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MAGAZINE

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Cover

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Operating 300 Teams

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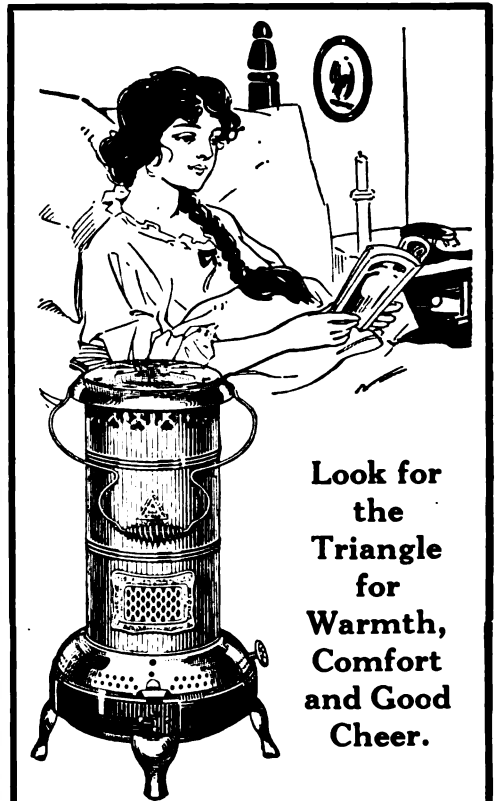
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(1015)

Rock Island Employees' Magazine

Edited by Harley E. Reisman

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

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

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

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

THE ROCK ISLAND EMPLOYEES' MAGAZINE
La Salle Station, Chicago

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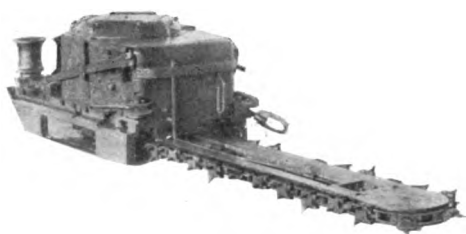
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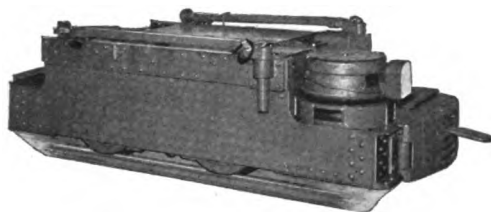
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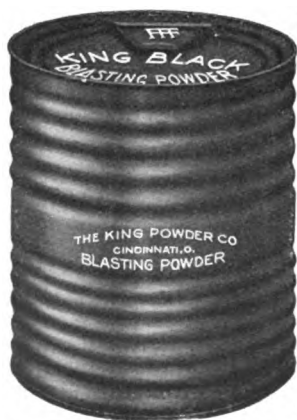
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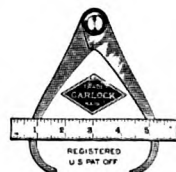
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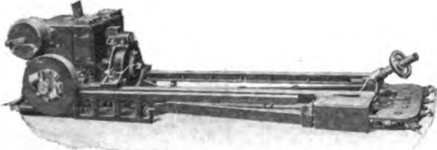
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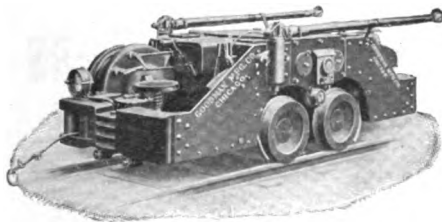


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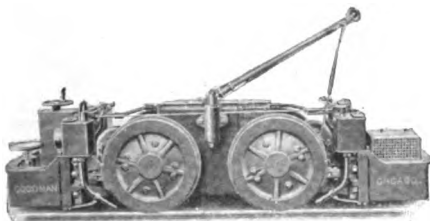


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Top—Carl Scholz, Manager Mining Department.
Left—H. S. Mikesell, Assistant Manager Mining Department.
Right—W. Jackson, General Sales Agent Consolidated Indiana Coal Co.



Top—J. R. Sharp, General Superintendent Consolidated Indiana Coal Co. (Indiana District).
 Left—Willis I. Thomas, General Superintendent Consolidated Indiana Coal Co. (Iowa District).
 Right—Wm. A. Evans, General Superintendent Rock Island Coal Mining Co.
 Bottom—Robert E. Lee, General Superintendent Coal Valley Mining Co.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

NOVEMBER, 1914.

