that the average Telegrapher gives to his typewriter.

In replying don't fail to mention Rock Island Employees' Magazine.

FOX TYPEWRITER CO.

6203-6253 FRONT AVE., GRAND RAPIDS, MICHIGAN



LACLEDE HOTEL--ST. LOUIS, MO.

The Popular Heart of the and Return-Large



Dollar a Day Hotel in the Business District--Remodeled. New Management. Elegant Rooms with Hot and Cold Running Water and Private Telephones---many of the rooms of this hotel have fine private baths

CAFE under the management of WELDON & WHITSON Formerly of the Moser Hotel and Silver Moon Restaurant

FRED. D. MICHAEL, General Manager

HOTEL BENTON

"Center of Everything"

We Cater to the Railroad Man
819 PINE ST., ST. LOUIS, MO.

50c
75c
\$1.00
Per
Day



OUR DIRECT FACTORY TO HOME
plan saves you money.

WE PAY THE FREIGHT
and ship to you any piano or player piano you select from our catalog.

25 YEARS GUARANTEE
on all our pianos and player pianos.

FREE MUSIC LESSONS
to all who accept our offer. Write for handsomely illustrated piano catalog and full details of our selling plan.
SCHMOLLER & MUELLER PIANO CO.
Established 1859. Capital and Surplus, \$1,000,000
Dept. R1125 Omaha, Nebraska

Send This Coupon Today
SCHMOLLER & MUELLER PIANO CO.
Dept. R1125 Omaha, Nebraska.
Send me your Piano Offer and Free Catalog.

Name.....
Address.....

Lud Chansky recently came to work sporting the prettiest little "mouse" on his right eye that it has been our good fortune to see for many moons, and the strange thing is that he did not offer any one of the number of usual alibis as to how it occurred. He frankly admitted that he had received it in a boxing match, although he did add the statement that, previous to receiving the blow from his opponent he had run into an open door. Now we have confidence in Lud and do not doubt him in the last. However, a skeptical public may take its choice.

OUR VERSION.

"F" is for the Farmer and his fury,
 "A" for the Apples I swiped from his cart;
 "T" is for the Tattle-tale who told him,
 "H" signifies the Hardness of his heart.
 "E" is for the Evidence against me,
 "R" stands for my Remorse and vain regret—
 Put together they spelled retribution
 And father's hand was heavy, you can bet!
 MAC.

SILVIS.

Silvis shops safety committee met February 10 and Mr. Shedd, general safety supervisor, was present on that date.

Machinist A. Hoover has also joined the matrimonial club and was on deck with the smoke. Congratulations, Hoover.

Silvis Glee Club made a hit at the Moline Commercial Club February 11.

Mr. G. W. Seidel, former superintendent of Silvis shops, now with the M. & St. L. R. R., visited Silvis shops February 16.

Machinist James Morris has returned to work after a prolonged siege of illness.

Machinist Percy Fry wears the smile of papa. A baby boy was born January 23 at his home. Congratulations, Percy.

Machinist W. Santry of the round house has returned to work after a siege of pneumonia.

Fred. Miller of the power house spent February 19 and 20 at Des Moines.

The Checker League is proving quite a novelty at Silvis shops. It seems that the boiler shop has the best over the machine shop. Hurry up, Fred. Fearhuby.

ST. LOUIS DIVISION.

C. A. Dunnavent, formerly located at Halleyville, Okla., has been appointed general foreman at Eldon, vice R. S. Brown, returned to Dahlart.

Supt. Correll was confined to his bed several days with an attack of inflammatory rheumatism, but at the present writing is very much improved.

Miss E. C. Carlson, trainmaster's clerk, was called home January 25th, on account of the death of her brother at Springfield, Mo.

Mrs. L. G. Standiford, wife of Conductor Standiford, was called to Peru, Ind., latter part of January on account of sickness of relative.

Agent G. E. Slinkman at Vale, while on his vacation recently, stopped over at Eldon and spent a day with his brother, W. H. Slinkman, who is file clerk in superintendent's office.

