

JAN 15 1917

ROCK ISLAND EMPLOYEES' MAGAZINE

JANUARY
1917



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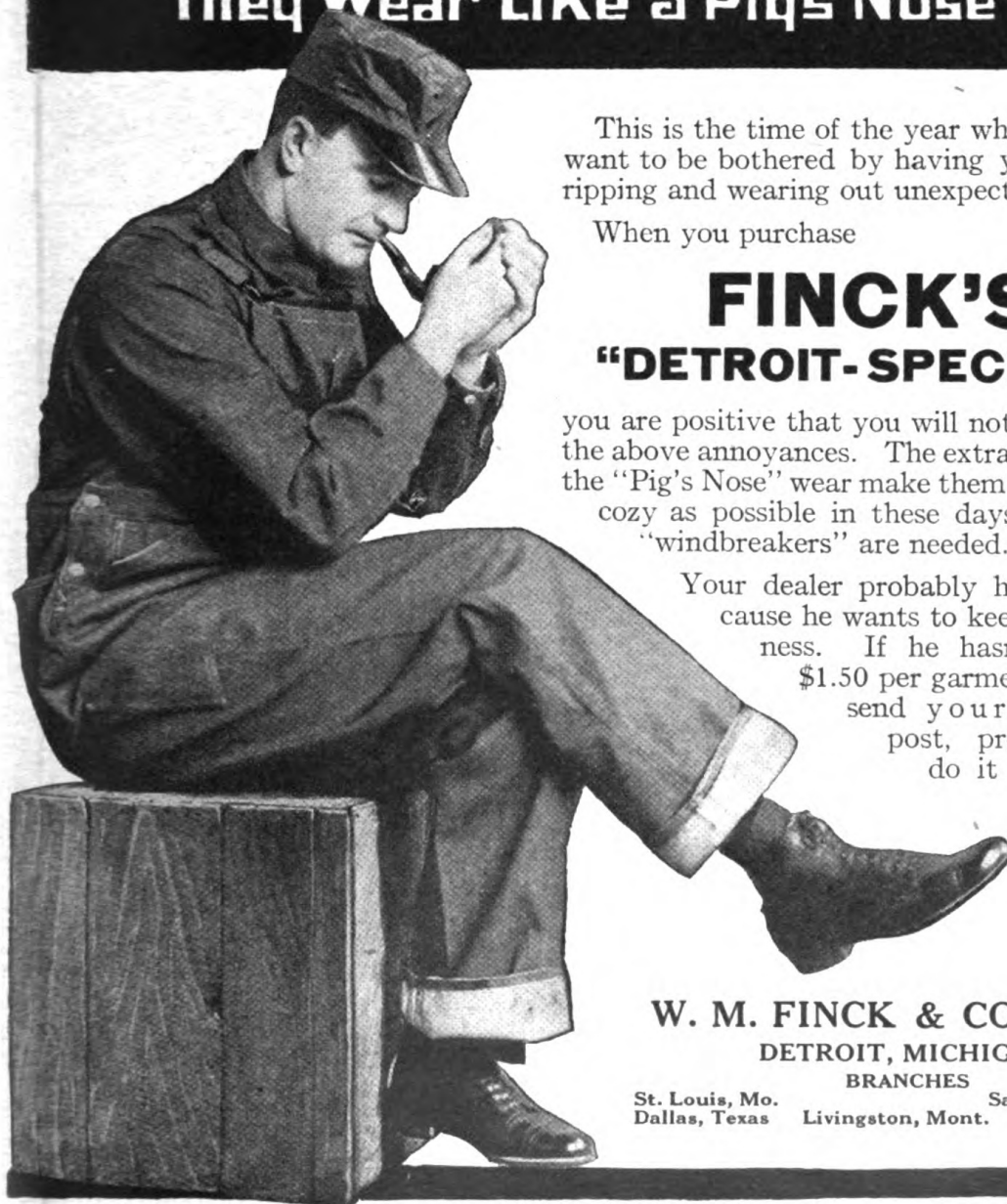
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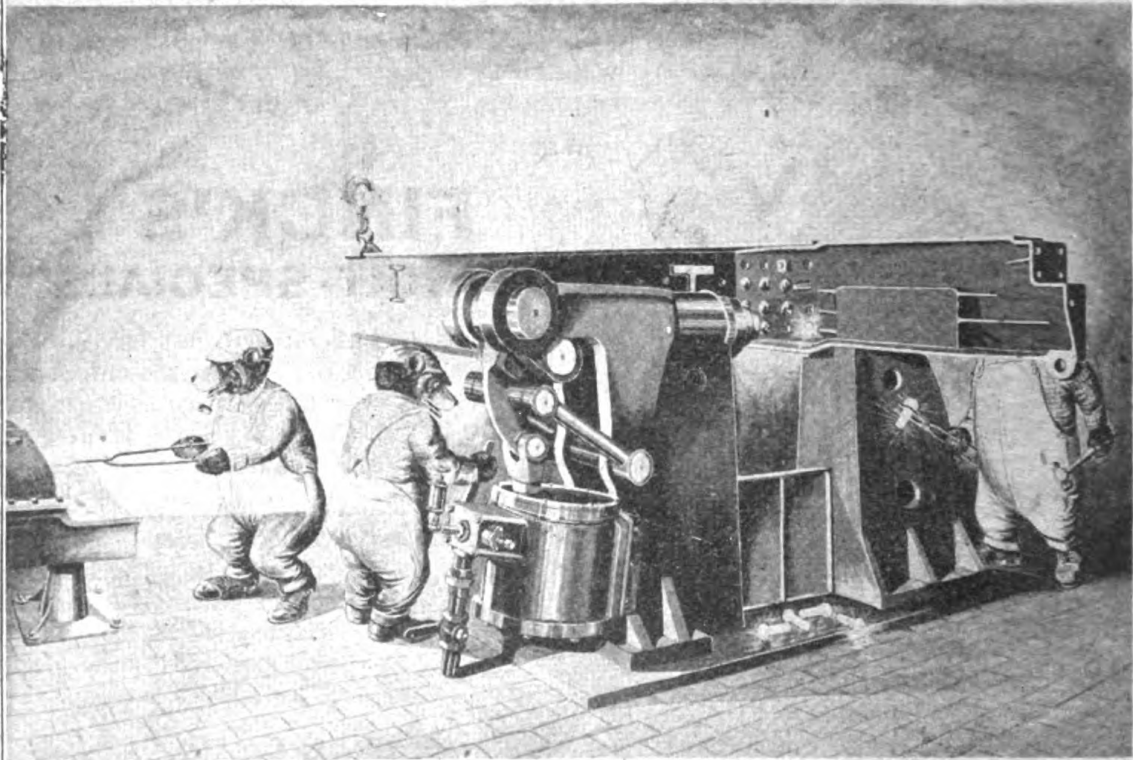
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Extra express earnings mean larger railroad earnings, and in many cases mean also greater individual earnings for the agent who handles the express.

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Pat.
June 8,
1915

UNION
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Throw Away Your
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They Are Things of the Past.

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Patented but-
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jacket effect.



Skirt up show-
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convenient drop
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ment.

MADE
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SENSIBLE
COMBINATION WORK SUIT
"THE MOST COMFORTABLE WORK GARMENT
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Costs about the same
as the Old Overall and
Jacket—But



It's Lots Better

**Makes a hit with railroad men.
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Get them at your Dealer's. If he hasn't them in stock yet, *make* him get them for you, or write to us for descriptive circular and prices.

CAUTION—It's your money you are spending, so refuse to take substitutes or imitations. Insist on getting THE GENUINE PATENTED "SENSIBLE" SUIT.

Made Only by

The Johnston & Larimer Mfg. Co., Dept. RI
Wichita, Kan.



A Booster or A Knocker?

When the Creator had made all the good and beautiful things, in order that they might be truly appreciated, He then made by way of contrast the beasts and reptiles and poisonous insects.

When He had finished, He had left over scraps that were too bad to put in the rattlesnakes, the hyena, the skunk or the scorpion; so He placed all these together, covered it with Suspicion, wrapped it with Jealousy, marked it with a Yellow Streak, and called it a Knocker.

Then as a compensation for this fearful product, He took a sunbeam and put in the heart of a child the love of a mother, the brain of a man, wrapped these in civic pride, covered it with brotherly love, gave it a mask of velvet, and a grasp of steel, and called it a Booster.

What did He make you, my friends?

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

JANUARY, 1917.

No. 7.

HOW DO YOU SAY THINGS?

FROM "ATTAINMENT"

How do you say things?

There's a good deal in the WAY a thing is said; much more often than in WHAT is said. It's not so much the words as how we say them. Take the little word "nice" for example. "He's a nice man" can be said a number of ways and every one with an entirely different meaning. It can be complimentary and it can be decidedly the opposite. Just the slightest shade of difference in the placing of the accent and the entire meaning is changed. "He's a nice man" can be a tribute or it can be most scathing in the implied denunciation it carries.

Practically any remark, no matter what the words, can be so uttered as to wound, to leave a sting, to make the hearer unhappy or angry.

Most persons are more or less sensitive. One little remark of but a very few words, innocent in themselves, has in countless cases colored with sadness a whole day for someone or spoiled what otherwise would have been a happy occasion. A street car conductor, a sales person, an elevator operator or a telephone operator can affect favorably or unfavorably the day for dozens, for scores of persons, merely in the way they say things. A conductor in a crowded street car says, "Move forward, please," and he says it in such a way that everyone feels like doing what he can to re-

lieve the congestion. Another conductor delivers himself of precisely the same formula, but in such a manner as to make all uncomfortable and some of the number fighting angry.

Who has not heard some girl, boy, young man or young woman in charge of the telephone in some place of business respond to a call in a manner scarcely less than insulting? Many an employer loses much business merely through the way his operator responds to calls over the telephone.

It is a little matter, but it is the little matters that make for or against success and this little matter of drilling the one in charge of the telephone in store or office is one that no business man can afford to overlook.

Many a man spends thousands of dollars a year in advertising for the purpose of increasing his sales and then carelessly overlooks the matter of how the customer or possible customer is greeted over the phone. Probably the call over the phone is the first contact. First impressions are very important; often they are lasting. If the first impression is gotten through a telephone conversation it is most important that the impression be at least not an unpleasant one.

A business man in his advertising always wishes to create a favorable impression, to not only arouse interest, but

to cause the attitude of the reader to be at least the very opposite of antagonistic. Granting that he succeeds in this, how quickly the good effect is removed, dispelled, actually changed by an indifferent or tactless response at his telephone.

I once heard a woman, in speaking of a certain business place, say that it had made her "perfectly furious" at the way she was answered over the phone when she had called up and that she wouldn't buy a dollar's worth there if it were the only place of its kind in town.

Now I happened to know a good deal about that particular place. I know that the company was spending about a thousand dollars a month for advertising in the quest of business, that its "good will" (the friendly attitude of the public toward it and its line) was its biggest asset, and that probably half of the responses to its costly advertising came in over the telephone and yet, exceedingly important as the matter was, the whole thing was in the hands of a seven-dollar-a-week youth whose business it was to answer the telephone calls and refer inquiries to the proper departments and to reply to general questions. His manner was uniformly short and brusque instead of being interested and friendly, as naturally it should have been.

Every man from the millionaire head of that corporation down to the humblest of the sales force would have been pleasant, accommodating, patient and courteous, showing every desire to please and to be of service had the inquirer called in person at their place of business, or had they, themselves, been replying to an inquiry on the wire; but a tactless, careless, indifferent lad at seven dollars a week was being kept in a position where he could offset, minimize and neutralize no small proportion of their efforts, and of the extensive advertising of the company.

I knew this operator, too, and I knew it was not so much of a fault as a lack. No one had ever told him and he never stopped to think, and he wasn't interested in his work or the company's welfare. When he responded to a call with the customary repeating of the office phone number (the name of the company would have been much better) he called it out as though it were a threat instead of a response. He never thought

to put himself in the place of the person at the other end of the wire, nor to imagine how such a method of answering would strike him. He never thought and he never cared to think, and he was never told. And business, meanwhile, was being lost. And business is being lost in the same way in ten thousand offices and stores elsewhere in this broad land of ours.

The other evening in a popular restaurant I heard a waitress request a patron to remove his napkin from his plate that she might deposit the soup. He had been reading his paper and had let the cloth lie where it was when he sat down. The waitress' request was prefaced by "please," yet it was delivered in such a tone as to offend, and the customer inwardly resented it. A slight difference in inflection could have made the man feel even more friendly toward the place where now sub-consciously, very touchy as he is, the favorable attitude he had has been destroyed. It was only a little thing, merely the slightest shade in inflection of the voice, yet that man will probably never patronize that place again; furthermore, he will not do anything toward having others go there.

In the home, in the shop, in the office, in the store, in the street, wherever you may be, the way you say things counts. It counts tremendously. It IS true, mightily so, that "a soft answer turneth away wrath." Let's say it softly and kindly. Let us watch our inflection. It isn't a hard thing to do and the little attention given the matter pays big dividends—pays 'em right to us, to say nothing of how much pleasanter it makes life to others as we pass along our way.

People may be very trying at times, but let us not permit it to ruffle our feelings. Let us keep good tempered even if we have to strain ourselves to do it. Whenever we feel like getting sore (and who doesn't sometimes?) let's just put off the matter of getting angry for a day or a week. Let us do it in earnest; let us mean it. And then, when the time is up, the day or the week, we can think over the matter and see if we can get angry then. Possibly we can, but usually we find we can't. Generally we find it isn't worth while, anyhow.—Arrowhead Magazine.

THAT DISTINGUÉ CONDUCTOR

By MARY W. SMITH

(Continued from December)

"No, not *Meess Shmitt*," I replied playfully, "Miss Smith," and I endeavored to pronounce the "*th*" very distinctly for his benefit.

"Ach! your dreadful English *th*—"

"Is no worse than your dreadful German *ch*!" I interrupted, laughing, at which he, too, had to laugh, as he said, "Yes, they are both very hard for a foreigner to acquire."

In my boarding-house I had two small, adjoining rooms which I had furnished myself. One was my sitting-room, and in it I had my piano, large bookcase and several oil paintings and photochromes. The latter were a sort of colored photograph, and were views of the Rhine and other places in Germany and Switzerland.

As the time for his visit approached I could not help thinking of the horrible possibility that he might be recognized by my landlady, for she sometimes took trolley rides on that route. As she was a very observing, curious and gossipy woman, I dreaded her tongue more than that of most people. I tried, however, to persuade myself that this was not very likely to happen, for in the evening and without his uniform, he perhaps would not be so easy to recognize, especially as she would not expect to see him at her own door.

When the bell rang I rushed to listen over the banisters, and heard his voice inquiring for "Miss Shmitt." He had conquered all except the "*th*"! The next moment she had run up to my room, and said, "Miss Smith, there's a foreign gentleman down-stairs who wants to see you, but he won't give his name. He says he has an appointment with you." I was both vexed and amused to find that in our last hurried interview I had forgotten to ask his name. However, I merely said, "Oh, yes. Please show him up."

As he entered the room he bowed very formally, and I extended my hand, with a cordial greeting.

I commenced at once to speak in German, for I thought it likely that my landlady was listening outside, and she would not remain long if she could not understand a word. Throughout his stay he talked chiefly in German, which I understood perfectly; but I soon lapsed into English, for, to tell the truth, I was more interested in studying *him* than the German language, and I felt that while struggling with the grammar, I was losing time in which I might be talking of other things. He once or twice reminded me that I was not speaking German, but I said, "Oh, never mind for this first time."

I told him how ridiculous it was that I had forgotten to ask his name. He laughed and said yes, he had also forgotten; and, therefore, as I did not know him by any name, he thought it was not worth while to tell it to the landlady. He then added, also in Ger-

man, "Permit me to introduce myself as Herr Heller."

After a few more trivial remarks, his eyes roamed about my room with a glance of approval, and he said, "You seem to be as fond of art and books as you are of music." I assented.

Catching sight of the photochromes, he approached them eagerly, exclaiming with impetuous enthusiasm, "Ah, you have the Rhine castles—'Die Katz,' 'Rheinfels,' 'Rheinstein'—and '*Alt. Heidelberg*!'" The last name he pronounced in a tone of emotion mingled with regret, as if it awakened some sad or tender recollections in him.

I asked whether he had lived near, or visited, those places, and he replied, "Yes, I know them well. I have been through all those ruins, sailed up and down the Rhine many a time, and spent several years near Heidelberg."

I told him that I had heard a good deal about Heidelberg, as my Uncle Harry had studied there at the university. My mother's father, though born in America, was the son of a German, and had been sent to study at Heidelberg. He had likewise sent *his* son there. Uncle Harry was ten years older than I, and made a great pet of me. He had often described to me the student life, sung the student songs, and shown me many pictures of that romantic old town. He had never himself fought duels, but had often witnessed them.

On the photographs of many of his German friends I had seen hideous scars on the cheeks. Suddenly the thought flashed across me that the scars on Herr Heller's left cheek looked suspiciously like those of a duelist. How provoking that he persisted in this silence in regard to himself!

Had he perhaps accidentally killed a man in a duel, and fled to this country, hoping to disguise himself the better by accepting the humble position of conductor, which a gentleman would not be supposed to choose from preference? This theory seemed plausible, and would account for his reticence in regard to his past.

Lost in thought for the moment, I was gazing fixedly at his left cheek, when he suddenly turned, and looked down into my eyes, again with that inscrutable smile! That smile—it had always puzzled me, but it finally had begun to irritate and tantalize me! What *did* it mean?