No. 5.

MINING DEPARTMENT

By CARL SCHOLZ

Many railways in this country, through various subsidiary companies, are engaged in the production of coal, principally for their own use. These mining properties were generally acquired in connection with the purchase of railways, the coal companies having originally been the cause for the construction of some of these lines, as will be noted from the detailed descriptions of the properties.

The coal companies in which the Rock Island Lines are interested, through stock ownership, are as follows:

Rock Island Coal Mining Company, with five mines at Hartshorne and Alderson, Oklahoma.

Coal Valley Mining Company, with one mine each at Sherrard and Mather-ville, Illinois.

Consolidated Indiana Coal Company, with six mines in Sullivan County, Indiana, one mine at Melcher, Iowa, and a large body of undeveloped coal lands in Franklin County, Illinois.

The total areas of leased and owned coal lands aggregate 44,500 acres, containing at this time approximately 250,000,000 tons of unmined coal. The present output is 10,000 tons for each working day. About 2,500 men are on the coal companies' pay rolls, which exceed \$2,000,000 per year.

The mining companies are operated separately and apart from the railway company, and in every way are treated as outside enterprises, receiving the same

treatment and consideration as is accorded to independent producers.

The general offices of the coal companies are located in the La Salle Street Station, Chicago, with local offices in the various mining fields, and sales offices in Chicago, Indianapolis, Ind., Rock Island, Ill., and McAlester, Okla. The coal from the companies' mines is scattered over the territory bounded by the gas belt of Indiana on the east, the Dakotas on the north, the Missouri river on the west, South Texas and Louisiana on the south.

DESCRIPTION OF A MODERN COAL MINING PLANT

To the greater number of the readers of this magazine the coal mining plants which are located along the tracks of the Rock Island lines are a very familiar sight, and a description of one of the more recently completed plants will, perhaps, prove more interesting if attention is drawn to the importance of the coal mining industry to the railway company as a source of fuel supply and traffic.

Coal mining plants do not invite visits or inspections except on business, and there is a certain mystery surrounding the underground workings, little being known to the uninitiated of what goes on in the mine and how the coal is finally prepared. A number of the operations about a coal mine are familiar to railroad men because transportation is

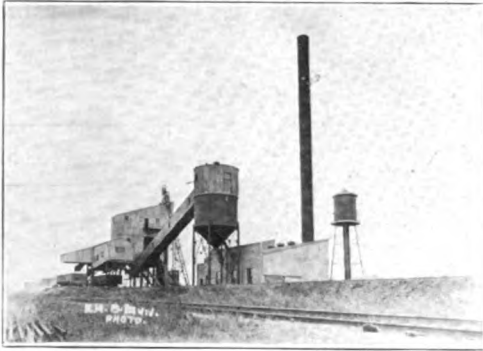
one of the important functions in mining, and a description of the operations as conducted at the new Electra Mine at Melcher, Iowa, with the accompanying photographs, will explain some of the problems which have to be met in coal mining.

The relation of coal mining to the business of a railway company may be

groceries and general merchandise as inbound freight.

3. The development of industries requiring coal for fuel or other purposes.

We are accustomed to dealing in large figures in the operation of a large railway system, but it may not be generally realized how important an item fuel is in the operation of the Rock Island Lines. During the last fiscal year



General View of Tipple and Power House. Note Compactness and Fireproof Construction of Plant. A Picking Table Handles Egg Coal to Permit Perfect Cleaning of Coal by Removal of Slate and Bone Coal. Storage Bin in Front of Power House Supplies Coal Direct to Stokers. Note Clear Stack with Plant in Full Operation.



View of Plant Looking North. Main Line of Des Moines & Kansas City on Left. In Order to Make This a Gravity Mine Considerable Filling Was Required with a Pump on the North End of the Yard. Machine Shop and Timber Yard on Right.

considered under the following three subdivisions:

1. As a source of fuel to be consumed by the railway company.

2 As a producer of traffic, including the transportation of coal for commercial purposes as outbound freight and the material needed by the mines, such as lumber, props, rails and supplies, as well as the requirements of the large mining camps, which frequently are fair-sized towns and large consumers of

the Company purchased approximately 4,000,000 tons of coal from mines which were largely located on its own rails, involving an outlay of over \$7,000,000. If this fuel were loaded in 40-ton cars occupying 40 feet of track space each, it would fill a train 760 miles in length, extending almost from Chicago to Norton, Kansas. With the exception of wages, fuel represents the largest single item of expenditure in the operation of railways. In the operation of the Rock Island Lines it is one-half of the entire gross



View of Miners' Camp East of Mine. Houses Are of Different Design and Size. Built on the Cottage Plan. Water Is Being Supplied from Gravity Tank, and Electric Light Will Be Installed Shortly.

ton mileage of Company material handled.