Agent C. O. Mennell and W. H. Slinkman, local agents for the Saxon automobile, attended the Automobile Show, which was held in Kansas City recently.

A large gasoline tractor of the Aultman & Taylor type was received at Eldon over the Rock Island last month, to be used in road making in this vicinity.

Mr. B. T. Harvey, local banker, received a carload of the latest model Buick autos over the Rock Island which were shipped to him direct from Flint, Mich. Mr. Harvey is the local agent for this make of automobile.

Large shipments of live poultry enroute from Oklahoma and Texas have been passing over the St. Louis Division lately, destined for points in New York and the East.

Night Clerk L. H. Gunter was on the sick list a few days last month.

Accountant J. W. Jacobs went to Horton to accompany his wife and son William home on account of Mrs. Jacobs just recovering from a slight illness contracted while spending the holidays at that point with relatives.

Assistant Accountant Leslie Lumpkin and son John Hoard visited Mr. Lumpkin's parents at Spring Garden, his mother returning with him to spend a few days in Eldon with relatives.

Mr. A. W. Kelso, district examiner on Book of Rules, held an examination in Eldon recently with officials of this Division.

The third meeting of the Prevent Claims Committee was held on the St. Louis Division at Eldon January 29th with quite a large attendance and the meeting was quite a success. Mr. W. H. Hunn, district superintendent of the Western Weighing & Inspection Bureau, with headquarters at St. Louis, was a visitor and made quite an interesting and instructive talk concerning prevent claims matters and other matters in connection with the Bureau.

A class meeting of section foremen from the west end of the Division was held at Eldon February 12th, by Roadmaster N. T. Blackwell, who made quite a nice talk on different subjects concerning track matters.

Conductor C. R. Duskey met with a fatal accident while in charge of Train No. 96 January 31st, when his caboose turned over at Brandon, Mo., while backing in on passing track for Train No. 24. Mr. Duskey was highly esteemed by all who were personally acquainted with him and his departure from this life will be greatly mourned by his brother employees, officials, and friends who all extend their deepest sympathy to Mrs. Duskey during her bereavement. Mr. Duskey's remains were taken to New Franklin, Mo., his home town, to be interred; several of his brother trainmen and wives accompanied the remains.

On account of placing the Supervisors of Fuel Economy back, which made a reduction in Road Foremen of Equipment, Mr. F. J. Yonkers, recently appointed Road Foreman of Equipment on the Colorado Division, returns to the St. Louis Division and will in the near future return to road service as engineer.

Trainmaster J. S. Jones is at present holding about four meetings a month on the re-examination of employees on the Book of Rules.

"BEST CHIPPED SOAP"

The old fashioned soap, made from kettle rendered tallow, with the old fashioned idea of cleansing the linen of hotels and institutions, without injury to the fabric. Get the NEW IDEA of using the OLD FASHIONED goods for best and most economical results. We also carry a complete line of Laundry Supplies.

WARNOCK & RALSTON, ROCK ISLAND, ILL.
 Established 1853

\$50 to \$100

We want railroad men to represent us during spare time. Many of our agents make \$50 to \$100 monthly. Does not interfere in any way with regular work. Have better proposition for incapacitated men who can put in full time. Proposition high class and a necessity to railroad men. Practically sells itself. An easy money maker. Write today.

E. L. Christensen, 1311 Ford Building, Detroit, Michigan

CLOTHING

SHOES

CLOAKS

YOU MEN—

Will always find this store selling the highest grades of Union Label goods obtainable. Mail orders promptly filled.

PETTIT & LAMB MERC. CO.
HERINGTON, KANSAS

DRY GOODS

FURNITURE

RUGS

When Writing to Advertisers Please Mention Rock Island Employees' Magazine

BIND YOUR RECORDS

INTO PERMANENT BOOKS

Adopted by general and local office of every large railroad in the United States

Binding Machines Permanent Binders
Loose Leaf Devices for All Purposes

McBEE BINDER CO.