Fearing that he had guessed my thoughts, I hastened to change the subject, and asked whether he was fond of the German Volkslieder and student songs, and would like me to play him some. He said yes. He seated himself near the piano, with his face towards me. He seemed familiar with every song, and his eyes lighted up with enthusiasm when

I played the student songs. This certainly looked as if *he* had been a student himself. Then, for the sake of variety, I treated him to some pieces on airs from the German, French and Italian operas. He evidently enjoyed the music immensely, even though he did not say much; but his manner all along was more that of a person who was listening with pleasure to some well-known and favorite melodies than of one who was hearing them for the first time. I concluded from this that he must have attended the opera frequently, or at least have had opportunities of hearing plenty of good music.

I next showed him my German books, and he said, "Ah, you have a good selection here—Goethe, Schiller, Lessing, Heine, Uhland, and also some novels by Julius Wolff."

I replied yes, I loved Germany poetry, had also read many of these plays, and even seen a few at the German theater in New York. Then I made a few remarks concerning them, so as to draw him out, and found that he was also familiar with fine literature. I laughed to myself as I thought how he was unconsciously giving himself away by showing that he possessed a good education.

We were so much interested in our conversation that, before we realized the time, the clock struck ten.

He apologized, saying he feared he had stayed too long, as I had asked him for only an hour's lesson. I said, "Not at all. I enjoyed it very much."

When I wanted to pay him, he waved me aside, and refused to accept the money, saying, "It has been a *visit* instead of a lesson. You have really not learned anything at all." I thought it best to yield this time, for I felt it would be indelicate to insist, as he had refused in so proud a manner. Then he left, saying laughingly, "I shall not let you speak a word of English the next time."

In the morning, the first thing my landlady said to me was, "Why, Miss Smith, I never saw a more remarkable resemblance in all my life! Your gentleman friend is the very image of one of the conductors on the R-line! They're enough alike to be twins. My daughter, Minnie, noticed it too, and she said if it were any other lady than *you* she would have been willing to swear it was the conductor himself, but she knew *you* wouldn't be likely to be receiving visits from a *conductor*!"

I felt as if I had been shot! These remarks gave me such a shock that I almost started. I don't know whether I blushed or turned pale, but I made a great effort to control my emotion, and appear outwardly calm and unconcerned. I must put a bold face on it, and try to give an evasive answer, for it would never do to let her suspect the truth. So I said carelessly, "Indeed? There are often strange resemblances. I, myself, appear to have a double, for I have often been told that I was seen in places where I am sure I have never been."

This reply seemed to satisfy her for the moment, but I was not sure whether it would for the future. She was a very shrewd, suspicious woman, with a mania for ferreting out

her boarders' private affairs; and when she undertook to "put two and two together," she often succeeded in drawing very correct conclusions. But whether she did or not, she always had great faith in her own penetration, and stated as positive facts what were merely her clever guesses.

It was, therefore, with a feeling of sickening dread that I thought of the gossip that might soon be set afloat concerning me. I was so nervous that I could hardly eat my breakfast. One thing, however, I saw clearly, and that was that I dare not continue these German lessons. I must explain the situation to Herr Heller at once, but how to do so tactfully was the problem. I did not wish to hurt his feelings, and make him think that I considered him my inferior. I felt convinced that he was a gentleman, but as I had no positive proof of this, it would not be wise to assert it to my landlady, and I would probably not succeed in convincing her. It also did not seem discreet to tell him what I really thought of him, when he was so evidently trying to conceal his identity. I was so disappointed and vexed to think that this gossipy, stupid woman should be the means of preventing me from carrying out what I had hoped would be an excellent plan for cultivating his acquaintance. If I only knew his address I could write him a carefully worded note, but I could not be sure of having an opportunity of telling him this privately on the trolley.

When I saw him the next day, he greeted me with a brighter smile than usual, but the car was full, and I did not get the slightest chance to talk to him. Finally, in desperation, when we reached the terminus, I said:

"May I speak to you a moment?"

"Certainly."

Plunging hurriedly into the subject, I said, "I fear my landlady has recognized you. Her daughter said she would have been *sure* it was *you* if she had not thought it unlikely that I would be receiving visits from a conductor. She might not be able to understand our friendship. My landlady is a dreadful gossip, and I'm afraid of her tongue. So I think it would be better if you did not come to my room any more. If you will give me your address, I can write and explain things more fully. I don't want to drop your acquaintance, but we must be more prudent. Oh, I *hope* you are not *offended*!"

I felt so nervous, for I did not know how he would take my words. He looked serious and disappointed, but not really angry. Then looking down at me with a kindly smile, he said, "No, I am not at all offended. You need not write to me. I understand perfectly."

As some of the people who were getting on the car looked at me, I feared I might make myself too conspicuous, and so I was obliged to hurry away, though I longed to say a few more words to him. I was provoked that I did not have his address, for I could say so much more in a letter.

The next time he was not on the car at all, to my great disappointment; but he was on the car that we met on the first switch. He

saw me, raised his cap with a very gallant air, and smiled back at me over his shoulder as long as we were in sight of each other.

That evening, when returning, I was at first the only passenger, and I sat near the front of the car. The conductor jumped on the platform, rang the bell, and the next moment I was startled by an "Ach, guten Abend, gnädiges Fräulein!"

I looked up, and was amazed to see Carl Heller bounding into the car. Our delight was mutual. We shook hands impulsively, and he gave mine a warm, lingering pressure. Then he sat down beside me. He had never done so before, but his manner was not familiar—merely more that of an equal than formerly.

I exclaimed in English, "Why, I thought you didn't work at night!"

"No, not usually. This is an extray trip."

"Not extray—*extra*," I repeated, correcting him.

"*Extrah*," he laughed merrily as he exaggerated the pronunciation. "I wish you could together, I told him how deeply I regretted give me some lessons in English."

Making the most of this short time we had being obliged to give up our German lessons. I endeavored to explain to him my trying situation, and that, as I lived all alone in a boarding-house, I was in more danger of being gossiped about than in my home. He quite agreed with me in thinking it was wiser for us to avoid arousing curiosity and gossip. I asked whether he did not think that we could arrange sometimes to meet at a certain street corner, and take a walk together in the evenings, and thus pursue our German lessons; but he said no, he did not think that would be a good plan, for the winter was coming on, and it would often be too cold and stormy at night. Besides, his hours on the trolley were liable to be changed, and he might often have to disappoint me.

Before we had time to say all we wanted to on this subject, the car stopped, and a man and woman got on. With a wave of his hands, and a shrug of his shoulders, Carl exclaimed regretfully, "Ach, we are always interrupted!" Then he jumped up hastily, and retired to the end of the car, where he remained discreetly, though I knew he was really longing to continue our conversation.

When we reached the terminus, I lingered till all the other passengers had alighted. He was waiting for me on the platform, and helped me off the car with a protecting air. He bade me good-by, saying, "I wish I could escort you home, but I must work to-night."

I felt cheered at having had this little interview with him, but it was so tantalizing never to be able to meet him anywhere except on the trolley, and then not always have a chance to talk to him.

After that evening, he disappeared completely, and I could not imagine what had become of him.

I had again forgotten to ask him his address, so I could not write to find out whether he were ill, or transferred to some other line.

It was then the beginning of December; and, as the weeks wore on, I became quite depressed, for I had got so used to seeing him that I missed him dreadfully. I no longer enjoyed my trips to R. for everything reminded me of him. I wished I had never met him, for then I could not have felt so lonely.

I did not dare confide in any of my friends, for they would only have laughed at me. The first few weeks after I had met him, I did describe him to a few of my friends, and tell them my suspicions regarding him; but I found that they soon took to teasing me about him, and said, "How's that distinguished conductor of yours getting on? I suppose the next thing we'll hear will be that you've eloped with him!" Of course I tried to take these jokes good-naturedly, but I did not like them, and, as my interest in him increased, I ceased speaking about him. I was glad I had been so prudent, for it would have jarred terribly upon me to be teased when I felt so badly at losing him.

It was merely as a pastime that I had started this acquaintance, but if I had known how much it was going to mean to me, I would never have done it. I tried to reason with myself, and realize how foolish it was to care so much for this stranger. What did I know about this man, anyway? Absolutely nothing! He might be the "black sheep" of some noble family, whose past was a discredit to him; and who, having squandered a fortune at home, was obliged to begin life anew in America, supporting himself in any way that he could. Or he was perhaps a clever impostor or criminal of some sort. I had read of cases where such men had been very fascinating and aristocratic-looking. I said to myself that it was really rather a risky thing to have invited him to call upon me, and I was sure none of my friends would have approved of it. I tried to feel that it was no doubt the best thing for me that he left as he did, before I had a chance to get any more intimate with him. But it was of no use! No amount of reasoning would drive away that dull ache at my heart!

CHAPTER II.

Early in January I received a letter from Annie Martin, one of my most intimate friends, in which she said, "Can you come up on Saturday, the 11th, and stay over Sunday? We are going to have a good-looking young German baron here, and I want you to meet him. He's a charming fellow, and so musical. With your knowledge of music and German, you will, no doubt, find him very congenial."

"Jennie, Lucy and George are going to stay also, and I've invited a few other girls and men from the neighborhood quite informally, just for Saturday evening, and we shall have plenty of music."

I did not really care to meet the baron, but, as we always had very gay times at my friend's house, I thought the change might do me good in my demoralized frame of mind, and so I accepted.

Annie's parents were wealthy, and possessed a beautiful country-seat some distance

from my town, but I could reach it from there in about two hours. I did not arrive till the evening, as I had to give some lessons first.

When I entered the music-room, a man was standing by the piano, playing on the flute and being accompanied by our friend Lucy. The piece was some plaintive German melody, and he played it with great feeling and sentiment.

There was something familiar about his figure, but I could not think of whom it reminded me.

In a few moments he had finished, and then Annie, approaching him, said playfully, "Herr Baron." He turned. "I want to introduce you to my friend, Miss Smith."

Our eyes met, and a quick glance of recognition passed between us, but the next instant he had regained perfect command of his expression, and bowed in as formal a manner as if we had never met before. It was Carl Heller!

I was so startled by this discovery that I hardly heard as Annie announced his name with the full German pronunciation, "Baron von Marburg."

It was evidently his intention not to let it be perceived that he knew me, and I thought, it was best to follow his example, for he probably had some good reason for doing so. Therefore I restrained my impulse to show my pleasure at seeing him again, and hoped an opportunity would present itself later on for a few private words with him.

The evening passed pleasantly with music, conversation and cards. Several of us girls played and sang quite well, and two of the young men played the cornet and violin. I played, but I did not feel that I was doing my best, for I was inwardly too much agitated to put my mind on anything except the baron.

He played the flute very well, and with much execution as well as feeling. He was asked to sing some Volkslieder, and he sang several that I had played for him that evening in my room. He had a rich baritone, and I enjoyed it greatly.

I was much disappointed, though, that I did not get the least chance to say a few words to him alone. He did not even seem to desire it, but treated me with the same reserve as at first.

That night I slept with Annie, and when we reached our room she said to me, "Well, Mamie, how do you like the baron?" I replied, "He is certainly very aristocratic-looking, and plays and sings delightfully, but I have hardly conversed with him at all as yet."

"Oh, you'll get a chance for that to-morrow. His foreign accent and mispronunciations are so funny, are they not? Father admires him immensely. He thinks him so plucky and sensible, and not a bit haughty, in spite of his blue blood. His father owns a good deal of land and a castle, but they have very little ready money—in fact they are what we would call *poor*. So Carl made up his mind that he was going to support himself like any other young man, and he became a civil engineer. Soon after grad-

uating from the university at Darmstadt, he came to this country and found employment, but, as the times have been so hard this year, he was discharged, and didn't know what to do. Rather than go back to his father, and live on him, he resolved to take any kind of position temporarily till he could find something suitable. So I believe he was a chauffeur or conductor, or something of the kind, for two or three months in some small town—I don't know just where—and then his friend, Mr. Muller, found him another position in an engineer crops, which is stationed near here. His friend knows father quite well, and introduced him to us, asking us to invite him often, as the poor fellows feels quite homesick sometimes."

This explanation cleared up for me at least the mystery in which he had persisted in enveloping himself, and I was relieved to find that he was *not* the "black sheep" of some noble family. I felt an impulse to confide to Annie that he was that same "distingué" conductor of whom I had spoken to her, but I concluded it was better to wait awhile, until I found out whether it was Carl von Marburg's desire to conceal *that* part of his career from his new friends. I hoped at some time to have a chance to make some allusion to him about our trolley car friendship.

The next day being Sunday, we ladies went to church.

In the afternoon all of us young people took a long walk. When we returned, we scattered for awhile over different parts of the house. I sat in the library by the wood-fire, as the twilight deepened.

Suddenly Carl von Marburg entered, and seeing me alone, sat down near me. My heart fluttered, for I wondered whether I might venture now to touch on that subject.

With his arms on his knees, he leaned forward towards me, and gazed searchingly into my eyes with an amused, but no longer *inscrutable*, smile.

"So you have *at last* found out who I am!"

"Yes, Herr Heller," I replied mischievously, "but you never succeeded in deceiving me. I never for one moment believed you to be a man of the lower classes."

"But how did you *know*? I never enlightened you in regard to myself."

"Oh, blood will tell, Herr von Marburg! There was something very aristocratic in your appearance and manner, and your *grammar* also helped to give you away."

"Ach, my grammar! It did not occur to me that a conductor would probably speak ungrammatically!" and he laughed heartily.

"There were also several things you said that evening you visited me that served to confirm my suspicions, and your familiarity with 'Alt Heidelberg' made me think you had probably been a student there yourself."

"Yes, and I caught you staring at my 'Schmisse'!" he exclaimed, roguishly. ("Schmisse" is the German name for the scars received by the students in dueling.)

"Yes, it was the pictures I had seen of Uncle Harry's German student friends that made me think *your* scars looked like 'Schmisse.'"

(To be continued.)

SUPERANNUATED ROLL OF Rock Island EMPLOYEES HONOR

PENSION DEPARTMENT.
 Established January 1, 1910.

EMPLOYEES PENSIONED DURING DECEMBER, 1916.

Thos. G. Knight, locomotive engineer, Southern Division. Age, February 3, 1916, 65 years. Length of continuous service, 25 years. Monthly pension, \$37.95. Pension effective, October 1, 1916.

Enos. J. Dubrava, section laborer, Tiffin, Ia. Age, July 31, 1916, 70 years. Length of continuous service, 27 years and 4 months. Monthly pension, actual, \$10.10. Monthly pension allowed (minimum), \$20. Pension effective August 1, 1916.

Jos. M. Morris, passenger brakeman, Kansas Division. Age, December 30, 1916, 62 years. Length of continuous service, 25 years and 5 months. Monthly pension, actual, \$17.24. Monthly pension allowed (minimum), \$20. Pension effective, June 1, 1916.

Daniel Kelly, section foreman, Casey, Ia. Age, April 20, 1916, 65 years. Length of continuous service, 40 years and 8 months. Monthly pension, \$21.35. Pension effective, January 1, 1917.

James O. Scott, locomotive carpenter, Eldon, Ia. Age, May 2, 1916, 62 years. Length of continuous service, 28 years and 9 months. Monthly pension, \$22.80. Pension effective, December 1, 1915.

Ernest W. Cline, right of way agent, Topeka, Kan. Age, November 13, 1916, 63 years. Length of continuous service, 29 years and 7 months. Monthly pension, \$37.50. Pension effective, January 1, 1917.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners, January 1, 1910, to December 31, 1916.....	\$390,399.34
Total employes pensioned, January 1, 1910, to December 31, 1916.....	334
Total pensioned employes who have passed away	99
Total number of employes on pension roll as of December 31, 1916.....	233

William York, car repairer, Trenton, Mo., whose application for pension was approved November 21, was born January 14, 1853, at Richland, Keokuk county, Iowa. He remained at this point with his parents until the war broke out, leaving in the spring of 1863 and moving to Trenton, Missouri. He worked at Trenton at various occupations, farming being the principal one, until he became of age. He then moved to the state of Kansas, where he remained a short while, and again returned to Missouri, locating at East Atchison, more commonly known as Winthrop, Mo., where he first began his services with the Rock Island, this being in the year 1880 when he was employed as engine wiper. Employed as engine wiper from 1880 to December 8th, 1882; on the latter date he fired his first engine and was on the deck of an engine continuously from that time until May 27th, 1901. at which time his eyesight and hearing failed and he was compelled to give up this work, being assigned to the duties of coach cleaner and engine watcher at Altamont. where he remained until November, 1904; transferred to car repairer, acting in the latter capacity until October 8th, 1915, when he was injured, being struck by a 15-ton jack, rendering him incapacitated for further duties, and for this reason was granted pension effective November 1st, 1915.



William R. York.

Edward Schilling, bolt machine operator, Horton, Kansas, whose application for pension was approved November 21st, was born in Germany January 12th, 1846. He

came to this country in 1860, or just prior to the Civil War. On arrival he located at Spring Station, Conn., and worked as a miller for about six months, at that time enlisting in the Union Army, serving as an infantryman until the close of the war. After being mustered out, Mr. Schilling took up the work of masonry and followed this line at various places up until the time he took employment with this com-

pany at Horton in May, 1893. He entered this company's service as watchman and since that time had been employed in various capacities up to the time he was granted a pension account having attained the age limit.



Edward Schilling.

pany at Horton in May, 1893. He entered this company's service as watchman and since that time had been employed in various capacities up to the time he was granted a pension account having attained the age limit.