Although the Rock Island is frequently referred to as a "granger" road, over 4,000,000 tons of commercial coal were hauled by it during the year of 1913, representing about 20 per cent of the entire tonnage handled. While coal is a low grade commodity, the fact that the mines are in operation fairly constantly throughout the year and that the switching service in handling the coal is comparatively inexpensive, railways are generally eager for the development of mines in order to obtain the outbound coal tonnage and the resulting freight moving to the mining camps for the maintenance of the plant and the subsistence of the mining towns. Coal miners' wages are considerably higher than the earnings of ordinary laborers, hence mining towns are generally favorable trading centers. In the field to be discussed about \$1.25 is paid in wages for every ton of coal produced, and a mine with a production of 1,000 tons per day has a daily pay roll of from \$1,200 to \$1,500.

As coal is an important item in the operation of a railway system, it is likewise an important factor to the industrial enterprises located on the railroad and a comfort to the population who depend upon it for light and heat. In the selection of a location for a new enterprise the investor carefully scrutinizes the availability of the necessary material and labor to manufacture his particular product, and coal is one of the important considerations because power, light and heat are essential to almost every industry, and railways serving large coal producing areas generally receive preferred consideration.

The Rock Island Lines reach every coal field of importance west of Lake Michigan and the Mississippi River on the east end and the Rocky Mountains on the west end. There is a large area 500 miles wide between the central coal fields, occupying the States of Illinois, Iowa, Missouri, Eastern Kansas, Oklahoma and Arkansas on the east and the Rocky Mountain fields located in New Mexico and Colorado on the west, and to supply the coal needed in the barren territory between the eastern and western coal fields is a task which all rail-

ways endeavor to perform. The coal production in the States west of the Mississippi is small as compared with the eastern States, partly on account of the more recent settlement and development calling for a fuel supply and partly on account of the generally more unfavorable conditions in mining, such as thinner veins and poorer quality of coal. With the exhaustion of the mines more readily reached by short spurs the more inaccessible sections have been prospected and investigated for many years, and the field referred to in this article was acquired by the Consolidated Indiana Coal Company in 1905 in the anticipation that it would become very valuable because it is located on the western edge of the central coal field, and the coal from its mines would be distributed to the western and northern sections of the Rock Island Lines with a minimum haul. It may be opportune to say that this coal territory was responsible for the construction of the Allerton-Carlisle Line, which with the purchase of the St. Paul & Des Moines Railroad formed the St. Paul & Kansas City Short Line, which has recently been merged with the Rock Island Lines. The coal fields available to this line and exclusively served by it are located in Marion and Lucas Counties, Iowa, and include about 14,000 acres thoroughly prospected and well established, with a vein ranging from 3 to 8 feet in thickness, which will yield ultimately about 70,000,000 tons of coal.

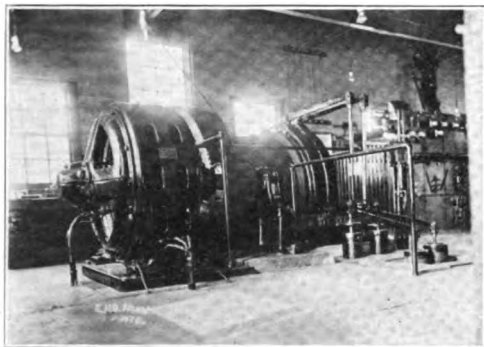
Three coal mines have been developed in the new coal field of Iowa—the Electra mine of the Consolidated Indiana Coal Company, one and a half miles south of Melcher, and two mines by the Central Iowa Fuel Company, north of Chariton, Iowa.