New York St. Louis Athens Cleveland
Atlanta Chicago

SKIRVIN HOTEL Skirvin Operating
Company, Prop.
THE PLACE TO STOP

FIRE-
PROOF



European
Plan
\$1.00 Up

THE ROCK ISLAND IS NEXT DOOR
OKLAHOMA CITY
J. D. FARR, - - - - Manager

MAENDLER BROS.

MANUFACTURERS OF BRUSHES

We make a full line of standard BRUSHES, which includes any brushes used in Paints and Varnishes, Car Washing and Sweeping BRUSHES.

We also make any grade or kind on SPECIFICATION furnished.

Office and Factory:

ST. PAUL - - - MINNESOTA

Office and Warerooms:

6 E. Lake St., cor. State, CHICAGO, ILLINOIS

PANTASOTE

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application. : : : : :

THE PANTASOTE COMPANY
11 Broadway, NEW YORK

William Ganschow Company

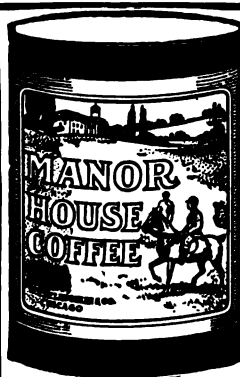
Manufacturers of

Cut and Planed Gears
Rawhide Pinions

and

Cut Machine Racks

Washington Boulevard and Morgan St.
CHICAGO



Our COFFEE

Served by the
J. J. Grier

Hotels
and
Eating Houses

W. F. McLaughlin & Co.
Chicago

PATENTS THAT PROTECT AND PAY FREE

BOOKS, ADVICE AND LIST
OF INVENTIONS WANTED

Send Sketch or Model for Search. Highest References. Best Results. Promptness Assured.

Watson E. Coleman, Patent Lawyer

624 F. Street N. W.

Washington, D. C.

THE RAILROAD SUPPLY CO. TIE PLATES

Signals—Signal Supplies

CHICAGO

NEW YORK

That ROCK ISLAND EMPLOYEES are loyal to the core WE KNOW and gladly welcome any money-saving device or material. FORSTER'S LOCOMOTIVE CEMENT is one that after becoming familiar with its many good qualities and noting RESULTS obtained will never be voluntarily abandoned. It means much to your COMPANY and surely that means much to YOU. You can do your Company and yourself a favor, and do us a favor, and we trust you will by asking for it.

National Waste Company

MANUFACTURERS

WOOL WASTE

For Journal
Box Packing

COTTON WASTE

For Wiping

General Offices:

**Fisher Building
CHICAGO**

Mills: Philadelphia, Pa.

KERITE

INSULATED WIRES AND CABLES

Be Guided

by facts, not theories—
by performance records,
not claims—by ex-
perience, not prophecy.
Every consideration
points straight to
KERITE for perma-
nently satisfactory and
economical service.



1850

1916

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO

MURPHY XLA ROOFS

No roof boards to burn
or blow off. Never
break or tear, as sheets
are not nailed. Reduces
dead weight of car, as
well as cost of repairs.
Half million now in
service.

STANDARD RAILWAY EQUIPMENT CO.

New York

Chicago

New Kensington, Pa.

Don't Pump Your Life Away

on a Hand Car or a Velocipede when you
can ride in an Automobile.

The No. 2 ROCKFORD CAR

is a light,
speedy, service-
able Runabout
for the rails.

SIMPLE in Construction.

EASY to op-
erate.
EASY to pay
for.



No. 2 Rockford Car.

Send for Catalogue No. 43.

Address Dept. TT.

CHICAGO PNEUMATIC TOOL CO.

CHICAGO
1061 Fisher Bldg.

NEW YORK
52 Vanderbilt Ave.
Branches Everywhere.

CRECO BRAKE BEAM

*The Beam
That Never Fails
in Fair Service*

**CHICAGO RAILWAY
EQUIPMENT COMPANY**

CHICAGO

"The World's Brake Beam Builders"

EVANS ART PIANOS

and Players at
Wholesale!