Henry A. Ammen, clerk in charge of office boys, Aud. Frt. Trf. Dept., Chicago, Ill., whose application for pension was approved November 21, was born at Troy, N. Y., January 5th, 1847, and moved at an early age with his parents to Benington, Vt. He attended public schools in Vermont, New York and Ohio and graduated at College Hill, Cincinnati, with high honors. He was too young to shoulder a musket during the Civil War, but was with his father, General Jacob Ammen, at Camp Dennison, Cincinnati, and Camp Douglas, Chicago. After the war he served two years as clerk on the steam packet Utah, plying between St. Louis and Little Rock, Ark. He learned telegraphy, and obtained a position as operator with the C. H. & D. Ry. at Wyoming, Ohio. The first message he received was

conveying news of the Chicago fire, October 9th, 1871. He was employed as operator by the B. & O. Ry. and the C. C. C. & St. L. at Middleton, Ohio. From 1874 to 1887 he was employed as time keeper by the A. T. & S. F. Ry. at Topeka, Kansas. He left the A. T. & S. F. Ry. to accept service with the C. K. & N. Ry. as clerk under H. F. Morris, freight auditor, at Topeka, Kansas. Upon consolidation of the C. K. & N. Ry. with the C. R.



Henry A. Ammen.

I. & P. Ry. he moved to Chicago, where he has held various clerical positions until retired on pension December 1st, 1916, his last position being in charge of mail department and supplies in office of auditor freight traffic.

IT HAPPENS EVERY DAY.

Subway Guard (as train pulls into station)—Umpty-swuak rr-ph!

Elderly Jewish Lady (speaking with marked accent)—Please this is a local?

Guard—No, it's an express an' it's a wonder yez wouldn't talk English. Zxcxsdegr-rrrump, next stop, zxcxsdegr-rrrump!—London Notes.

The Frenchman did not like the looks of the barking dog barring his way.

"It is all right," said the host, "don't you know the old proverb, 'Barking dogs never bite?'"

"Ah, yes," said the Frenchman, "I know ze proverbe, you know ze proverbe, but ze dog—does he know ze proverbe?"

ROCK ISLAND RUNS AN AGRICULTURAL SPECIAL.

By P. J. QUINN.

Co-operation between the agricultural colleges of Colorado and Kansas in extension lectures was put in practice for the first time on the Rock Island Lines—"Cash Crop Special"—which left Colorado Springs the morning of November 21 and finished the tour at Norton, Kan., the evening of November 24. The train consisted of Pullman sleeper, two business cars, two coaches and baggage cars. Meals were furnished members of the party on the business cars.

Through the efforts of General Agent George W. Hartin, of Denver, the two colleges agreed to supply experts, who served the people of both States on the trip.

Subjects discussed on the train included the following: "Dairy Farming and Silo Building"; "Mexican Beans and the Grain Sorghums"; "Diversified Farming"; "Farm Poultry Raising"; "Lessening Labor in the Farm Home"; "The Federal Farm Loan Law."

Women experts talked on farm home improvements. Farmers were advised how to form local associations of borrowers to take advantage of the government long time, low interest bearing loans.

Communities at points en route were

asked to provide exhibits of crops to be used by the lecturers as illustrations, and were later sent east to be used as an advertisement for the non-irrigated section of the plains. Dairy cows were also provided by farmers for judging purposes.

At every stop large crowds of anxious and interested farmers met the train and the lecture cars were filled at every station. It was the unanimous verdict of the press at every station visited that this year's Special did more good than in any previous year. The farmers were in a mood to listen to the speakers and were willing to learn of the newer methods of farming, which have proven so successful in recent years.

Among the Rock Island officials accompanying the Special were: J. A. Stewart, general passenger agent, Kansas City; George W. Martin, general agent, Denver; F. J. Shubert, general freight agent, Kansas City; Phil Johnston, traveling passenger agent, Kansas City; F. H. Faus, commercial agent, Colorado Springs.

The following lecturers accompanied the train: Prof. Alvin Kezer, Roud McCann and Miss Marjorie Shutt, of the Colorado Agricultural College; G. E. Thompson, Chas. R. Weeks, Mrs. Mary Van Zile and Miss Mary Baird, of the Kansas Agricultural College; W. H. Lauck, P. H. Edwards, Alvin T. Steinel and John Lenox.



R. Ruiter, General Foreman, and Machine Shop Force, 47th St., Chicago.

HOW DO YOU DO YOUR WORK?

By L. T. Kendall, Cedar Rapids Division.

Do you always think before you act? Do you always make sure you are safe and sure the men you are working with are safe when handling your engine or train, or do you trust to luck—take a chance? Remember, sooner or later the chance taker takes a chance once too often. Is the object to be gained, whatever it may be, worth it—worth your own life or the life of your fellow workman and the grief and suffering put upon the dependent ones at home, or worth the pain of a serious injury and the distressing consequences which so often follow? Then why take a chance? If you take them, be a friend to yourself and those around you and quit the practice. You can educate yourself to be the best safety device known—a careful man. In the railroad game the chance taken is dangerous to you and a menace to each member of your family.

He may rob your child of its father and your wife of her husband. Isn't this right?

The cause of most injuries is carelessness.

When it exists there is always a condition of danger around a railroad.

It may result in a slight, serious or fatal injury or in no injury at all.

In seeking preventative measures it is necessary to deal with injury causes, not with the extent of the injury.

Over 80 per cent of our personal injuries is due to carelessness of employees. This, safety appliances cannot overcome.

Increased intelligent effort is necessary on the part of each individual employee.

Injury is usually preventable by the exercise of ordinary prudence and caution. Serious injuries are produced by the same kind of negligence that produce slight injuries. We are too secure in our belief that it is "the other fellow" who is careless.

Every injury, no matter of what character, must be reported to your superintendent on the date which it occurs. Going to the company doctor for treatment is not

reporting the accident in accordance with the rules.

When you notice unsafe things report them to your superior officer or superintendent on "Prevent Injury" card.



Hermitage, Ark., Cotton Platform with 400 bales cotton. W. Warren, Agent. He has been given the honor of being the champion cotton loader on the Louisiana Division.



Conductor R. C. Russell, on Crossett Local, showing his strength and will power in loading cotton, says no use to back in for just 2 bales.



Section Gang, Council Bluffs, Iowa.



Brakeman Charlie F. Carpenter, on Crossett Local, says he never lets his conductor do more than he can and he also shows his strength in handling cotton.

ROCK ISLAND AGENT REACHES HIGH SOCIAL POSITION.

James Sandford Reamey was elected Grand Master of the Grand Lodge, Free and Accepted Masons, for the State of Arkansas, at the last session of the Grand Lodge held in Little Rock, November 21-22, 1916.

Mr. Reamey is freight and passenger agent at Hot Springs, Arkansas. He was born at Tulip, Dallas county, Arkansas, September 28, 1868. He entered the service of the old Hot Springs railroad as check clerk January 1, 1890,



James Sandford Reamey.

and fifteen months later was promoted to assistant agent. On October 1, 1900, Mr. Reamey was appointed freight and passenger agent at Hot Springs, which position he has efficiently held ever since.

Mr. Reamey personally considers it among his dearest possessions, and an honor of which he is proud, to have been worthy a position with the Rock Island employes for so long a time, and to reciprocate we can say that we too, are proud of Mr. Reamey's service and further, feel a just pride in the fact that "one of our own flock" has attained one of the highest positions in social pres-

tige and honor that can be conferred upon a man from the upper strata of a state's society.

INFORMATION DESIRED ON THE HISTORY OF THE CONSTRUCTION OF THE ROCK ISLAND R. R.

The Engineering Department of the Rock Island are preparing a historical review of the construction of the Rock Island System, and it is desired to obtain information dealing with the construction of any part of the road.

Among our employes there is doubtless a great deal of information of this character that upon examination can be made available for this purpose. Newspaper references, clippings, copies of memoranda, dates when construction started, or when it reached any particular point, such as a town, city, junction, etc., as well as methods of construction, or difficulties encountered which interfered with the normal progress of the work.

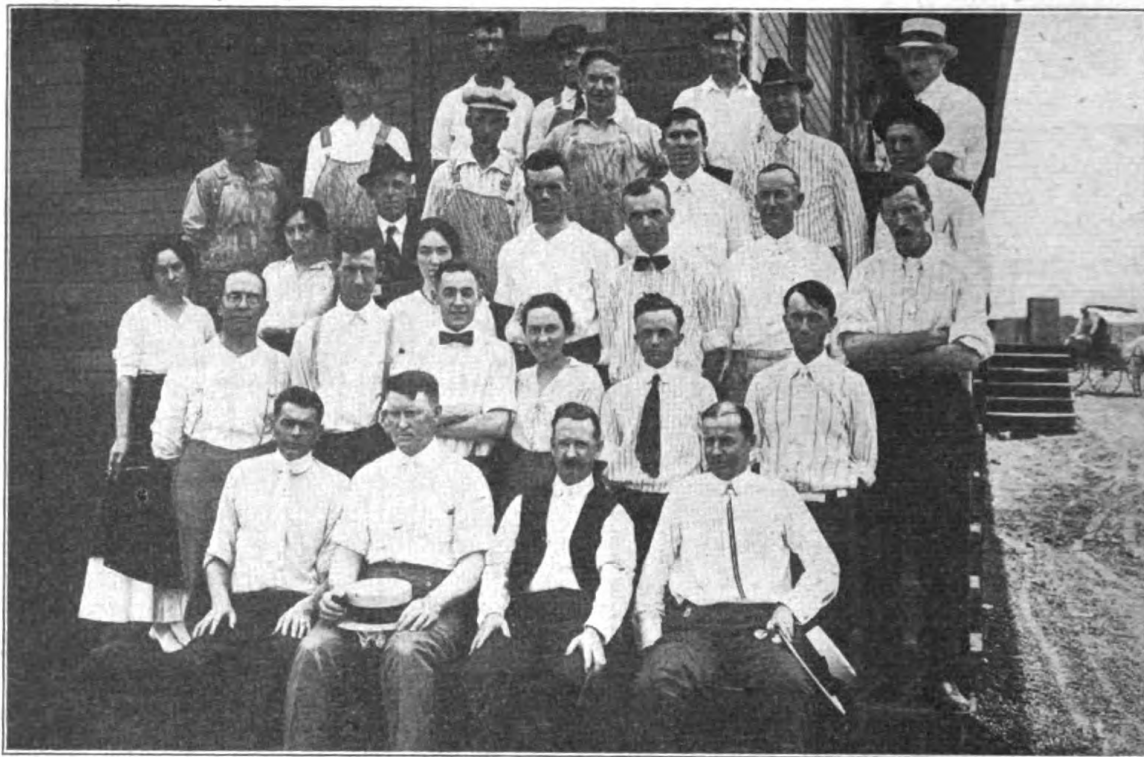
If there is any one who has information of this character or knows where it can be secured it will be very thankfully received by Robert H. Ford, Engineer Track Elevation, La Salle Street Station, Chicago.

FUEL ECONOMY

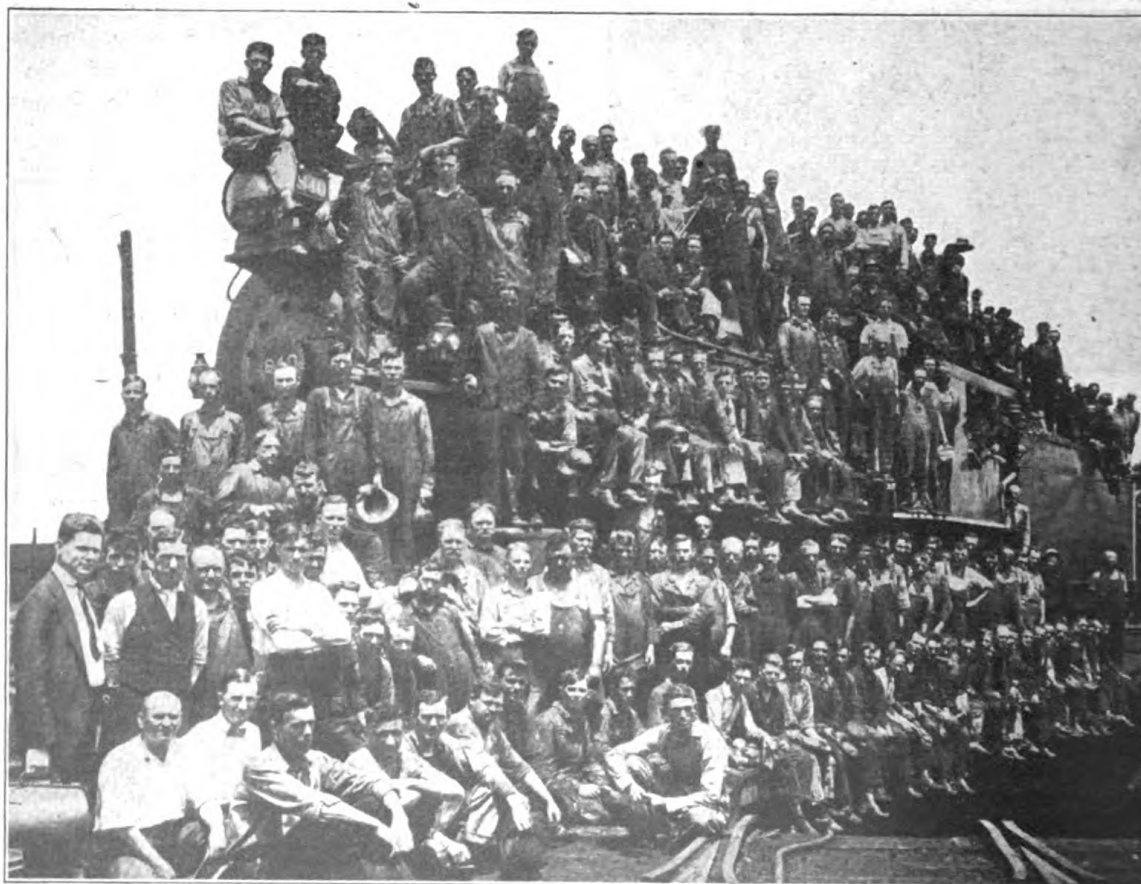
The very great shortage of coal, for which many causes are ascribed and which has brought about a very decided increase in the cost of free coal at the mines, prompts this department to make further appeals for co-operation in fuel economy. Every leaky steam pipe represents a more serious loss of money at this time than ever before in the history of the road, because at no time has it been as difficult to obtain coal as it is now.

CARL SCHOLZ

Manager Mining and Fuel Department.



R. E. Palmer, Agent, and Force, Oklahoma City, Oklahoma.



Locomotive Shop Force, Chickasha, Oklahoma.

LOSS AND DAMAGE CLAIM PREVENTION

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

Owing to extremely heavy traffic, adverse weather conditions and probability of heavy troop movement from border, System Loss and Damage Committee Meeting at Hot Springs, Arkansas, January 8, 9 and 10, has been postponed.

Kansas, Kansas City Terminal and St. Louis Divisions, Kansas City, Mo., joint meeting October 28th.

Mr. Reed: * * * I want to call attention to members from other divisions than the Kansas Division of the improvement we have made in connection with handling merchandise cars by shoving instead of cutting off cars in yards. We have received great assistance from our train and engine-men as well as yardmasters and have made a wonderful improvement, and there is no doubt but what the figures which I will read will show you that the railroad as a whole is making a lot of money in the prevent claims movement. * * * At the last Kansas Division Prevent Claims meeting we had very serious criticism made in connection with the handling of waybills. It was particularly true of bills from Kansas City being lost or carried by. One agent stated that he got as many bills from the West as he did from the East, which made late arrival of the bills. It was the consensus of opinion that it was due to discontinuing the register stamps. It seems to me I saw advice from Mr. Searle that they had reinstated the waybill stamp or an envelope. On the Kansas Division we have been unloading merchandise cars on blind check, which results in a great many claims. An agent handed me an astray waybill the other day for a carload of cranberries which had gone astray and train conductor had made out astray waybill just showing it astray, with absolutely nothing else on it. Did not show conductor's name, car number or anything else. Of course, that was far better than doing nothing, but what he should have done if he found it when he was right at the last station, he should have shown his name, train number, where found and seals.

Mr. Rudolph, Joint Agent, St. Louis, for the Rock Island and Frisco Lines: The Frisco, on equal basis with the Rock Island should have made better showing in freight claim work than we have. They started earlier with probably as much enthusiasm. A great many of our methods have been adopted from the Frisco, but I believe that we have some methods which are better, but as a general proposition we have adopted the Frisco's proposition of handling. The difference between the Frisco and the Rock Island is this: We have division committees and they have one gen-

eral committee—it does not take in the rank and file as does the Rock Island. As far as the progress made by the two lines, I think the Rock Island showing for the last year is very remarkable and I do not believe the showing for this year will be as good; in other words, I think more progress has been made in the first year than can be made in the following year. So far as handling business at my station is concerned, there is no difference between the three roads, as they are all receiving the same handling. The Frisco's general loading of merchandise at the present time is more efficient than ever on the System, and it should be, as they have been at it longer than we have.

Mr. Breheny made an extremely interesting talk from which the following is taken: * * * May I return now to the prevention of claims. I will mention briefly what to my mind will be more important.