The Electra Mine is the first shaft developed on the 4,500-acre tract of the Consolidated Indiana Coal Company, and is intended to be the central power station from which all future mines will be operated. The equipment, as indicated by the name, is entirely driven by electric current. The mine is located near the main track and is served by a gravity yard with a holding track for 75 loads and 75 empties. There are three loading tracks under the tippie, on which are loaded lump, egg and screenings, respectively. Two 100-ton track scales

are so arranged that all empties and loaded cars must pass over them to insure accurate weighing of the output of the mine.

The surface plant of the Electra Mine was built with special reference to safety and permanency. It consists of a brick power house containing the steam

water pumps in duplicate. The engine room contains one 600-K.W. General Electric-Curtis condensing turbo driven generator, supplying alternating current at 2,300 volts; one 100-K.W. motor generator to furnish the direct current used underground by locomotives and cutting machines; and one electrically



Electrically Driven Hoist.

and electrical machinery, described as follows:

Two 300-H. P. stoker fired water tube boilers equipped with a steel, brick lined stack 5 feet in diameter and 135 feet in height. While referring to this steam plant, it is opportune to call attention to the smokeless combustion which is ob-



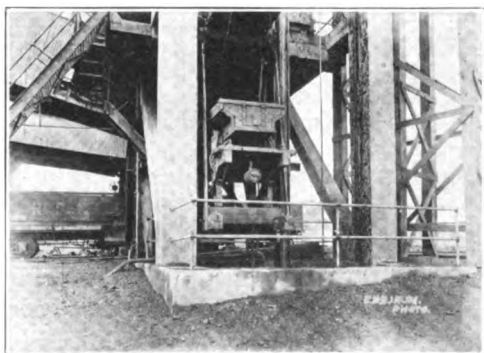
Hoist Operator Located in Tippie Tower Handling Three-Way Brake Air Valve with Right Hand and Controller with Left Hand. The Dumped Mine Car Is Shown on the Right.

driven shaft hoist, the operator for which is in the top of the tippie tower where the mine cages are dumped. This method of control is somewhat unique



Interior of Engine Room Showing Switch-board on Left, General Electric-Curtis Turbo Driven Generator, 600 K. W., 2,300 Volts, A. C. Current, in the Background, and 100 K. W. Motor Generator Furnishing 250 D. C. Current in Foreground. The Back of This Engine Room Is of Corrugated Iron to Permit Extension for Future Additions.

tained at this plant with the smallest grade of screenings available, indicating economy in fuel consumption. The boiler room also contains the necessary feed

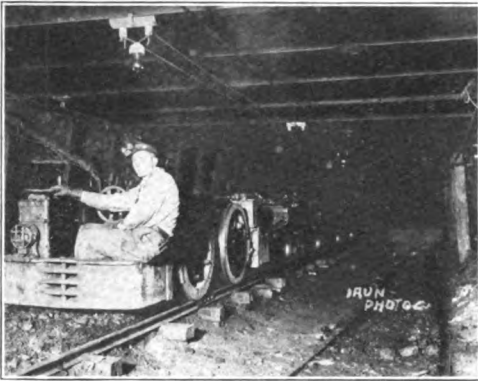


Top of Shaft with Ascending Cage. Note Fireproof Construction of Shaft and Tippie Columns, Which Are Steel Covered with Concrete.

and quite successful, since it enables the hoist man to see the position of cages directly instead of depending on indicators or other signals, and it insures more careful handling and better preparation of the coal. The motors on the surface and in the tippie use alternating

current, but the motors inside of the mine use direct current on account of the diminished danger from contact with exposed wires.

The tippie is constructed of steel, and the main supports in the vicinity of the shaft are covered with concrete to prevent corrosion from the vapors and gases rising out of the mine. The tippie equipment consists of shaker screens to separate the coal into four sizes. All of the egg coal which is intended for locomotive use passes over a picking table where the impurities, such as sulphur, slate and bone coal, are carefully removed. The picking table enables more careful preparation with less hazard to the employes engaged in this work. The



Five-Ton Goodman Locomotive with Trip Entering Shaft Bottom.

small coal is carried to a storage bin of 200 tons capacity located in front of the boiler house and serves two purposes: First, to handle automatically and without cost the fuel coal to the boiler, which is spouted directly from the bin to the stoker hopper, and second, to serve for storage during any temporary car shortage or delay and due to the changing of cars under the tippie.