**30
Days
FREE
Trial**

Direct from my
factory to you.
To introduce our
Profit-Sharing
Plan, we
offer one in each
locality at the rock-bottom wholesale price—putting

\$200 IN YOUR POCKET

Artistic designs, exclusive features, scientifically built, producing wonderful tonal effects—the Acme of Perfection.
UNLIMITED GUARANTEE backed by Three Million Capital
FREIGHT CHARGES ALLOWED. Easy payments—No interest—no extras.

Stool and Scarf—Two Years'
Course Piano Instructions
Write Today, Be the First

FREE

Story & Clark Piano Co., F. O. Evans, Gen. Mgr.
Dept. 86, Chicago, Ill.

EYESIGHT is man's most valuable possession.

Its preservation is more important than any other thing except life itself.

YOUR occupation is one that is a risky one, especially for your eyes.

YOUR employers want you to wear proper eye protectors and will tell you the kind to wear that are best suited to your individual needs, or we will, if you will write to us and we will tell you where to get them or will supply you ourselves.

F. A. HARDY & CO.

JOHN H. HARDIN, President

10 S. Wabash Ave., CHICAGO, ILL.

**MEET ME AT THE
TULLER**

*For Value, Service,
Home Comforts*



NEW

HOTEL TULLER

DETROIT, MICHIGAN

Center of business on Grand Circus Park. Take Woodward Car, get off at Adams Ave.

ABSOLUTELY FIREPROOF

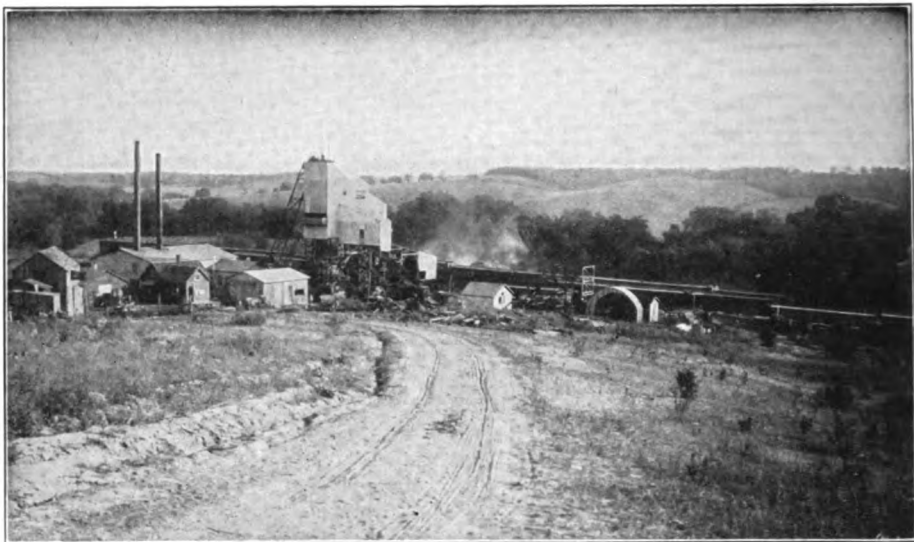
200 Rooms, Private Bath, Single	\$1.50	Double	\$2.50 Up
200 " " " "	2.00	"	3.00 "
100 " " " "	2.50	"	4.00 "
100 " " " "	3.00 to 5.00	"	4.50 "

**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

**Two Floors—Agents'
Sample Rooms**

**New Unique Cafes and
Cabaret Exellents**

THE CHARITON BLOCK



OUR MINE AT CHARITON. IOWA

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

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

Give CHARITON BLOCK a trial.
It will please you.

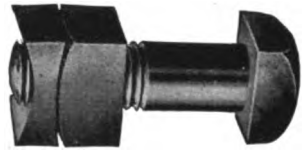
Address

Central Iowa Fuel Company

1219 Hippee Building

DES MOINES, IOWA

WRITE IT RIGHT!



“BOSS” LOCK NUTS

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



“BOSS” LOCK NUTS



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

BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO

In Use Everywhere

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



P. & M. Rail Anti-Creepers

**THE P. & M.
COMPANY**

**New York, Chicago, Denver,
San Francisco, Montreal**

JOHN VOLK CO. CONTRACTORS

Manufacturers of

**Sash, Doors, Blinds, Screens
and Interior Finish**

ROCK ISLAND, ILL.