In the first place, referring either to carload or L. C. L. business; the picking out of proper equipment for the commodity you anticipate loading. For instance, the same car will not answer the purpose of flour, sugar and rough freight. It is invariably the case that a flour or sugar car is not to be used for any other loading because of the fact that an A No. 1 first-class car will suffice for merchandise, rough freight, and, if you please, to a great extent, grain. The Kansas Division is using stock cars for machinery, oil, etc., in local freight trains. It is, no doubt, in vogue on other divisions, but I must only answer for the Kansas Division. The proper papering of flour cars such as we have done at Wellington, discloses the value of this. The sanding of stock cars, we have received some complaint of recently, and it has been found where it is difficult to sand the car and the car would be bedded with whatever material was on the surface on the ground where the cars were at that time. We have some claims, but very few on that score. The proper loading of equipment is a matter that I feel we must educate the patrons on and something which we can assist in very materially. The proper sealing of cars is an important feature and will go a long ways in prevention of claims and will be more important because of the contemplated movement to do away with the seal records and depend on the original seal record at the originating point.

We have moved recently several cars loaded with potatoes. These might have had the doors wide open and I think even though they be billed as they were in every instance "open for vent," they should be only partially open and cleated ending with a seal. The making up of our trains bringing cars from industries, freight houses and the handling of them over the line in either through freight or locals to prevent claims—to do this, rough handling as much as possible must be eliminated. Locals in picking up at various stations, I would respectfully call the attention of the crews to determine whether or not anyone is engaged in loading the car so as not to injure anybody. The breaking down of the load is also an important feature and this to afford safe movement in switching.

The Conductor's wheel reports are the most important and complete record we have and I would ask the conductors to be very careful with them. On the Kansas Division they have proven very valuable in disposing of claims. Without a record on the wheel report, you are bound to receive and pay out considerable in claims. Frequent inspection of freight train sidings and similar steps are matters of importance and it seems to me that the train crew should be a responsible party and should feel his responsibility for this train while it is in their handling, and if they will watch the train, they can readily see the need, and detect anything that might go wrong. The notation on the wheel reports of any irregularity or damage especially where it concerns stock, we are requiring, having demanded this on the Kansas Division. We are receiving the co-operation, I feel, of each and every member of our train and engine crews, particularly our train conductors, on the Kansas Division.

In making set-outs on transfer tracks at same points where we have no inspector at times, I would call the attention of the trainmen to the importance of making at least a good casual inspection of the car while making set-outs on same, and any reports will result very much to our benefit.

In the case of violation of the twenty-eight or thirty-six-hour law, if the train crew saw that they could not reach destination with stock before the consummation of the 28 or 36 hours might, while I appreciate that it would not come in line with their duties, I don't believe we have a crew who would refuse to unload that car and put it in the stock yard and prevent the consignee from taking them before the agent at that point had a chance to collect his freight. The handling of merchandise is a matter which we have made considerable of a campaign on the Kansas Division. I might here mention the necessity of our waybills showing clearly and in the proper space the routing via which the shipments move. We have had some trouble in that respect.

To conductors, I respectfully request the need of the 505 the 1330 and whenever possible the 36-hour release with reference to stock. These reports are very important

and should be handled according to the rules. If we meet with a car of grain leaking we could stop the leak as much as possible and set it out on the first sidetrack and immediately report it.

I mention a subject which has been in the Kansas Division minutes several times and that is the blowing off of engines against merchandise cars and we had on the Kansas Division within the last ten days a case where I tried to get to the engineer before it was too late. In this instance it was against cars on the freight house and the steam permeated the cars and no doubt will result in quite a claim.

Mr. Reed here mentioned a case where a certain engineer blew off his engine against a box car loaded with brand new pianos from the factory and the steam entered the car and practically ruined the entire carload of pianos for which there was a heavy claim presented and had to be paid. The same applies to shipments of furniture and other material and it will only require a little forethought on the part of the engineer before blowing off the engine.

Mr. Breheny: I want to call attention here to the proper placarding of cars, whether explosives, inflammables or eggs; also the removing of these cards when they have served their purpose.

Mr. Reed stated that there was one topic which had not been reported upon and that was the damage to freight caused by rough handling of train by engineers. My recollection of a certain gentleman is that he always handled his train right. I always thought that he was a good engineer and there is no doubt but what the freight that he handled was handled right. I am going to ask John Stearn how he handled his train as well as he did while I was on the St. Louis Division.

Mr. Stearn, engineer, St. Louis Division: "You overwhelm me with your description. Whether that description is actually true to life or not, I would not like to say. In any event or in any number of events enumerated, however, I do feel while our department is probably not as directly interested in claims as the Transportation Department, that we can do a great deal along this line, that is the prevention of claims.

"Of course, as brought out by the figures read this morning, a large proportion of the claims that are preventable come from things that we are not directly connected with, such as leaky roofs, etc., but we realize that we are interested directly in a good proportion of them that come from rough handling and blowing off of engines, and for my part I cannot see why a man with the least bit of judgment would blow off his engine beside cars in any event, and leaving. That man hasn't intelligence enough to be an engineer, for it is going to damage the car in any event. No engineer should blow off his engine beside a car or cars. The man that does that is not much of an engineer and something is lacking in his judgment, but I don't know about the matter of moving freight in long trains. It is a matter we do not know but feel, and

I may not be able to go into detail and talk very much. It comes like anything else—through experience and knowledge of the make-up of trains and this is of great assistance to the engineer. If a man has a long train, light at one end and heavy at the other, anybody familiar with brakes knows that the braking power on an empty car is much less than that on a loaded car, something like 70 per cent on a loaded car, while it runs much less on an empty car. The loaded car has the load in addition to its own weight. If an engineer knows these things after these cars are placed in the train then that is where his judgment comes in, and making application of brakes so as not to damage the freight. I am not ready as yet to admit that my services have always been the best. I think Mr. Correl will remember the case where they were not.

"I am glad to be associated with the members present here today and I am sorry that I have nothing of practical value to offer, but it is gratifying to listen to the figures that have been read and we know that when we apply ourselves we are having some little part in this movement. To be associated in this movement is a pleasure and an honor and I am glad to be in the movement and associated with this body. I do not know as I can say anything further only that if the person has an interest in that which he is doing and studies that which he is doing, he is bound to meet with success."

Mr. Johnson, yardmaster, St. Louis:

"As far as Carrie Avenue is concerned, there was never so much as anything like rough handling of cars and we still maintain that idea. We can reduce the rough handling by showing them, and there are times that we can do switching and shove the cars, but you have got to do a certain amount of 'kicking' to get the train together and get it out on time. At Carrie Avenue the St. Louis Terminal Association delivers us something like forty or fifty red-ball loads at 11 o'clock. We have got to switch that train in station order and we have got to wait for the inspectors to make inspection of cars, yard clerk to get check and get billing and by the time that foreman gets to it he has not got more than two hours to make the train up, and if he was to shove train he would certainly be late in getting that train out.

"Now in regard to receiving loads that we talked of before dinner without bills. Through the agents' association at St. Louis we are not accepting loads unless accompanied by proper bill except live stock. There is hardly a day but what this happens and we set it back on the transfer tracks to road delivering same. Now, in regard to carloads of potatoes the doors of which are cleated open. We have had several cars come to us with the doors cleated open wide enough to steal a sack out of and we have received instructions not to accept these and we are not accepting these kind of cars any more. I think so far as the handling of cars in the yard, the fore-

man can do more to get away from the rough handling than anybody I know of, and every day we talk about how cars can be handled and we cut this rough handling out as much as possible. I think that is all I have to say."

Mr. Reed: Mr. Trotier, you are at Carrie Avenue and should be able to tell us if Mr. Johnson is right about the handling of cars at Carrie Avenue.

Mr. Trotier, yard conductor, Carrie Avenue:

As Mr. Johnson said about the rough handling of cars, I don't know but what it could be remedied. It has been remedied since Mr. Johnson came. When I get hold of a cut of cars I get hold of about twelve or fifteen without damaging all the cars in the train. Of course we don't know what the cars are loaded with and have to handle the cars without any rough handling. We do a great deal of shoving, but we could never get No. 91 out of the Carrie Avenue if we shoved these cars, as we only have one hour and fifteen minutes to make up this train and it is hard to get the train made up without doing a whole lot of kicking. We generally try to handle our trains in from twelve to fifteen-car cuts, and if we do this we get away from any damage and cars don't have to be handled over again as they do in larger cuts. This is the way I have it pictured and I thought that was the right move. Whenever a man ties into a train and puts it where it belongs so the man behind won't have to handle them again, he might have a couple of cars in the train that are in bad shape, but the second man comes along and tears out the drawbars and draft timbers, and I think the way I try to handle a train is the proper caper. I have preached this to Mr. Johnson and Mr. Nell for a long time, and it is all wrong to handle the train over again. If the cars are originally put where they are to stay, this would not be necessary and we would have less damage and less claims to pay.

As far as handling merchandise, why, I don't handle merchandise very often. I did handle it quite often, but it now comes up too late for me to handle and the right man handles it. I might say that when No. 91 was to be made up or when it was delivered to us late, it was sometimes handled rough, but when they got to preaching claims we eliminated this kind of handling to a great extent.

Mr. Reed: While we have some heavy local runs on the Kansas Division, the El Paso Division has some heavier runs, but to have one run that handles twelve to fifteen peddlers and I know the committee will be glad to hear from Mr. Edwards, conductor on this local run.

Mr. Edwards: "I cannot make much of a talk today other than to say that I am glad to have the opportunity to get with this committee. I would like to mention this, CT-159 report to be made out when finding a car of grain leaking, setting car out immediately and reporting same. I believe we have been handling it this way,

stopping the leak and making out the CT-159 report. The chief dispatcher should be wired when car is set out so he can make a report on it the same as he does with stock. LCL shipments, I can say that the Kansas Division is 99 per cent perfect in their Kansas City, Topeka and Herington loading. I do not say this because I am an employe of the Kansas Division, but I am proud of the fact that claims have been eliminated to the extent they have been. Some of our stations are not careful enough in loading flour. We had the matter up at the meeting two months ago that all stations be furnished paper. Some of the stations are using this paper, but some of them are not putting it on the floor and we are not getting the best results which we could get if they used the paper and when car arrives at its destination. Flour is damaged by grease, etc. I think that as short as we are in merchandise cars, we should be a little more careful in loading. I think each man should appoint himself a committee of one on the Kansas Division for some little time. I believe that is all I have to say."

Mr. Reed stated that car inspectors should make a notation on their book when passing or inspecting a car of stock, showing condition of the stock, adding that this plan had been found very helpful on the Kansas Division due to the fact that they did not have as much assistance in some of the yards as they should have, making it necessary to take advantage of everything.

Mr. Grey: The best records are the records taken by the car inspector. Have in mind now file of claim papers in which there was \$903 involved. The mere fact that we could prove a seal record made by the car inspector relieved us of any part of that claim. There were ten figures which saved this company a claim of \$903.

Mr. Saunders: These meetings make good fellows. There is only one way you can get results and that is to get the fellows interested in their work and each of you, if you please, can do more in getting the other fellow interested than all the supervision on the railroad put together. If you make it a point to make yourself one to talk to the other fellow, you have more influence, more control, and can have more effect than any supervision that can be put on the division. You are the fellows that produce the results and it is not the superintendents. Of course the superintendent gets his because he overlooks his division and he tries to perfect it, but as far as getting results are concerned you are the fellows that can do that. Now in the inspection of cars, our mechanical department is improving in that respect. We have got to take advantage of every car in existence, and at the present time we inspect and reinspect equipment and Mr. Herbig's forces are doing everything to repair cars, and just to show you about Mr. Herbig: In 1910, for the month of September, Mr. Herbig handled 11,000 tons of freight. His increase in the cost of handling this freight

was 63 cents. Now, if that doesn't show efficiency and that somebody was tending to business I am making a poor guess. Our claims have reduced wonderfully according to Mr. Grey and anybody that knows, and it is through the efforts of the employes.

Now, if we devote our energy personally and collectively to the industries for which we are working as much as we will employ our personal interest for our own pleasure, we will certainly bring about something that is good. We all like to get away and loaf a little bit, and go to these meetings, and I know you all enjoy them, and it does you good and reacts and you go back with a different spirit and increased will-power, and I only have one thing more to say, and that is the necessity of reading instructions and complying with same, and if there is one of your fellows that is working with you and that is overlooking his hand in violation of instructions, go to him and talk with him. Now, you can do it if you just want to, and by your doing it the other fellow will do it also.

Des Moines Valley Division, Des Moines meeting, November 9:

Suggestion No. 6 by B. Tazewell, Chief Dispatcher.—Suggested that some action be taken with the stock shippers at West Chester who seem to make a practice of not having their stock loaded so as to permit the stock extra to leave on their schedule time. This results in the extra going into terminal late and leaves an opening for claim to be filed on all stock handled in this train. Mr. Abbott will arrange with Mr. Eberhart for traveling freight agent and Mr. Smith to call on these shippers and see if they cannot be persuaded to load their stock so as to avoid delay to train.

Suggestion No. 7 by B. Tazewell.—Suggested that action be taken with stock shippers in vicinity of Belcher and Nepas so as to insure having their stock loaded and ready for trains when they arrive; in some cases it is found they will order cars for loading stock at blind siding stations and certain trains will be instructed to pick it up, and on arrival at station it is found stock is not loaded, in some cases shipper having decided not to ship his stock account change in market condition, no notice being given to this office. Agent Hunter will endeavor to educate these shippers to stop practices of this kind, also to insure having the stock loaded in time to handle on the train without having to wait for it, as train will not lose time waiting for shipper to load stock.

Suggestion No. 9 by W. C. Westlake, car distributor.—Urged that agents be more particular in reporting cars as being good for grain loading. In some cases when he received report that car was good for grain loading he billed it to some station which had ordered a grain car, and on arrival of the car at that point, shipper refused to load it account not being in fit condition, thereby causing an unnecessary empty haul of this car which could be avoided if agents would

be more particular in inspecting these cars and reporting them.

Suggestion No. 10 by Mr. C. G. Smith, trainmaster.—Suggested that agents when they had station switching or cars to pick up by local freight, that if possible they send a telegram to the conductor at the next station before arrival at their station, so that he will know that there are cars to pick up; also the location of such cars; this in order to avoid necessity in some cases of backing up their train, possibly a half-mile, to do this work.

Suggestion No. 13 by R. L. Flaisted, agent.—States that shipments of stoves in most cases are not properly crated; very often stoves would be crated in such a manner that the casting on the top of stoves, also stove heaters, project beyond the crate and are used by trainmen and others when lifting, resulting in these castings being broken, as in most instances they are too frail to stand the strain. Agents should watch such matters and see that the stoves are properly crated.

Mr. Bateman mentioned a case coming under his observation at Hampton where shipper in loading horses had one horse which was walking lame. The agent observed this and started to make notation on bill of lading. The shipper objected, but agent insisted and placed notation that the horse was lame on bill of lading. This indicates the importance of watching stock while being driven into the pen or cars and asking proper notation of any exception, as without doubt in the above case claim would have been filed for crippled horse had the agent at shipping point not been watchful.

Mr. Bateman suggested that car men when making repairs to cars of grain make notation on the form 159 accompanying the way bill as to whether or not the loss of grain was heavy or light, and the approximate amount of loss. This is valuable in handling claims. Mr. Bateman called attention to the tagging of sacks of flour by millers; usually this is done with a metal fastener which has a sharp point, and often the sacks are torn in handling, which results in the flour being lost and claim filed. Suggestion was made that the shippers use a tag which should be tied with a string on the ear of the sack, but there is danger of the tag slipping off in handling, and the flour going astray when not marked. Mr. Bateman suggested that agents talk with flour shippers, and get their suggestions as to the best method of marking flour. He again called attention to the practice of itemizing LCL shipments of household goods. This should be done in all cases; also agents should be particular to see that each piece is properly tagged. Mr. Bateman stated that a shortage of stock cars means that stock is liable to be held in pens waiting for cars, and it is important that complete record be kept of these matters; also important that form 547, car order book, be used in accordance with instructions. Mr. Bateman asked that agents secure and use form 81 covering over freight

on hand; the use of these forms will help in disposing of such freight.

Mr. Stillwell mentioned that handling of oil at Cedar Rapids, where they have considerable trouble with the Cedar Rapids Oil Co., delivering oil and gasoline in leaky condition; they are now compelled to unload their oil on platform out in the open, and any barrels which develop leaks are sent back. Barrels of sand have been provided on this platform to use in absorbing the leakage of oil; also signs posted prohibiting smoking. The open platform for this purpose is better than using freight room, as escaping oil and gasoline causes vapor to form in pockets in the air and might result in explosion should any lighted match or lantern or fire come in contact with these pockets.

Mr. Cox directed attention to close inspection of equipment, mentioning that account of the car shortage shippers were inclined to take advantage of same and load cars which are not in the best of condition in order to move their shipments. This means that agents must be alert and be sure that good, tight cars are furnished, particularly for grain shipments. Mr. Cox also called attention again to file numbers being shown when answering correspondence. This will reduce correspondence, as it enables Mr. Bunger's office to properly match up his files. Mr. Cox also asked that agents be more particular in keeping their seal reports up to date, it often being necessary for Mr. Bunger to write agent for a seal record account agent not having sent in his seal report promptly.

The question of crating stoves was discussed and suggestion made by Mr. Finsey that if the stove was not crated well it should not be crated at all and recommended that all stoves be crated in full. Mr. Dykstra mentioned that usually ranges were not crated, there being no projecting parts, and the liability of damage not being so great. Agent Munger stated they were receiving a large number of stoves this year, and number of them being broken, and recommended a good substantial crate.

Mr. Abbott then talked on the opportunity for train and engine men to help out in the prevent claim movement by proper handling of their trains in switching, impressing upon them that sudden stops undoubtedly cause damage by turning over merchandise in cars; also causing injury to live stock, and asked that the rule requiring that engines on long trains be cut off from the train before taking coal and water in order to lessen the liability of sudden stop be followed more closely.



MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke—Cinders—Alkali Dust—Strong Winds—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.

OPEN LETTER TO ALL EMPLOYEES

By W. O. BUNGER

Fellow Employees:

Acting as your spokesman, I had the pleasure on December 2d of advising the management of what was accomplished in our initial year of concerted and determined effort toward elimination of freight claim causes and now have the further pleasure of conveying to you the acknowledgement and appreciation of the management of the results of our efforts.

Briefly stated, we show a reduction in percentage of freight earnings paid out in settlement of freight claims from 2.42 per cent during the preceding twelve months to 1.40 per cent during our period of activity, or stated another way we show a reduction of 31.8 per cent in our freight claim payments in the face of increase in earnings of 17.5 per cent, or stated in still another way we show an actual money saving despite the heavy increase in business of \$359,887.84, and had the previous year's ratio been continued the payments would have been \$559,385.32 greater than they were.

No change affording reason for criticism by our patrons was made in manner of disposing of claims presented, but on the contrary it is felt that we have additionally pleased our patrons by eliminating a large proportion of claim causes, and this feature of better pleased patrons constitutes in itself an advertising feature that could not possibly be duplicated through any other means.

Naturally, the employees in some branches have greater opportunity than those in branches less directly concerned in the handling of freight to aid in the Prevent Claims movement, but there is no branch of the service that does not afford its members some degree of opportunity in that direction, and as the results indicate a very general acceptance of all opportunities offered I use this means of complying with wish expressed in second paragraph of Mr. Ridgway's letter, feeling that if any of us have not exerted our full efforts we will do so hereafter, in order to be able to conscientiously share in the enjoyment at the end of the second year's effort, in perusing letter of commendation similar to the following:

Chicago, December 11, 1916.
File 18323.

Mr. W. O. Bunker,
Genl. Supt. Freight Claims.
Chicago, Illinois.

Dear Sir:

I sent your letter of December 2d, telling me briefly the results of your department has been able to accomplish during the first year of its existence, to Mr. Gorman and he handed it to Mr. Dickinson, our Receiver, who has made the following comments:

"This showing is excellent. Please commend Mr. Bunker and those under him who have contributed to this gratifying result."

I will gladly supplement Mr. Dickinson's expressions, as I am greatly pleased with the showing made. You know better than I to whom the credit belongs and I hope you will tell all of our officers and employees how gratified Mr. Dickinson, Mr. Gorman and myself are with this showing.

I hope now that your organization has developed into a smooth working machine, we shall attain even better results the second year of its existence.

Yours very truly,
(Signed) A. C. RIDGWAY.

cc-Messrs: C. W. Jones,
T. H. Beacom.

MERITORIOUS SERVICE.

Mr. L. D. Sims, coal shoveler, Riverside, Ia., has been commended for discovering broken rail near coal chute at Riverside, November 28, and making necessary repairs to enable train to be operated until such time as section men arrived.

Mr. Patrick Brewer, fire chief, 47th street, is to be commended for quick work and prompt action when he discovered hot box on fire on a box car at 47th street yards on the night of November 26. He probably saved a costly fire.

Mr. J. G. Griggs, brakeman, in order to avoid delay and reduce train, shoveled coal on No. 923, November 25, on account of no coal at Traer.

Mr. E. C. Green, Agent, Mankota, Kansas, recently received letter of appreciation for the very fine manner in which he took care of a ten year old boy from Mankota to Swift Current, Sask. Mr. Green wrote a letter to the train men asking them to look out for him.

Mr. Leon Miller, brakeman, El Reno, Okla., while No. 99 on December 18 was passing through Pond Creek, volunteered his services to fire engine Pond Creek to Enid, regular fireman having injured his finger. This avoided considerable delay to train.

Mr. H. L. MacGugin, Engineer, Washington, Ia., when right forward spring hanger on engine 569 broke, ran engine up on blocks and took out spring and saddle, raised engine a little and proceeded to Oskaloosa to make connection with train 473. On arrival at Evans he secured jacks and raised equalizer up level, and proceeded to Knoxville arriving 25 minutes late, engine running all right.

Mr. C. E. Witte, Engineer, Trenton, Mo., is commended for assisting engineer and train crew on No. 30 December 8, in changing draw bars, steam hose, etc., in an effort to get the train moving as promptly as possible.

Messrs. J. A. Ocheltree, Operator, Elmira, and L. E. Fiala, helper, Elmira, volunteered to help in putting out the fire set by engine 1217 on No. 819, December 6, and in getting the fire practically under control before the arrival of the section men.

Messrs. C. E. Sarver, brakeman, and E. A. Rouch, fireman, are to be commended for their action on Extra 2330, November 25, when they found three horses on right-of-way and took the pains to drive the stock from the right-of-way and closed the gate.

Mr. Otto Derigo, brakeman, given 10 merit marks for voluntarily firing engine 2525, September 2, Bureau to Chicago, account fireman taken sick.

Mr. Alfred A. Thiede, brakeman, given 10 merit marks for voluntarily firing engine 1970, Rockdale to Blue Island on October 24, account fireman taken sick.

Mr. Wm. Mielke, Jr., switchtender at Silvis, given 10 merit marks for detecting brake beam dragging on H&TC-11935 account hanger bolt missing, and immediately signaling the engineer to stop and making proper repairs.

I am quite desirous of seeing these little items printed in the magazine. The effect, I believe, is very good and I shall take pleasure in furnishing this information from time to time.

J. C. Parker, brakeman, Colorado Springs, Colo., commended for firing engine 1940, train 2nd 94, November 26, Selbert to Goodland, when fireman R. Klotz was taken ill at Selbert.

I. L. Farrow, conductor, Colorado Springs, Colo., commended for finding broken arch bar on A end of car C 500527, loaded with lump coal, November 28.

Rodney Morrison, brakeman, Colorado Springs, Colo., commended for firing engine Colorado Springs to Pueblo, train 97, November 23, when regular fireman was taken ill, avoiding delay to important train.

Mrs. W. F. McCachren, wife of our agent at Round Pond, Ark., has been commended for valuable assistance rendered by her in fighting the cotton fire at the Round Pond Gln, which probably prevented a spread of fire to Rock Island property.

Mr. Luther T. Clark, Laborer, Arkansas Division, on November 17, 1916, discovered a hanger pin working out of equalizer on a passenger engine. He immediately reported it to the engineer and thus saved a delay and probable accident.

Messrs. Pete Hernton and Arthur Perry, sec-

tion men; G. B. Farrar and Wm. Conley, engineers, and J. W. Thompson, fireman, Arkansas Division, were all highly commended by the Management for services rendered in fighting a fire on Bridge 108, November 20, 1916.

G. W. Chamberlain, conductor, with J. Trinka, brakeman and C. J. Klima, of Cedar Rapids, Ia., had instructions to pick up a car of grain at Keswick with draw bar out, take to Thornburg and turn on wye and take car behind caboose to Iowa City. Instead of doing this, while waiting to meet other trains, these men replaced draw bar in car, saved the mileage and delay between Keswick and Thornburg and return, permitted car to go forward to destination instead of being set out at Iowa City for repairs. These men have each been given ten merit marks for this service.

L. F. Loyd, section foreman, of West Union, on October 30, when No. 813 was going down West Union Hill at Mile Post 77, discovered brake beam down on Car C-73227 and stopped train, averting a possible derailment. He has been given ten merit marks for this service.

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

Mr. G. H. Whitehead, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City on December 11th, turned over to Mr. Howard passenger who purchased ticket for Denver.

Mr. C. P. Houch, carman at Shawnee, Okla., recently secured two passengers, Shawnee to Kansas City and from Kansas City to St. Cloud, Fla., via Memphis Gateway.

Mr. F. G. Heth, conductor, El Reno, Okla., recently located a party of twelve persons, headed by Mr. J. L. Moore, who were riding on his train ticketed only to Amarillo. Learning that their destination was California, Conductor Heth, through his efforts, induced the party to repurchase over our line from Amarillo through Santa Rosa to Imperial, Calif.

Mr. Howard Murray, porter, Pratt, Kansas, on November 21st informed ticket clerk at Pratt of passenger who purchased two and one-half tickets via our line to Kansas City, this party having intended to use another line.

Mr. J. L. Butts, agent at Sheffield, Ia., on November 20th, secured a Pacific coast passenger who purchased a nine months' tourist's ticket, amount \$117.46, even though a competitive line offered a lower rate.

Mr. W. J. Mudgett, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City November 6th, turned over to Mr. Howard two passengers who purchased tickets to Cedar Rapids, Ia.

Mr. W. L. Gane, conductor, Pratt, Kansas, on arrival at Kansas City, with train No. 4 November 5th, delivered to passenger agent, two parties who purchased tickets via our line to St. Louis.

Mr. Michael Carter, train pilot on the terminal, recently gave our depot passenger agent information regarding a passenger who was going to Olathe, Kan., via another line that enabled him to secure the passenger for our line through Kansas City.

Mr. B. Thompson, conductor, Eldon, Mo., on arrival at Kansas City of No. 27, November 20th, turned over to Mr. Franklin a passenger for Oakland, Calif., who purchased ticket via our line to Denver.

Mr. H. T. Christlansen, agent at Garden City, Ia., by doing a little unusual outside work, secured three and one-half tickets for our line to Kansas City, the passengers being located at a point on another line.

Mr. F. A. Forche, an employe at Oskaloosa, Ia., recently gave our agent information regarding a party of seven people for Denver, living in a town on another line. The party was secured through his assistance.

Frank Cain, conductor, Cedar Rapids, Ia., secured one Chicago passenger from Cedar Rapids December 12th.

C. S. Mahaffy, general yardmaster, Cedar Rapids, one Austin, Texas, passenger from Cedar Rapids.

F. H. Norris, engineer, Cedar Rapids, Ia., one Blue Island, Ill., passenger from Cedar Rapids.

Mr. W. L. Gane, conductor, Pratt, Kansas, on November 23d, notified passenger agent at Kansas City of parties who purchased two tickets to St. Louis.

Mr. H. E. Slavens, section foreman, Yarnall, Texas, recently persuaded two passengers to buy tickets from Conway to Council Bluffs, Ia., over our line, who were figuring on taking another line.

Capt. J. S. White, gateman at the LaSalle station, Chicago, recently solicited and secured a ticket from Chicago to El Paso for our line.

Mr. Edward Scatchell, general clerk, Chicago, recently secured fifteen cars from Los Angeles to Chicago.

Mr. J. K. Arnold, agent, Sigourney, Ia., on November 15th was successful in obtaining five cars of stock to Chicago via our line after shipper had made arrangements for cars via another line, but after having conversation with Mr. Arnold, decided to use our line. On November 13th Mr. Arnold also secured a party of five people contemplating trip to Jackson, Fla., and was successful in selling each one a round trip ticket, Sigourney to Jacksonville, Fla.

Mr. J. B. Gibbons, section foreman, Green, Texas, recently secured one passenger over our line from Green to Mansfield.

Mr. T. Gallagher, switchman, Keokuk, Ia., recently secured two carloads of glucose for Chicago via our line which had been previously routed against this company. This business was secured through his efforts in prompt switching, getting our cars spotted for loading before cars of another line were spotted, shippers advising that if he would spot the cars at once they would favor our line.

Mr. W. H. Thompson, conductor, Kansas Division, has been given a letter of commendation for securing passengers via this line to St. Louis.

Mr. W. L. Merriman, conductor, Kansas Division, was instrumental in having three passengers secure tickets via this line enroute to Princeton, Ky.

Mr. E. W. Sumpter, conductor, Kansas Division, has been given a letter of commendation for having a passenger purchase ticket via this line to St. Louis.

Mr. H. H. McKean, conductor, Kansas Division, was instrumental in having two passengers purchase tickets via this line enroute to Chicago.

Mr. G. H. French, conductor, Kansas Division, has been given a letter of commendation for having passengers secure tickets via this line enroute to LaSalle.

Mr. E. G. Dewitt, conductor, Kansas Division, has been given a letter of commendation for having passengers secure tickets via this line to Chicago, and St. Louis.

Mr. J. S. Scott, conductor, Kansas Division, was instrumental in having a passenger purchase via this line to Chicago.

Mr. E. K. Scott, conductor, Kansas Division, has been given a letter of commendation for having passengers purchase tickets via this line enroute to Cedar Rapids and Seymour, Ia.

Mr. F. Rooney, conductor, Kansas Division, has been given a letter of commendation for having passengers purchase tickets via this line enroute to St. Louis.

Mr. W. G. Todd, conductor, Kansas Division, has been given a letter of commendation for having passengers purchase tickets via this line to Chicago.

Mr. W. A. Pike, conductor, Kansas Division, was instrumental in having passengers purchase tickets via this line enroute to Des Moines and Chicago.

Mr. C. Petty, conductor, Kansas Division, was given a letter of commendation for having a passenger purchase ticket via this line enroute to St. Louis.

Mr. A. Harness, train porter, Kansas Division, was given a letter of commendation for having two passengers secure tickets via this line to Chicago.

Mr. J. B. Early, train porters, Kansas Division, was instrumental in having a passenger purchase ticket via this line to St. Louis.

Mr. George Schweitzer, station baggageman, at Herington, was instrumental in collecting proper charges on baggage checked through, which had been improperly handled.

Mr. S. Dewore, brakeman, Hartshorne, Okla.,

for securing shipment twenty-four bales of cotton, Hartshorne, Okla., to McAlester, Okla.

Mr. Plus Pokl, chief clerk, agent's office, Cedar Rapids, Iowa, for securing one car household goods for routing over Rock Island rails.

Mr. F. A. Haas, div. pass. agent, Cleveland, Ohio, for securing 1,500 pounds household goods from Strasburg, Ohio, to Pittsburgh, Okla.

Mr. R. S. Torrington, city passenger agent, Colorado Springs, for securing one automobile, Colorado Springs to Philadelphia.

Mr. R. G. Faus, passenger department, Pueblo, Colo., for securing one car scraper, Pueblo to Hutchinson, Kans.

Mr. John Whitley, city passenger agent, Pueblo, Colo., for securing shipment household goods, Pueblo to Charleroi, Pa. Also a shipment household goods from Pueblo to Indiana Harbor, Ind.

D. L. Fulton, chief clerk, local office, Wichita, Kans., for securing one car scrap paper, St. Louis, Mo., to Wichita, Kans. Also, one car household goods, Lincoln, Neb., to Wichita, Kans.; one car old motors, Wichita, Kans., to Cleveland, Ohio; and one car scrap iron, Wichita, Kans., to St. Louis, Mo.

Mr. A. S. O'Malley, clerk, office auditor freight traffic, Chicago, for securing car nails, Chicago to San Francisco, through the El Paso gateway.



APPOINTMENTS.

Effective December 20, Mr. J. L. Goree was appointed valuation attorney, with office at Chicago. He will have charge of legal matters pertaining to Federal and State valuation.

Effective December 9, Mr. S. C. Oswald was appointed agent and operator at Bloom, Kans., vice O. G. Hoegemeyer, transferred.

Effective December 16, C. H. Ford was appointed assistant engineer, Dakota Division, with headquarters at Estherville, vice W. E. Helmerding transferred.

Effective December 16, Jos. Colles was appointed Roadmaster Subdivisions 20, 20-a and 20-b with headquarters at Dows, Iowa, vice J. R. Hayes, transferred.

Effective December 16, F. E. Martin was appointed Trainmaster Subdivisions 20, 20-a, 20-b, 20-c, with headquarters at Estherville.

Effective December 16, H. A. Houston was appointed Trainmaster Subdivisions 21, 21-a, 22, 22-a, 23 with headquarters at Sibley, Iowa, vice A. N. Williams resigned to accept service with another company.

Effective November 27, P. Lewis was appointed agent at Wichita, Kansas, vice R. E. Greene.

Effective December 5, Mr. E. J. Pferrard was appointed agent at Virginia, Neb., vice A. G. Smith, transferred.

Effective December 6, Mr. A. G. Smith was appointed agent at Otego, Kans., vice L. D. Bale, resigned.

Effective December 8, Mr. E. J. Cronn was appointed agent at Esbon, Kans., vice W. S. Carlisle, transferred.



SHAWNEE SHOPS FIRE BRIGADE HELPS CITY DEPARTMENT.

About 1:20 p. m., December 9, fire broke out in the Aydelotte building at Shawnee, Okla., and at 3:30 Mayor Stearns called Master Mechanic W. B. Embury on the phone and stated that the city department seemed to be unable to check the fire and asked if he would not call out the Rock Island fire department to assist. They immediately sounded the fire alarm and our fire brigade responded promptly and shortly after they got to the fire, they had two hose going and it was only a short time until the fire was well checked, and an hour and a half after our fire brigade arrived, fire was completely out.

The fire was on the main street of the city and threatened at the time our department was called out to cause a great deal of damage, and the citizens of the town have given the Rock Island boys a great deal of credit for the good work they did. Mr. J. L. Roebuck, hardware man of the city, has presented each one of the boys of the Rock Island fire department with a rubber coat for their excellent work.



ARKANSAS DIVISION.

Harrison Howe, Editor.
POINTS ON PREPAREDNESS.
By Dr. Philwyth Phumes.