DRY GOODS

Women's Ready-to-wear Apparel and Shoes

**THE CROSBY BROS. CO.
TOPEKA, KAS.**

DRAPERIES

CARPETS

FURNITURE

BALL CHEMICAL COMPANY

OXOLIN
REGISTERED

THE IDEAL PAINT OIL

BALL'S VARNISH REMOVER NORWAY TURPENTINE

OFFICES: Chicago and 1101 Fulton Bldg., Pittsburgh

CHICAGO VARNISH CO.

ORIGINATORS OF THE 6-DAY PROCESS

FOR PAINTING AND VARNISHING CARS

J-M RAILROAD SUPPLIES

Roofings Pipe Coverings Locomotive Lagging
Packings Smoke Jacks Underground Conduit
Hair Felt Waterproofing Metallic Hose

Write for Catalog No. 252

H. W. JOHNS-MANVILLE CO.

27-29 Michigan Avenue Chicago, Ill.

T. S. LEAKE & CO.

General Contractors

Railroad Buildings Our Specialty

7th Floor Transportation Building

608 So. Dearborn Street

CHICAGO, ILL.

Spencer Otis Company RAILWAY SUPPLIES

Chicago

New York

St. Louis

SAVE FUEL

By using Pyle-National Electric Headlights

We guarantee our headlight set the most economical in fuel, maintenance and operation of any similar equipment on the market.

**PYLE-NATIONAL ELECTRIC HEADLIGHT CO.
CHICAGO**

Phone Monroe 1541
All Departments

Established 1878

J. J. COLLINS' SONS

Railway and Commercial Printers

Blank Book Makers and Paper Rulers

Members of Chicago Association of Commerce

1318-1321 W. CONGRESS STREET, CHICAGO
(Daylight Building)

CAR and LOCOMOTIVE AXLES

PITTSBURGH FORGE & IRON CO.

PITTSBURGH, PA.

HIGH GRADE WROUGHT IRON

Steel Freight Car Ladders

FXL—Lock Runged—No Rivets

Chicago Standard Equipment Co.

Railway Exchange

CHICAGO

Home Phone Main 4108

Bell Phone Grand 4108

A. J. Shirk Roofing Co.

200 Southwest Boulevard

Kansas City

Missouri

AGRICULTURAL LIMESTONE

DOLESE BROS. CO.

QUARRIES

BUFFALO, IOWA

APACHE, OKLA.

TATE FLEXIBLE STAYBOLT

The Recognized Standard
of over 450 Railroads

Flannery Bolt Company

Pittsburgh, Pa.

J. ROGERS FLANNERY & CO., Selling Agents

The Merchants-Laclede National Bank

of St. Louis

Capital	-	-	\$1,700,000
Surplus and Undivided	-	-	
Profits	-	-	\$1,700,000

United States Depository

W. G. Lloyd Company

626-636 South Clark Street
CHICAGO

Manufacturers of

Perpetual Account Books
Loose Leaf Specialties
and Blank Books
High Grade Printing

⚡ This Trade Mark ⚡

On your track tools means a satisfied workman and better work. Let us prove the economy of their use.

VERONA TOOL WORKS

Chicago

Pittsburg



Valspar insures a perfection of protection and a long continued brightness of finish afforded by no other varnish.

Write us for the proof and materials for making a real varnish test.

Valentine & Company
343 S. Dearborn St., Chicago

HATCH - WILCOXSON COAL CO.

Fisher Building, Chicago

MINES:
Sangamon
Athens
West End

Sales Offices:
Peoria, Ill.
Davenport, Iowa
and Keokuk, Iowa

Agents for: Kinkaid and Sherman
SUPERIOR COALS
Sangamon County, Illinois

The McConway & Torley Co.
Pittsburg, Pa.