Foreword: On account of receiving so many inquiries relative to preparedness of health it has become necessary to answer a few general questions through the columns of this valuable publication, as stamps cost money and paper is "out of sight"—especially in my office—and, it might be added, I, one among many, being actually in this business for "my health."

I have this very day a "crabbed communication" from a party who claims he is a station master. He starts out by interrogating "watta ya mean 'Prepare for Health'?" Commentarily speaking, the phraseology of this seemingly rapacious old gentleman is astonishing! Apparently there is little hope for this "Spanish Athlete," but the following suggestions are appropriate if he and a few others will only give ear and mind:

Avoid all "ishes, 'ists and 'isms." Cut the bull and quit beefing. Buy a cow and "meat" the issue.

Plant a garden in the back yard soaked for years with suds from the weekly washing. You will get a fine crop of "soap weeds" and the exercise will keep you out of trouble.

Take a pride in being "corn fed" but do not devour your own "corns."

Bathe frequently—every Saturday if possible. (Personally I have observed more "high-jean" in the country than in the average city—though the "split is 50-50" in Little Rock.)

A man should retire with the chickens, rise with the milkman, eat with his fork, drink with his family, work with his head, ride with his friend—to save car fare—laugh at his boss' jokes and his own—if any—and raise his own "cain" at home but not carry his "cane" on the street.

He should smoke his own cigars—as others are fatal to health; pay dog and Ford license, and vote his own name at the polls.

I do not believe in a man carrying a gun. It gets his clothes out of shape and makes him "nervous." Though such a weapon will occasionally "nerve us" up to self preservation.

If your heart is for preparedness, turn the cannon over to Uncle Sam for use in border and coast defense. Chances are the plagued thing will not shoot anyway.

Just recently an army officer, who is also a train master, told me that one of the strongest "points" on preparedness was the bayonet. He said there was nothing in the world that would make a fellow "prepare" quicker than to come in contact with a bayonet from a rear or flank movement.

P. P., M.D. (?)

OBITUARY.

We extend our deepest sympathy to Mr. and Mrs. O. D. Morrow, who mourn the loss of their first born, Oren Dean Morrow, Jr., who died December 3, 1916, at 8:00 a. m., after living in apparent good health but a few days—being born November 28, 1916, at 2:45 p. m. Mr. Morrow is transportation clerk in the superintendent's office at Little Rock, having been in this position for several years. The baby was laid to rest in the family lot at Oaklawn cemetery.

"30 DAY NOTES"

Word comes to us that Agent Chaney of Lonoke is now a "grandpa." We will bet a pair of "tortoise-shell-specks" that a peacock has nothing on F. M. C.

Miss Hallie Word, stenographer in superintendent's office, Little Rock, has resigned her position and is now with relatives in Los Angeles, Calif.

"Johnny, our old friend, John" Jones was a caller in Little Rock recently. John says that

he checks "time," and time being "money" he therefore checks cash. If, upon checking the cash, the cash checks, then it is O. K., but while Mr. Jones takes quite a pleasure in "checking cash," conversely, he discriminates wonderfully in "cashing checks."

We are glad to once more see the sweet, smiling face of Mr. W. G. Smith in our midst. Mr. Smith unfortunately scalded his foot some time ago by stepping into a pool of hot water.

As an instance of mutual aid and co-operation prevalent among Rock Island employees at Little Rock, Felix Hamilton, a porter at the freight house, who delivers messages, was gently relieved of his bicycle by some thief who has not as yet been apprehended. The employees made up a "pot" among themselves and secured for Felix another "wheel."

Mr. Reamey is the second employe on the Arkansas Division who has won distinction in the past few months. The former was Mr. G. T. Shrader, conductor, who was awarded the gold medal at the San Francisco exposition for a hand-made violin.

"BE A FIGHTER."

By Burke Lesley.

No matter who you are or where you are from you should be a fighter." I do not mean one who engages in fisticuffs for pastime; nor necessarily one who follows boxing or wrestling as a profession; neither do I imply the "khaki hero" who stands at attention with the rattle of the musket.

Be a "fighter," not a "scrapper." Don't antagonize your fellowman. Don't borrow trouble. But be a "fighter."

"Peace at any price" to you means the stifling of your individuality and personality, and a gradual trend down the road of failure at the end of which lies Death.

Be a "fighter!" Your opportunity is before you now! It is unlimited. You may have a "tired feeling" about some daily task. Fight it. Financial matters may worry you. Fight them. Tackle the thing that haunts you and do so with a vengeance.

Summon your every iota of strength and fight it to a finish. Choke it to death! Don't be a "piker." Stand firm. Don't let obstacles bluff you. Why should you let anything bluff you? Are you a coward? Of course not.

Anything material is subservient to mind for the reason that mind is a higher and finer form of energy than things material.

Compare yourself to an electric dynamo generating a current of force. The dynamo is powerless without resistance. It cannot develop energy unless the resistance is there for it to overcome—to "fight."

Or compare yourself to the mighty wrestler on the "mat." Notice the wonderful development of muscle—the superhuman strength displayed as he seizes his opponent in a deathly grip and hurls him through the air, mercilessly clamping him down with both shoulders touching the mat!

How does he do it? By developing power through resistance. For years he has been "fighting." He has gradually overcome all obstacles in his line of work. He has "called" every bluff and mastered every detail. He has been a "fighter."

But if there had been no obstacles—no resistance, he never would have gotten strong. He would have remained a weakling.

Life is a multiple series of "evolutions, involutions and revolutions." Some scientist has ably remarked that all evolution or development comes through pain—some kind of antagonizing sensation—sometimes pleasant but mostly not. It is the order of the world.

To overcome something that bothers or wor-

ries you is to be a "fighter" and thus add 'another notch to the handle of your gun.'

TOPEKA.

By N. M. B.

Miss Hazel Light and Mr. Paul O. Botkin were united in marriage at the home of the bride's parents in Winfield, Kansas, the evening of December 28th. Mr. Botkin is a nephew of Mr. J. T. Botkin, secretary of state, and is employed as freight clerk in the Rock Island local freight office.

Mr. and Mrs. A. Lusk and daughter, Miss Mildred Lusk, were called to Partridge, Kansas, December 14th account the death of Mr. Lusk's father.

R. V. Jones, collector local freight house, spent the holidays in Dalhart, Texas, visiting friends.

Mr. and Mrs. L. A. Corlis spent Christmas in Bonner Springs, visiting the latter's parents. Mr. Corlis is chief clerk in the division freight.

Guy Powell, now of Sabetha, Kan., formerly employed as freight cashier this point, visited this office during the holidays. Mr. Powell is now farming near Sabetha.

Robert V. Sewell, formerly claim clerk, Topeka, now employed at the Manhattan Station, spent Saturday and Sunday, December 16th and 17th, in Topeka with friends.

Mr. and Mrs. Cecil Dake spent Christmas Day in Kansas City visiting relatives.

Mr. and Mrs. E. B. Poyer spent New Year's visiting relatives and friends in Marlow, Okla. Mr. Poyer is interchange clerk at the freight house.

Mr. and Mrs. B. P. Souders spent New Year's in Kansas City visiting friends. Mr. Souders is freight cashier.

Mr. and Mrs. Paul Walker spent a couple of weeks in December in Texas.

L. C. Smith, clerk in the claim department at Topeka, resumed his work after being absent from his desk since June 1st, account being injured in a motorcycle accident in North Topeka. He resumed his work December 1st.

Harry Maxey, abstract clerk local freight house, spent the Christmas holidays in Cottonwood Falls, Kansas, visiting relatives.

KANSAS CITY, MO.

Somebody certainly likes to ride in Geo. C. Chaplin's car as it has been stolen twice. The first time they were not satisfied with the joy ride they took so they stripped the car. This time they were very generous as they gave the car a good coat of mud—only oil and gas missing.

We are glad to hear that Bill Dine's wife is improving. Bill had to leave us and take his wife south for her health. He is now acting night ticket agent for the A. T. & S. F. at Amarillo, Texas.

To settle an argument as to who is the best hunter in the office the boys are planning to go on a little hunting trip to settle this question. Those who would like to enter this contest report to Lacy.

It doesn't seem that the farmers down in Texas had a very bad year as we have had about 75 cars of automobiles pass through here lately to different points in Texas.

Don't forget to read the little sign posted on the end of the lockers. A. Mutt, take notice.

The following were away for a few days attending a law suit at St. Paul, Minn.: Geo. C. Chaplin, chief clerk, local office; J. W. Ogales, warehouse foreman, and E. F. Reese, chief clerk, stock office.

Miss Doran and mother visited her grandmother at Carbondale, Kan., December 2d.

Miss Erickson spent a few days in St. Louis, Mo., visiting her sister.

Earl Gray of the bill desk spent a few days in St. Louis, Mo., the latter part of the month.

Mr. J. R. Hickman, supervisor of freight house operations, was a pleasant caller December 10th.

Charlie Leavey has returned after spending a week in Omaha, Neb., visiting relatives.

Employees of the local office deeply sympathize with Mr. and Mrs. Geo. Porter account the death of their daughter, who died December 15th.

ESTHERVILLE, IOWA.

By John Morrissey.

Our former night bill clerk, Charles Kline, is now acting as day yard clerk.

The boys in the freight house think this is heaven since they started working merchandise days.

Leave it to Dan; he will tell you. Clifford Nursa, our day baggageman, will not tell us but there must be some attraction at Otteson. Is there not, Clifford?

Our night engine foreman, Ed. Koop, says "nothing doing, boys, I didn't get the car." What's the trouble, Ed?

Conductor L. A. McAfee says he doesn't like this nice blustrous wintry weather we are having.

Special Agent Jack Devin will not tell us, but by the gaze toward Burlington, there must be something wrong. What is it, Jack—the girl?

"String" Kline says it's a stiff grind walking "out to see her," but he has advantage over us owing to his length.

"Windy" Van Valkenburg, our night caller, says no more pies at Wings, as the boss is around all night now.

Our night car inspector, Joe Righam, was locked in a car of hogs Saturday night by the night yard clerk and carried to Wallingford before the mistake was noticed.

Our night yard clerk, Harold Steinman, since he became a grass widower does not care much about his appearance by the looks of his face.

Senator Mudge, our old conductor, has always got an answer for you except when talking over the telephone; but you ought to see him when he gets ready for 923—why he has the appearance of a German field marshal.

Clarence Kurtz, boilermaker helper, says "Belle" is all right. Is she not, Clarence?

Art Williams says fishing is on the bum. Vas iss los, Art?

Oh, I almost forgot—our night bill clerk, Curtis Kuehl—he is still alive, but says the fire feels pretty good when it gets around 18 below.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

The Nebraska Division employees wish the rest of the "Rock Island Family" a Happy and Prosperous New Year and hope they all had a very Merry Christmas.

Operator Foreman of Mankato is enjoying a vacation of two or three weeks.

Operator Monroe was off duty the first part of December and during that time was married. He has our best wishes for his happiness.

Operator Swartout is also enjoying a vacation for the remainder of this month.

Operator Beach is among those who are laying off.

Engineer J. E. Rider was forced to lay off the past month on account of sickness, but is at home again.

Fireman Lewis Hall has also been on the sick list, but we hope he will be able to be back at work by the time this is printed.

Brakeman Clock and family enjoyed a short visit in Kansas City the first part of December.

General Clerk Willie Osburn expects to spend Christmas with home folks.

Speaking of Willie reminds me that from a few remarks dropped in the office, I take that he has recently learned to dance.

Miss Kelso wishes to thank the Des Moines Valley Division for their kind invitation to come back and join them. However, they failed to state what inducements they could offer.

Conductor Dabner and Brakemen South and Lewis did good work December 8th in locating and reporting a low wire on the Nelson line.

Reports have come to me of several Nebraska Division employees who have been loyal to the company in securing business.

Jas. Jackson of the car department secured two passengers for Lebanon, Pa.

M. S. Tackwell secured five tickets to Picalos, Tex., from Phillipsburg, Kan.

A. L. Heimberger secured two tickets from Lincoln to Chicago and two from Lincoln to St. Paul.

W. W. Dunn also secured one ticket to Chicago.



Engineer Chris McGinnis of the Santa Fe California Limited. He has carried a Hamilton for years with perfect satisfaction.

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When you buy a Hamilton Watch you buy satisfaction.

The railroad man who bought a Hamilton so long ago that he isn't sure whether it was twelve or fifteen years is satisfied. The man who bought a Hamilton recently — a few months or a year or two ago — is satisfied.

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I would be very grateful if anyone who knows of any place of news regarding Nebraska Division employees, which would be of interest for these columns, would let me know.

SILVIS NEWS.

By C. O. Anderson.

Mr. C. H. Murrin, who at one time was employed at Silvis store and for several years employed with a Chicago concern, came home to Moline to visit his parents before going east to accept a position as assistant purchasing agent of an automobile concern in New York City.

Our airbrake foreman, George Glissman, has the sympathy of all who know him account of his father passing away December 12th.

Carpenter John Kurth passed around the smokes account of the stork visiting his home, leaving a baby boy November 28th; two boys now for Johnnie. Congratulations.

Louis Cohen, adjuster at Des Moines, was a recent visitor of Silvis shops. He says that the shop is a wonderful place alongside of what he was used to seeing. Drop in again, Louis, whenever you are around here, as we are always glad to see any of the "boys" from along the line.

Boilermaker Helper Hugo Kistenmacher and wife are the proud parents of a bouncing baby girl born November 19th. Hugo says that since tobacco has gone up he is doubtful about passing cigars but just the same we wish the little miss a joyful trip over the road of life.

Joe Kipping, who has just completed his apprenticeship, did not wait for a pay day as a machinist but was married Thanksgiving Day to Miss Sarah Dopler. Congratulations, Joe, ..on your hurry.

Machinist Apprentice Lawrence Edison Mason wishes to announce that his ferret is there some getting rabbits, but is not worth a continental in catching fish.

Our electric welder, Wm. McDougall, is spending the holidays down in Florida on his orange farm.

Machinist Helper John Romar didn't forget the smokes when he entered the matrimonial circles the early part of December.

The boys want to know why Otto (Gabby) Siegrist got so suddenly ill on November 28th. "U" tell the boys, Gabby.

Fred E. Peterson, who has been connected with the scale department at Silvis, resigned November 25th to accept a position with the Moline Scale Co. at East Moline.

A note to Santa Claus:

I have been a good boy for some time, getting ready for Christmas, and as all good little boys expect something from you I will tell you what I would like: Please bring me 50 cents and a ball and bat, also a new pair of baseball sox, and a sled to slide the bases on; also I would like a new baseball suit, and a baseball team to play with next summer and, Santa, if you can bring Ed Staffenbell, Otto Roberts, Matt Morrison and myself a new euchre deck so we can play at noon hour we would be very thankful. Now, Santa, if you don't think we have been good little boys ask Bill Green and remember, Santa, no 5 and 10-cent stuff goes.

Yours truly,

Everett Bell.

P. S.—Don't forget the fifty cents.—E. B.

"AN EPITAPH."

Boiler Maker Jim Greenwell says:

When I die bury me deep

With flues and staybolts at my feet—

Place a "Long Stroke" on my breast,

And tell the "boys" I've gone to rest.

Machinists Willis Allen and George Johnson of the tool room have resolved to continue their search for wives. Step up, girls—they're ideal young men, says Doc.

"A few more resolutions offered."

Boilermaker Helper Wm. Murphy has resolved to take the wind out of the Eldon, Mo., baseball club's pals the coming summer and we believe Bill knows how to do it.

The following foremen have resolved to memorize the Tri City traffic ordinances or get pinched: C. R. Greer, F. W. Beckstrom, Fred Fearhelly, C. Fahlstrom and Jake Christian. One in particular ought to be pinched for disturbing the peace and not wearing a smoke consumer.

Reuben Rogers has resolved to buy no more diamonds. We wonder why.

Bunny Hug of the drafting room has resolved to make a bowler out of Gill. We don't believe it can be done.

Young Cook of the store department has resolved not to send the shops any more absorbant safety pins.

Cully Anderson of the superintendent's office as resolved to walk less pigeon-toed the coming year. The boys say you can't do it.

Maurice Cook has resolved to acquire a few more rings. He says three fingers are still unadorned.

Shop Order Clerk Smith has resolved not to heat the office the new year with hot air, for which we are all very thankful.

Frank Reddy has resolved to be very courteous and obliging to those he meets the new year—even the office force.

Jens Tucksen, truck repairer, went to Chicago Thanksgiving to visit his brother and enjoy a Thanksgiving dinner with him. On his arrival found his brother in bed, dying from heart trouble.

The Silvis Shop Safety Committee met Thursday, December 14th, and had a fine meeting, same being the conclusion of the old safety committee. A new committee appointed every six months.

Machinist Apprentice Bickford is on the sick list.

Machinist Conrad Baer and wife spent their Christmas with relatives at Mansfield, Ohio.

Machinist Chas. A. Windsor and wife spent their Christmas at Peoria with relatives.

As we stroll through the shops with its hundreds of men

There are queer ones quite often we meet—

Some have flaming red hair which they wear pompadour

And some bow legs with pigeon-toed feet.

Some think it a place to wear their old clothes. While others are dressed up to kill,

And among the swell dressers there's one we admire—

'Tis our own young shop draftsman, Con Gill.

He appeared t'other day in a new suit of togs (Tailor-made, so he claimed); they were nice (Though the pattern seemed to be rather loud). Thirty-five bucks he said was the price.

His friends in the office quite skeptical grew.

They investigated forthwith,

And the label they found was one they all knew Advertising "Fifteen Dollar Smith."

We all wonder why Boilermaker Dennis Martin was so worried the other morning when his room mate did not get in until 6:30 a. m.

If any of the boiler shop boys want a good old bachelor meal see Baldy Redlin. His wife has gone to the country.

Machinist Scotty Farquar and wife have gone to Paterson, N. J., to spend the holidays with Mrs. Farquar's parents. Scotty says he always has a good time when he goes out east.

COUNCIL BLUFFS, IOWA.

By J. A. Logan.

John P. Johnson, truck repair man, known among the boys as Paddy, died November 22, 1916. He had been sick only a few weeks.

Paddy commenced work here for the Rock Island April 4, 1912, and was well liked by all who knew him, and his absence is regretted among us.

Jacob Gerstner is spending Christmas down in Missouri with his parents, and we would like to know if he is still in the ring as a wrestler.

William Nickell awakened this morning at 5:00 o'clock and found that the water pipes in his house were frozen and it was impossible for him to be at work on time, as he had to play plumber until he got the water to going again so he could have his hot coffee.

Leonard Smith, store keeper at Council Bluffs, is certainly having a good time here taking stock outside at 20 below zero, and is cussing the weather man and is looking forward for the day to come when he can go swimming.

Mr. Jack Finch, roundhouse foreman, is certainly having his share of the trouble during the cold snap.

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WRITERS—ATTENTION!

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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.

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Mr. Lawrence Brandt, blacksmith helper at Council Bluffs, was taken by surprise one evening a few days ago, having been told by a friend to come down some evening and bring his Irish buggy and get a load of cabbage, so accordingly Lawrence chose a nice bright evening for it, went strolling for a good feed on Sunday as no one was home, he thinking it would be all right to help himself and tell his friend in the future, was sadly taken by surprise on coming up Eighth street and given one of the most interesting rides through the heart of our city. Moral: In the future beware of the Council Bluffs hurry-up wagon.

Thos. Ambros, formerly in the roundhouse as clerk, has handed in his resignation and taken the bill clerk job in the yard office.

The Red Cross car was here last week and the force in full went up and was given some very valuable instructions which should be of great benefit to the boys in the future.

Car Shop Clerk Walter Paulson is looking very lonesome these cold days when the Flivver is housed for the winter and no more Barney Oldfield stunts can be pulled off until the coming season.

Mr. Edward Parady, one of the safety appliance men, is accumulating some money now since the cold snap. Some way or other the Ford refused to travel when it eats so much gas, as we know Ed loves excitement and can put in the winter overhauling her for summer.

BURR OAK TRANSFER.

By Eddie and Bandy.

We hope every one enjoyed a merry Christmas and a happy New Year.

Our last issue passed muster, we're thinking, as no complaints have been received to date.

Martin Mahoney, our wide-awake inspector, says to our O. S. D. editor, "Are you the editor or the co-ed?" Eddie says he doesn't wear skirts. Pretty deep, boys?

Bandy—Can you advise me the most used expression, Dan?

Dan Madden—You bet; check rate for refund, Bandy.

We are advised by one who knows that Slim and Jew intend to open up a first-class gents' furnishing store. What kind, please?

Bill Moulter, the wide-awake seal clerk, is a busy man nowadays, we are told. When not sealing cars he makes out an application for the B. R. E. Any rake-off, Bill?

Y'S AND Y'S.

Why is pay day?—N. Crossland. Can't tell off-hand, Nick; ask something easy.

When is it 6 o'clock?—Ed. Nordwich.

When our foreman of the freight house closes shop, old top.

The boys wonder why Elmer Mahn always gets a telephone call at 6 p. m. Wonder if he slipped it over on us?

The embargo placed by our various eastern connections last month caused Rossy and "Mr. Paul" much worry. It meant that they had to be wide awake, which we think they were—two dollars, please.

Watch your perishable freight these days, boys! Follow instructions; prevent claims, that's the point.

Harry Watts says snuff is only good for moths. Now will you be good, you users.

Why is it the girls don't want to be mentioned in the magazine? Must be afraid some railroad man will drop 'em a line, reading: am a widower; nine children; good looking; have large house partly paid for; easy to suit. My, girls, what a chance. Be game, girls.

A yard clerk advises us that a small earthquake shook our lift office recently. Upon investigation it was found that a car jumped the track and bumped the office, hence the shock. Possibly they were asleep to think thus.

Just informed Asher Adams intends to couple up. Well you can, boy, and good luck to you. We smoke, you know.

CONVERSATIONS OVERHEARD.

Malm: "Well, I'd be ashamed if I had as bald a head as you. Look at my head of hair; just like a girl's."

Watts: "I just want to ask you a question, Malm."

Malm: "Yes."

Watts: "Did you ever see grass grow on a busy street?"

Birdie: "Gee, I wish the Lord had made me a man."

Mutt: "He did, and I am the man."

"Hello. Is this the Editor Bandy?"

"Yes!"

"Well, can you tell me if freezing spoils a parsnip, Editor?"

"No; you can't spoil a parsnip."

"That's all. Good-bye."

COMEBACKS.

Ambition is the cosmic urge that sends some of us on the road to wealth and others to Sing Sing.—Judge.

Where one may die from overwork, there are a million who run no such risk.—Topeka State Journal.

How seldom it is that a man will come around the next day and tell you he was wrong.—Lowell Sim.

CHATTERBOX.

The writer was at sea some time as to why such remarks as follow were made:

"Better get some morphine, Mutt, or perhaps Mother Winslow's syrup will be better."

"Nothing like starting in early, Mutt," and various other expressions.

The writer, after a thorough and careful investigation with the able assistance of Special Officer Fox, solved the mystery and found that Mutt had contracted to act as nurse one Saturday evening in order that his friend might ride the goat. Morphine evidently was used as from latest reports the children are still asleep.

I understand that one of our yard clerks said to our compto-operator: "For two cents I'd kiss you." And she wanted to know if he had change for a nickel. Was the bargain sealed?

Wonder if Checker R. has found those shafts for the I. H. Co. auto that were lost some time ago? The kind that a horse pulls a wagon with, I mean.

Understand Gus Anderson has again advertised for a position as delivery horse. Says he drives single or double.

AMARILLO DIVISION NOTES.

By "Sorghum Bill."

First snow this season November 21. This means about 21 "squalls"—had three busy ones already.

Conductor A. M. Dickey of the Passenger force has been on a lay off for some time. He is a great man for big game and South Arkansas.

Mr. W. E. Moses of Denver, Colo., and owner of the site of Glenrio, N. Mex., is building a fine modern hotel at Glenrio, thoroughly equipped with heat, electric lights, bath, everything up to date and the feed will be the best, all for moderate rates. Something new between Amarillo and Tucumcari, and with the number of emigrants unloading there and travel over the trails will make it a good investment, and advertising our line a little, also a good place to stop is in every homeless mind.

Mr. James Burrows, formerly assistant road master was appointed road master with jurisdiction over track from Sayer to Amarillo. This gives him full possession and relieves Mr. W. H. Franklin of a good deal. Mr. Gruplkey is road master west of Amarillo to Tucumcari and Mart Carp over the entire Amarillo Division.

The new depot and office building is now done and occupied to the limit. Cozy and clean, everybody sure appreciated their new home. The public have the best of accommodations and it is the pride of Amarillo to have such improvement put in the city. The work was well done and Nelson & Son, the contractors, deserve a compliment. Also Mr. Smith, who was on the ground and made the speech, as well as answered all the questions asked every day. The present layout cannot be put there for much less than \$20,000 and will serve many a passenger.

Mr. and Mrs. Harry Murphy, pumper at Glenrio, New Mexico, were in Amarillo shopping for Christmas and take in the usual town excitement.

A new track scale is under way of construction by company forces at Amarillo, of 100 ton capacity, the latest type and a much needed article. Mr. Gordon is good at the business, the B. & B. department doing the work. Cold squalls set the concrete work back some, but it is going in just the same.

A new coal chute is in course of construction

at McLean, five pocket, Williams, White & Co., of Moline type pockets, another thing very welcome on the Amarillo division to help pull coal handling down from .32 to .10. Another at Amarillo and one at Adrian will put us on a level with competitors. Time, delay, waste and work will pay for the layout in five years.

Another new deep well is being drilled at McLean by Mr. Davis. But bad luck overtook the boys account of gravel or rock caving in behind the drive shoe that prevented their handling the casing and another hole was drilled alongside this week to release it. Hope the well is "shedding tears" next issue.

About 16 miles of the new 20 mile ballast program is complete and feels like a new railroad. The "Caliche" Ballast is very good material dressed up in cement gravel section and is making a substantial improvement. Cold weather, storms and short help is holding the progress back about two pay days a month, but we are getting a "great white way" and the boys can "fan" their old Pelicans all they want to, when it is done. It will be a credit to the manager who was hard after this for a long time and finally won—he always wins.

Mr. and Mrs. George Glinos, section foreman at Endee, New Mexico, must be democrats. On the night of the election the stork brought these folks a nice 10-lb. baby girl. Mrs. Glinos and baby are doing nicely and George, old scout, is doing fine, too.

J. A. Winman, cattleman, banker and farmer of Vego, Texas, and a good customer of this company was accidentally killed by his own automobile a couple of miles south of Bushland. It is supposed something broke about the machine and it turned over on him. He was a very fine man and a good neighbor as well as an able business man.

Old Scout W. H. Davidson, claim adjuster for C. R. I. & Gulf, from Fort Worth, was in town several times to pay his respects and on business. He is the same W. H. every time and therefore always welcome. Come again, "Dave." Nellie has a new cylinder on her left, we can make it.

November 27 Ex. E. in charge of Conductor Pierce, Engineer Bunons, Fireman Vinson, loaded 10 cars cattle at Vega in 50 minutes. Everybody was in the game. "Sorghum Bill" and his tomato can rattlers, too. One kick on the shins is all he got out of the deal. Mr. Barnes lost a dime's worth of skin sealing one of Damen's patent door keepers.

Mr. T. H. Beacon, manager and H. P. Greenough, Supt. El Paso Division, made a visit over our division the 8th of December and seemed to agree that the improvements made on track and other matters are very noticeable and expressed themselves so.

Mr. J. G. Bloom, superintendent, returned from a trip on the track inspection special from the south and east, brought back lots of regards from all the old timers which were gratefully received and herein expressed, and hope all have a Merry Christmas and a Happy New Year.

Mrs. Wilhelm and Penticost of Fort Worth of the passenger and freight department of the C. R. I. & G. were pleasant callers at the new office building, but sorry to say "Bill's" jaw was in bad shape and therefore bad humor. Last time they come around he had a bum toe. No telling what will be next. But they're good old scouts and knew something was out of "kick."

They viewed the new building and have a plan to move the general freight agent's office in along with the rest of the force. This will make quite a family.

Fred Veener took his annual lay-off and came in as usual just ahead of a storm. He brought in a new one from the east "No Fords allowed in this Park." Got them all guessing. He's got the answer.

Mr. H. Beckett, engineer of Mainst of El Reno made a trip to Amarillo and took in the safety and prevent claim meeting and looked over the improvement work and future developments. The possibilities of 80-lb. rails west of Amarillo is very strong now and let it be a fact with a good 80-lb. rail west of Amarillo our troubles would be cut in two. Other things to help us doubled.

Did you make a resolution New Year's to be on time; do your part every day; save all you can; be on time with your reports and be loyal?

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Open an account here, and go with us to our new fire-proof bank and office building—finest in Iowa. You'll be proud of your bank and find us ready to serve you in every way. 4% Interest Paid on Savings.

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Exclusive Lines

Queen Quality Shoes Black Cat Hosiery
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PURE CRYSTAL ICE

NATURAL GAS

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FOR EVERY HOUSEHOLD

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OKLAHOMA CITY

CHEAPER THAN COAL
CLEANER THAN COAL

USE IT FOR COOKING
AND HEATING

OUR SERVICE DEPARTMENT
WILL HELP YOU
SOLVE YOUR HEATING,
LIGHTING AND COOKING
PROBLEMS.

OKLAHOMA GAS & ELEC. CO.

OKLAHOMA CITY

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DENVER, COLO.

By P. J. Quinn.

Chas. A. Mellin, district passenger agent of the Nickel Plate Railroad, was elected president of the Denver Passenger Association at its seventh annual meeting and banquet in the Adams hotel, December 9th. R. R. Newman, N. Y. C. Lines, was elected vice president; W. C. Adams, C. N. W., second vice president, and L. P. French of the Rocky Mountain Official Railway Guide was re-elected secretary and treasurer. Mr. Mellin was the unanimous choice of the association for president by reason of his ability to keep the association moving and maintaining interest in the meetings. The past few years there has been a considerable lack of interest shown by members and it was feared the association was doomed to go by the board. It is hoped and felt that Mr. Mellin will inspire the interest of the members that should be shown and that the next year will be one to look back to as one of record.

Flagler, Colo., has been incorporated and held an election November 13th for town officers. Over twenty-five new houses have been constructed in Flagler during the past eighteen months, all of which indicates that eastern Colorado towns along the Rock Island are coming to the front.

Ticket Agent J. H. Brown is spending his vacation in Florida.

Supt. McDougal, L. A. Richardson, A. S. Rau, F. L. Park and J. W. Abrams were recent Denver visitors.

Master Mechanic McPartland was in Denver on business the first part of the month.

DES MOINES VALLEY DIVISION.

W. C. H.

The spirit of Christmas seems to have been caught by the freight house force at Ottumwa. Our correspondent at that point states that everywhere about the buildings, festoons of holly, bells, evergreen and even mistletoe are hung in profusion—little dangerous to have mistletoe hanging around at this season of the year.

W. F. Biddison, of the freight house force, spent New Year's in Waterloo, visiting friends.

Agent Finesey was a visitor at the Safety First meeting in Superintendent's office December 7.

Ray Van Maren, rate clerk, was a visitor at Superintendent's office last week, and also with friends at Pella, Ia., where he formerly worked in agent's office. Glad to see Ray at any time.

Miss Beatrice Crowell, chief clerk to Agent Finesey, Ottumwa, secured two California passengers for our line, after they had arranged for the trip over a strong competitor. Here is a suggestion for others of our employees who are in a position to make a strong pull for the financial end of this line. No better stimulant—good for the digestion. Try it and report results.

From Indianola we learn that station helper P. W. Tilley was a Des Moines visitor a few days ago. Paul is taking lessons in singing and for this purpose enrolled with Wesleyan college at the beginning of the term in September.

It is reported by the Indianola correspondent that brakeman C. E. Brott is decidedly popular with the ladies on that part of the division—in fact he is becoming quite a star in that line. You remember the old saying about "hitching to a star"?

Agent Chas. Shafar and Miss Hazel Hime of Indianola were married November 25 at the home of the bride's parents, but we did not hear of it in time for the December magazine. News just as good, however, and we wish them much happiness and success in their new relations.

Miss Bessie Funk, operator at Indianola has returned from her vacation, a part of which was spent helping out at Harvey, Ia.

Mrs. Emma Funk, mother of Miss Bessie Funk, will spend the winter months at Sapulpa, Okla., with the hope of benefiting her health.

Frank D. Whaley, master carpenter, spent a few days in Chicago and has many harrowing tales to tell of the life in that city. He says, for its size it beats anything he ever saw. Frank is some mover and you can count on his "seein' things" and enjoying life.

Our correspondent from Keokuk writes that

Jno. Gordon, car clerk, otherwise known as the "walking fashion plate," has returned to work after an attack of appendicitis.

Donald MacBean, recently from Scotland, has donned his "kilties" until spring.

They say that agent Milligan, who recently discarded the vows of celibacy and entered the ranks of married life, says that a restaurant sign sure looks good to him, and the correspondent says for him to have patience, that the good wife will soon master the art of biscuit making and pies like mother used to make, and that pepsin is still plentiful and good for indigestion.

Miss Emanuella Flood, daughter of our freight house foreman, was married on November 17 to Mr. C. E. Honce, editor of the Gate City of Keokuk.

Leonard Harris, an employee in the freight department, was also married on November 30 to Miss Vera I. Chase of Bonaparte, Iowa. Leonard was reminded of cigars regardless of the cost of high living.

Op. Utley is noted for his ability in writing way-bills and telegraphing at the same time, and is the only person who holds that distinction.

Wm. Meternich has discarded his ear muffs for the winter, as his "girl" has moved to town, and they do say "Willie" has the "bug" and that soon the wedding bells will ring out on account of his wedding. Advance congratulations are offered.

Keokuk has enjoyed a very nice business during the past month—in fact the best for several years and after looking over the records, Cashier C. H. Bear has felt justified in trading his bed for a lantern and is now burning midnight oil. The information does not advise for what reason. Same old thing I suppose.

Yard Master McDowel has resumed work after suffering an injury recently by being knocked from a car in the local yards.

Jno. Cooney, the freight collector, recently from the country, is said to have shown considerable improvement recently, in getting next to city life, and is receiving some instruction from "central" office.

Miss Anna Welsh, the goodnatured steno. to Agent Milligan, usually starts her conversation with the expression "John and I," etc., and now they have organized a detective agency to find out who this John is. No doubt she often thinks of the lines of Burns—which reads "many a canty day, John, we've had wi' ane' anither."

Considerable interest and curiosity is manifest nowadays as to why R. V. Palmer, assistant accountant in Superintendent's office, is having such a hard time getting his glasses fitted. Is it because of lack of ability on the part of the optometrist, or because of the presence of the old gentleman's niece? They say Raymond has to go two or three times a week, and often takes a meal with them. Better go to the ten cent store, Raymond—cheaper and quicker.