MANUFACTURERS OF THE

**Janney
Passenger Couplers**

USED ON

The Rock Island System

Telephone Barriers { 6140
6141

Automatic 52-219

HEDSTROM-BARRY COMPANY

RAILROAD AND COMMERCIAL
PRINTERS

BINDERS AND STATIONERS

Licensed Railroad Ticket Printers

618-620 So. Sherman St., CHICAGO

Federal Steel Lockers

have the strength, the security and the durable baked enamel finish.

They are the Railroad Lockers

Federal Steel Fixture Co.

4545 Homer Ave.

CHICAGO

GILMORE & SOLOMON COAL MINING CO.

1118 Transportation Bldg.
CHICAGO

6000 tons of coal daily from
The Black Diamond and Cora
mines, Springfield District, Ill.
Steam or Domestic use.

THE PREMIUM COAL OF IOWA

Carbon Chunks

Mined and
Prepared only
By

CARBON BLOCK COAL CO.
CENTERVILLE, IOWA

CHICAGO BEARING METAL COMPANY

OFFICE AND WORKS:
2234-2252 West Forty-third Street
CHICAGO

Journal Bearings, Engine Castings,
Brass and Bronze Castings for all
purposes. Babbitt Metal.

L. L. HAMMOND

J. R. HAMMOND

HAMMOND BROS.

FUEL AND ICE HANDLING
CONTRACTORS

1732 Grand Ave.,
KANSAS CITY, MO.

17 N. La Salle St.,
CHICAGO

Let us figure with you on handling Coal, Ice, Cin-
ders, Sand, and save you money and worry. Ref-
erences: C. R. I. & P., Missouri Pacific, St. L. I.
M. & S., C. M. & St. P. and C. & N. W. Railways.

Established 1884



Poabody Coal Company

General Offices: McCORMICK BUILDING, CHICAGO
St. Louis, Mo. Office: Syndicate Trust Building

Jerome

Stands for Quality
therefore
Economy

JEROME-EDWARDS
METALLIC PACKING CO.
CHICAGO

Chicago Car Heating Company

VAPOR SYSTEM OF CAR HEATING

Chicago, Railway Exchange Bldg.
New York, Grand Central Terminal Bldg.
Atlanta, Ga., Candler Bldg.

Washington, D. C., 629 Munsey Bldg.
Montreal, Que., 61 Dalhousie Street

CAST STEEL

Buckeye Truck Frames, Truck Bolsters, Key Connected Yokes, Journal Boxes, and
"Major" Top Lift and Side Lift Couplers.

THE BUCKEYE STEEL CASTINGS COMPANY, Works and Main Office
NEW YORK OFFICE, 1274 No. 30 Church Street
ST. PAUL, MINN., OFFICE, No. 706 Pioneer Bldg.

CHICAGO OFFICE, 619 Railway Exchange Bldg.

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

Loose Leaf Systems Order Blanks
Telephone Harrison 243

H. J. Armstrong & Co.

Blank Book Makers
Railroad and Commercial Printers

416 So. Dearborn St., CHICAGO

Telephone Harrison 111

R. F. Herring & Co.

Railroad and
Commercial Printers

542 South Dearborn Street
CHICAGO, ILL.

ESTABLISHED 1882.

B. JOHNSON & SON

Contractors and Manufacturers of

Railroad Ties

—AND—

Lumber

Office: Second National Bank Bldg.
Richmond, Indiana

The Portsmouth Refractories Company

PORTSMOUTH, OHIO
MANUFACTURERS

HIGH GRADE FIRE BRICK

for Locomotive Arch Brick and
Oil Burning Furnaces

Do Business by Mail

Start with accurate lists of names we furnish—
build solidly. Choose from the following or any
others desired.

Apron Mfrs.	Wealthy Men
Cheese Box Mfrs.	Ice Mfrs.
Shoe Retailers	Doctors
Tin Can Mfrs.	Axle Grease Mfrs.
Druggists	Railroad Employees
Auto Owners	Contractors

Our complete book of mailing statistics
on 7000 classes of prospective customers free.

Ross-Gould, 329-C Olive Street, St. Louis.