Zane Reynolds, for some time Material Clerk in this office has been transferred to Manley, and is succeeded by Mr. Irwin, from Trenton. Glad to welcome Mr. Irwin and sorry to see Zane go.

Our correspondent at Winterset sends us the following: "Winter-set station is booked for complete failure. Helper Lamb has promoted himself to helper at Earlham and left the force at Winterset in the air. He was a good boy, but most Lambs need a shepherd. Would advise the agent at Earlham to cut a good hickory stick and watch over his flock carefully. Former messenger boy Moore has filled the vacancy and his watchword is "Moore" work.

Assistant Engineer, by decree of the powers that be, has been transferred to Dakota Division and is succeeded by Mr. Diltz, from the Illinois Division. We are indeed sorry to see Clarence moved from this division and wish him success in his new field. We are also glad to welcome Mr. Diltz to this division.

Conrad J. Hauser is our new file clerk, having succeeded L. T. Henry, who goes to the account department as stenographer.

Operator Fred K. Barber has been transferred temporarily to Pella for a few weeks.

Cupid, that coy archer of historic fame, seems to be getting the range on this office. For today, our assistant time keeper, Ed. F. Metz, was married to Miss Mabel W. Ray, of Hartford, Iowa. This event led our poet laureate to get busy to write a poem that would be befitting

and after considerable perspiration handed us the following: "When Ed Metz said he'd wed Miss Ray, some chumps they had a lot to say about the cost of shoes and ties and told a lot of other lies; so Metz says 'I'll show you guys what anyone can do that's wise. I've got a friend that saved some hay he cut off lawns from day to day. I'll go out there and get that straw to send down to my mother-in-law to fill the ticks and pillow case, which stuff will better take the place of all the feathers, fuss and lace. We'll save at least some 20 bucks; my wife will raise a lot of ducks from which to pick the feather beds—I will not buy like you bone-heads." A lot of things had come to pass when Ed went out to get the grass; his friend was looking pale and thin and said to Ed as he let him in, I want to tell you of the way a married man can live on hay. My wife is shopping all the time while I go out to find a dime to pay for prunes I bought last May before we went to cutting hay. I would like to meet that son-of-a-gun who told me two could live like one. He had the story fixed so well that I like a bonehead to it fell. Since then I've lived on hay and beet, tomato vines and shredded wheat to pay the bills my wife has made while I was hoeing in the shade."

While we extend congratulations to Ed and wish him a long life of happiness and success, we want to go on record as having advised him against this step, and since he failed to abide by the committee's report it is up to him.

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The Rock Island Just Across the Track

Popular Prices—Quick Service

WEST LIBERTY, IOWA

IOWA GOLD BUTTER

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WEST LIBERTY CO-OPERATIVE CREAMERY CO.

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ONE PRICE **THE FAIR** CASH ONLY

Styleplus \$17

Stein Block \$25

5th and Polk,

AMARILLO, TEXAS

He misinformed everybody as to his intentions for getting a leave of absence—he even told the young lady in the flower store, when he ordered some cut flowers, that he was going hunting, and she no doubt thought it kind of him to put flowers on the remains of the game he killed. "Oh, what a tangled web we weave, when first we practice to deceive, etc."

Last month we failed to extend our best wishes for a Merry Christmas and so we will turn the clock back and do it this time, late though it is. The Christmas holidays, which include the New Year's season, are perhaps the most delightful of the many we celebrate, for they are participated in by young and old alike. We think of the coming Christmas with joyous anticipations for it means, usually, a reunion of family and friends, a renewal of friendships long established, and the forming of new ones. To enter upon a New Year is like opening a new book we have never read. We usually begin it with anticipations of pleasure and profit, and expectancy of delight as the changing scenes reach us. And so we hope that the new book of 1917 will have for all our readers nothing but pages of pleasure and delight.

HAMILTON PARK KRISPETTES.

Ess Editor.

THE COLUMN'S GREETING.

Your New Year stretches before you. In it, may all your best hopes be realized, bringing you each day some pleasurable occupation, some good deed done, some progress toward your ultimate success and happiness.

The A. P. T. Office is still keeping up its reputation in the matrimonial line and we take the pleasure of announcing that sparklers adorn the fingers of the Misses May Howell, Adele Seigler and Beulah Beckett. Our next endeavors will be to name the date.

An old time Grab Bag party was held at the home of Miss Helen Dagenais, December 21 and from recent reports was a very good success. From reliable sources it is learned that Vera Wilkerson of the A. P. T. ran away with the best prize of all. Of course we know Vera is very lucky on occasions of this kind.

Mr. Ray Glover of the A. F. T. left the service December 9 to take up a position with the Michigan Central at Riverdale. All the success and best wishes go with you, Ray.

Miss Florence Anderson of the A. F. T. spent the recent holidays visiting in Fenton, Mich., and reports a very enjoyable time. Naturally we can expect that when it comes to being sociable Florence is there.

Miss Freda Johnson does not profess to be a member of the strap hangers' league because she missed the strap in a 69th street car and careened into the lap of a gentleman sitting down. However Freda was comfortable at that.

We are at a loss to understand the attitude of some of the boys of the statistical department of the A. F. T. who seem to favor the idea of Van Dykes and J. Ham Lewis favors mustaches which make them look so conspicuous to us. However, we take it that they are paying an election bet or better still making it a new year's resolution. Even our friend Mr. Becker is in the line up.

It has been noticed that while Cupid has been casting his darts so freely in the A. P. T. the F. C. Dept. has not been overlooked. Our friends Catherine Hagarty, Marie McGovern, Lydia Van Pelt and Edna Renfro seem to be the fortunate ones. The column voices the sentiments of a successful leap year.

Ernie Axenfeld at the present writing has not recovered from the shock of that Xmas dinner tendered to Jos. Stansfield. No doubt of it, Ernie. Who would have Joe for a star boarder anyhow?

Miss Landeck failed to report for work the day after Christmas. She enjoyed the festivities so well. Who knows the cause? Hurry!

Mr. E. E. Sullivan, our former seal expert, now with the Puget Sound lines, located at Seattle, Wash., did not fail to extend the holiday greetings to the boys in his usual diplomatic way. We are always glad to hear from Ed and wish him further success and happiness for 1917 in the far off West.

As prophesied, products of the A. F. T. are

guaranteed. We have an example in the transferring of Miss Margaret Hamilton to the Aud. of Disbursements Office. Keep up the standard, Margie, it's quality not quantity that counts.

Charity begins at home and was demonstrated by the young ladies of the A. P. T. when they presented the worthy office boy with a Christmas basket for which they have his profound thanks. He says donations are always in order, suitable donations of this kind especially.

Why not take advantage of good soup when it is tendered you, Toney? This message applies to Mr. Tusek.

Pete Young admits his recent good showing in the bowling league was due to the display of Mr. Brile's flaming red tie which adorned his shirt. We knew Pete would pick up courage some day and put the team in the running. Why not have Mr. Brile there at the next meet?

Jos. Vogt of the A. F. O. C. spent Xmas in Kansas City. This seems to be a common occurrence, Joe, induce her to come to Chicago and she will leave K. C. in the background.

Well, Julia Davis, that Cedar Hope box you recently received we hope will be filled to its capacity in the near future and the only outlet is to name the date, Julia. (No delay, please.)

Let's all get in on the laugh on the Comedy entitled the Elephant and the Snail, presenting Danny Hurn and Geo. Drexel in the leading roles. If an audience can listen to them in public we ought to be able to stand the strain.

Another Grab Bag party was held in the local department of the A. P. T. and no one was fortunate in grabbing our true and loyal friend Harry Willis, and to think, girls, leap year is almost over.

Miss Jeanette Sohrauer of the A. F. T. seems to be looking forward to February 1 and further details would be acceptable.

The A. P. T. indoor baseball team challenges all comers near and far. We will concede there is some class and pep in the makeup.

Mr. Harry C. Leinen of the A. F. T. passed the Bar examination held at Springfield, De-



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Exposed to
Wind, Dust
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Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves
Soreness, Redness
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Druggists supply Murine
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cember 5 and 6 respectively, and states that all that is necessary is to hang out the shingle with the necessary inscription upon it, Bachelor of Laws, which he emphasized would look very well posted in a conspicuous place.

Yes, reserve Sunday evenings for the Bowling league at Metcalf's and see some good demonstrations of bowling by the Rock Island boys of the A. F. T. The standing up to and including December 16 is as follows:

	Won.	Lost.	Pct.
Interline Dept.	21	15	.582
Rate Dept.	19	17	.526
Statistical Dept.	18	18	.500
Local Dept.	14	22	.388

High team, Local Dept., 846; high single game, Statistical Dept., 887; high individual average, 3 games, Hellman, 208; high single game, Ryan, 240. As usual, Pete Kramer says that the Rate Dept. will be on top at next writing, but Otto Jesina says it can't be done.

Miss Katherine Burns, we understand, will make a call over the holidays, her destination being St. Louis. What's the attraction, Katherine? Why not have him travel to Chicago over the C. R. I. & P. ? The service is good both ways, you know.

Mr. Paul Roettgen, formerly of the A. F. T. sends us the season's greetings which were well taken. We are always glad to hear from our old associates.

The Rock Island Men's Chorus enter upon the second year with enthusiasm and energy to surpass the previous one, which proved a success in every way. Make this a banner year, boys.

Answering a few inquiries, the newcomer in the Local Dept. of the A. F. T. is none other than Frank Calavelli, who promises to be a regular.

Driver Agents Wanted

Five-Pass., 30 H.P.
32 x 3 1-2 Tires

Ride in a Bush Car. Pay for it out of your commissions on sales, my agents are making money. Shipments are prompt. Bush Cars guaranteed or money back. Write at once for my 48-page catalog and all particulars. Address J. H. Bush, Pres. Dept. IRW

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3. **VOLUME**—During the Christmas rush of 1915 Willett teams hauled for one firm in one day 624 loads of mail.

4. **SPEED**—Twice a week throughout the year, at the Rock Island Freight Depot, Willett teams empty an entire train of ten to twelve carloads within two hours after the cars are set for delivery.

5. **FLEXIBILITY**—Willett Teaming Service is as efficient for a one-box delivery as for an entire train-load. Twenty teams serve two hundred customers whose accounts average less than one dollar per day.

6. **EQUIPMENT**—Three hundred teams and motor trucks provide the proper variety of equipment; motors from one to ten thousand pounds capacity for long hauls; teams from one to twenty thousand pounds capacity for short hauls.

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

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It's there to stay when the "BOSS" Lock Nut catches hold. No chance of the bolt getting away and causing life or property loss.

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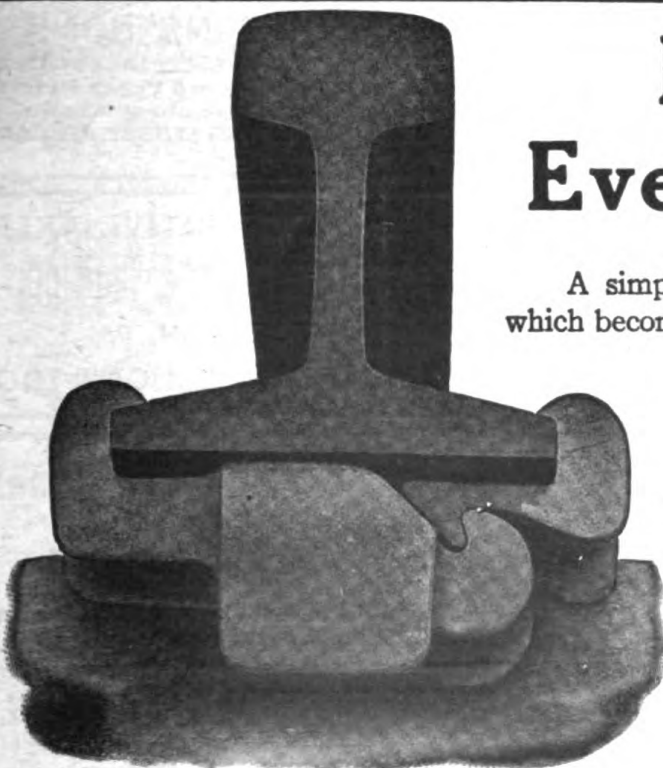
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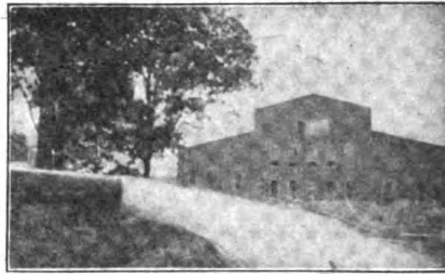
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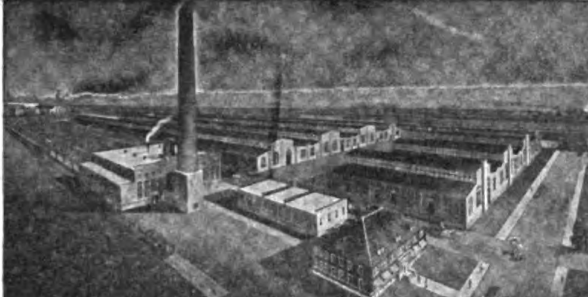
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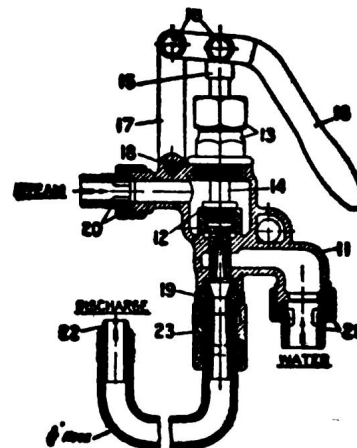
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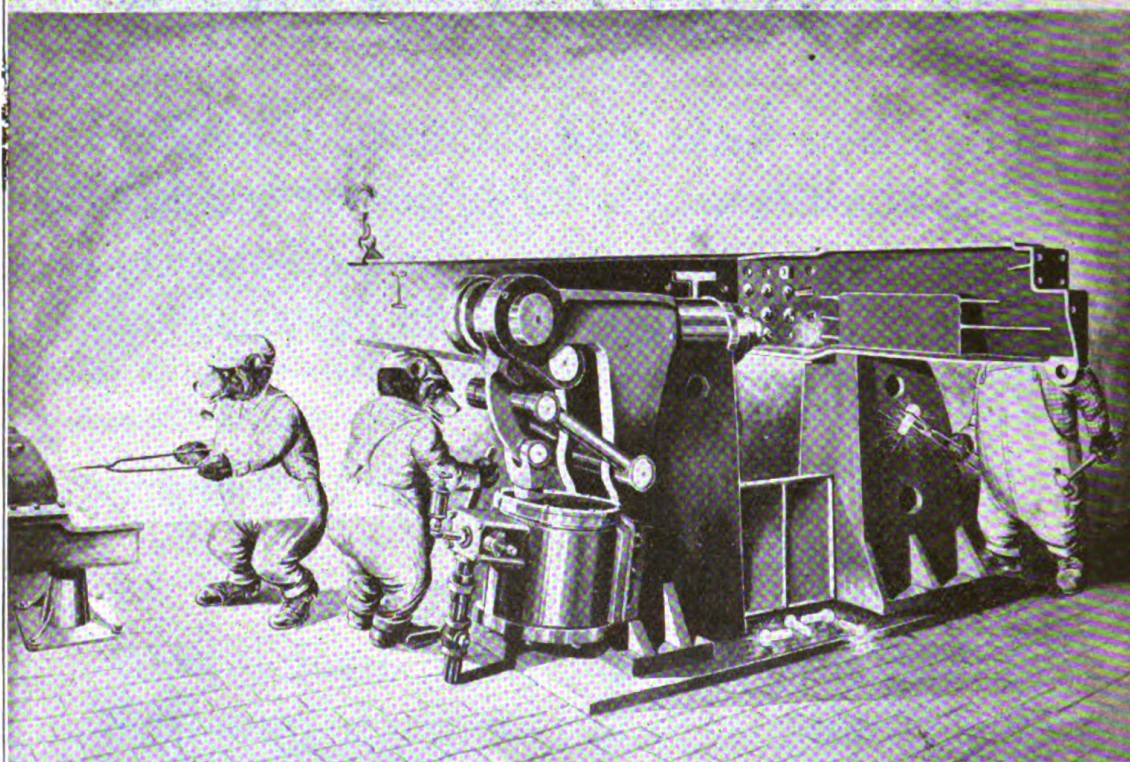
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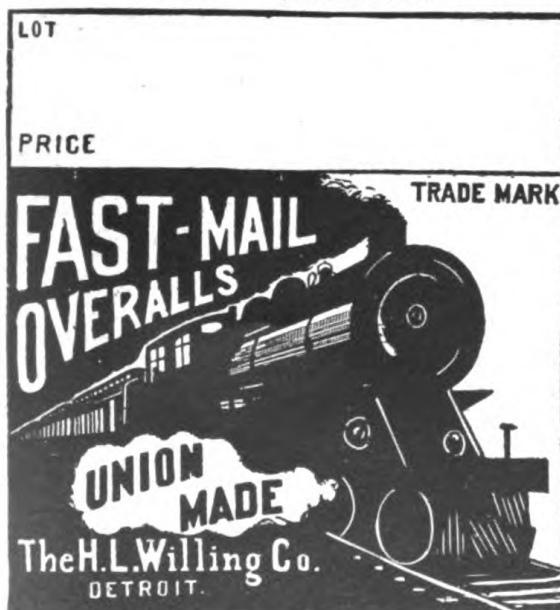
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