Ross-Gould

Mailing
Lists St. Louis

THE FIRST NATIONAL BANK OF EL PASO, TEXAS

(U. S. Depository) Capital and Surplus, \$1,000,000

RESOURCES		
Loans and Investments		\$5,156,985.19
United States Bonds	\$950,000.00	
Cash on hand	\$24,208.10	
Exchange	1,711,911.82	3,586,117.92
Total,		\$8,742,303.11
LIABILITIES		
Capital Stock		\$900,000.00
Surplus and Profits		223,257.26
Circulation		1,163,900.00
DEPOSITS:		
Bank	\$1,068,249.70	
Individual	4,745,885.24	
United States	113,810.71	6,527,545.75
Total,		\$8,742,303.11

Condensed Report to Comptroller, December 31, 1914.

Telephones Wabash 2336-2337

Faulkner Ryan &

PRINTERS: BINDERS
and Blank Book Manufacturers

RAILWAY TICKETS AND
SUPPLIES

712 Federal Street, CHICAGO

Cut Over Pine Lands In Louisiana

EXCELLENT FOR FARMING

We will sell in small
tracts to actual settlers

Industrial Lumber Co.,
Elizabeth, Louisiana.

SHOP FOREMEN

Are you interested in improving your shop conditions and reducing your maintenance and labor costs? If so, write AYER & LORD TIE COMPANY, Railway Exchange, Chicago, for their booklet "FLOORS."

NILES-BEMENT-POND CO.

New York : : : Chicago

Niles Cranes

Railway Machine Tools

Bement Hammers ∴ Hydraulic Machinery

Galena-Signal Oil Company

FRANKLIN, PA.

QUALITY ——— EFFICIENCY ——— ECONOMY

The SURPASSING EXCELLENCE of Galena Oils is the natural result of over forty years' experience in the manufacture of oils for RAILWAY USES EXCLUSIVELY. We guarantee your oil cost.

ELECTRIC RAILWAY LUBRICATION A SPECIALTY

Galena Oils are recognised as the ACME OF LUBRICATION PERFECTION. PERFECTION VALVE and SIGNAL OILS.

RAILWAY SAFETY OIL, for headlights, marker and classification lamps. LONG TIME BURNER OIL, for switch and semaphore lamps.

Tests and correspondence solicited.

S. A. MEGEATH, President

MORDEN FROG & CROSSING WORKS

1873-9 Continental-Commercial Bank Bldg., Chicago


Works, Chicago Heights

MANUFACTURERS

FROGS, SWITCHES, CROSSINGS, SWITCH STANDS, RAIL BRACES

MANGANESE TRACK WORK

A SPECIALTY

<p>MANUFACTURERS OF FROGS GUARD RAILS CROSSINGS SPLIT SWITCHES SWITCH STANDS TAPER RAILS RAIL BRACES</p>		<p>MANUFACTURERS OF STAR STANDS BANNER STANDS ROLLER RAIL BENDERS TRANSIT SWITCHES STROM CLAMP FROGS MANGANESE FROGS AND CROSSINGS</p>
---	---	---

PETTIBONE MULLIKEN Co.
725 MARQUETTE BUILDING
CHICAGO

The Republic Rubber Company

Factories and General Office
YOUNGSTOWN, OHIO

...Manufacturers of...

**High Grade Air, Steam Water Hose and Gaskets
 For Railroad Use**

DOMESTIC and STEAM COAL

(Capacity 6000 Tons per Day)

DOMESTIC and SMELTER COKE

(Capacity 1000 Tons per Day)

Dawson Fuel Sales Company

Sole Vendor

Dawson Coal and Coke

DAWSON, NEW MEXICO

THE HEWITT COMPANY

C. M. HEWITT, President

Hewitt Babbitt Metals

Machine Finished
 Standard Metallic Packing
 Rings
 Rubber Goods

303 Railway Exchange CHICAGO

C. M. HEWITT,
 Chairman.

H. H. HEWITT,
 President.

MAGNUS COMPANY INCORPORATED

**Journal Bearings
 and
 Brass Engine Castings**

NEW YORK

CHICAGO

TEXACO

THE MARK OF QUALITY FOR
ALL PETROLEUM PRODUCTS

TEXACO ILLUMINATING OILS
TEXACO NAPHTHAS
TEXACO GASOLINES
TEXACO LUBRICANTS

High Grade Lubricating Oils and Greases
for all conditions.

TEXACO MOTOR OILS
TEXACO ENGINE OILS
TEXACO AXLE GREASE
TEXACO RAILWAY OILS
TEXACO ROOFING
TEXACO FUEL OIL

TEXACO BITUMENS AND CEMENTS

Scientifically prepared for special purposes
such as

PAVING, ROOFING, WATERPROOFING

MASTIC PIPE COATING INSULATION

THE TEXAS COMPANY
HOUSTON NEW YORK

BRANCH OFFICES

Boston, St. Louis, New Orleans, Pueblo,
Philadelphia, Norfolk, Dallas, Tulsa,
Chicago, Atlanta, El Paso.



Your Problems are
Our Business.

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

Makers of a complete line of High Grade
Varnish and Paint.

Specialties for every railway use.

175 W. Jackson Blvd.
CHICAGO

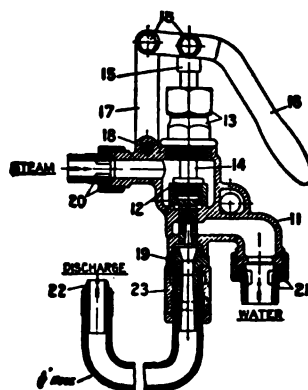
19 Cedar Street
NEW YORK

Marsh & McLennan

INSURANCE
IN ALL ITS BRANCHES

5 Bishopsgate
LONDON

300 Nicollet Ave.
MINNEAPOLIS



NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water
on account of blowing off of sprinkler hose elim-
inated by using this independent Coal Sprinkler.

Throws Water 25 feet at a Temperature of 95°

Sole Licensees and Makers

NATHAN MANUFACTURING COMPANY

101 Park Ave., New York, N. Y.

Western Office: 1612 Old Colony Bldg., Chicago, Ill.

Patent Applied For

Price \$5-00 Net

Efficiency Books

¶ No matter what line of work you are engaged in, there's a book that will help you—that will make your services and your knowledge more valuable.

¶ We have the best facilities for supplying books of every kind. Write us your wants. We have separate catalogs for the various professions. Tell us the subjects you are interested in and we will be glad to mail the proper catalog to you.

¶ We have catalogs on

Business Books Technical Books
Scientific Books Rare and Fine Books
Americana, etc.

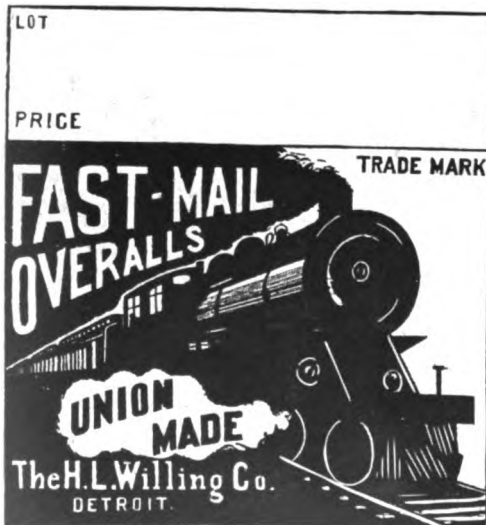
¶ A postal will bring the catalog you desire.

A. C. McClurg & Co.

218-224 Wabash, between Adams and Jackson
C h i c a g o

“Fast Mail” OVERALLS and JACKETS

(Union Made)



OUR TICKET

**Always Look for This Ticket
When Buying Overalls and
Jackets for It Guarantees
You Superior Quality,
High Grade Work-
manship, Com-
fort and Satis-
faction.**

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

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

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

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

“A DOLLAR’S WORTH WITH EVERY PAIR”

Always ask your dealer for “FAST MAIL”

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

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