The other surface equipment consists of a water storage tank with sufficient height for fire protection, a machine shop containing equipment for ordinary repairs to mine cars and mine machinery, an office building with a store room for mine supplies, and a barn for the housing of the necessary livestock, which is made up mainly of mules employed in the mine.

A large pond has been formed by the building of a dam across a small ravine,

where about 30,000,000 gallons of water are stored, which is used in the boilers and as cooling water in the condensers.

Such rock as cannot be stored in the mine and is hoisted to the surface is handled by dump cars on a tramway operated by an electric traction motor.

Ventilation for the mine is obtained from a temporary steam-driven fan.

In the check house at the mouth of the slope a record is made of all employes entering the mine in the morning, to be checked off at night as they return to the surface.

The underground developments are reached by the main hoisting shaft, which has a depth of 185 feet and is lined with concrete placed over steel



Shaft Bottom Looking West. Concrete Arches Are at Bottom of Shaft. Note Steel Columns and "I" Beams Supporting Sides and Roof.

framing of a new design. This concrete lining is quite costly compared with wood, but it insures immunity from fires and interruptions to operation as is the case where wood decays and is easily injured. Many large mine disasters would have been prevented if the shafts had been lined with fireproof material.

The second outlet of the mine is a slope divided by a concrete partition in two separate compartments. The slope is built on a pitch of 17 degrees and lined with steel supports covered with concrete. The south compartment is used for the air way, and the ventilating current is driven into the mine through this compartment. The north compartment is the traveling way for the men and will be used to handle the material into the mine when the entire time of the

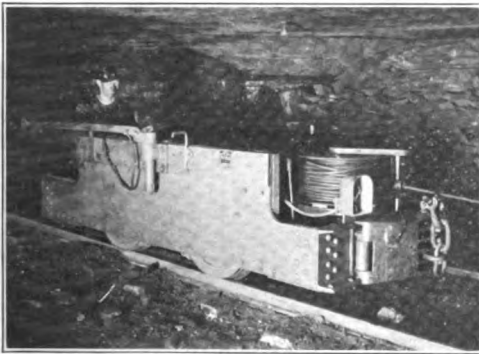
hoisting cages will be taken up in hoisting coal.

The shaft bottom is laid out so that all caging is done from one side, which is equivalent to a gravity yard in railroad operations. The loads reach the shaft bottom on two tracks from the east and the entries are handled to the west. The shaft bottom is 16 feet wide, and the roof is supported by steel "I" beams carried on "H" beams. The tracks have a grade of $1\frac{1}{2}$ per cent. On the west end of the shaft are located the two drag chains which carry the empty cars to the top of a grade, from which they run by gravity on the empty storage track.

All of the workings on the main entries are timbered with steel on account

gathering machine, which may be considered the equivalent of a switch engine, and the 8-ton locomotive is equivalent to a road engine. It is expected ultimately to haul all of the coal by locomotives when more information is available as to the grades to be encountered, and at the present time mine mules haul coal from the room faces to the switches.

The selection of suitable equipment, having in mind the height of the vein, grades, and distances to be hauled, are problems which will be appreciated by those more familiar with similar problems as they present themselves in railway operation, and it may be said that the progress in mining operation has kept pace with the improvements and



Three-Ton Morgan-Gardner Gathering Locomotive with Reel Which Pulls Cars Out of Steep Rooms Where Grade Is Excessive for Traction Haulage.



Morgan-Gardner Short Wall Machine Finishing Undercut of Room. Machine Rooms Are 60 Feet Wide, and Undercut 5 Feet Deep and $4\frac{1}{2}$ Inches in Height Is Made in Less Than One Hour. To Perform the Same Work by Hand Would Require Two Men at Least Six Hours.

of the comparatively short life of timber, due to dry rot and the less space required. The mine tracks are laid on 36-inch gauge; 25-pound rails are used on the main entries and 16-pound rails in the working rooms. Wooden ties 4 by 5 are used on motor roads and steel ties in working rooms. These steel ties are very flat and are economical compared with wood because of the lesser expense in track laying, and being very thin permit the base of the rail to rest directly on the floor, the ties serving mainly to hold the rail to gauge, instead of supporting them as is ordinarily the case.

The mine cars have a capacity of $1\frac{1}{2}$ tons of mine run coal, equipped with 14-inch wheels. Two electrical trolley locomotives are used for the hauling of the coal, weighing 5 tons and 8 tons, respectively. The 5-ton locomotive is a

advances made in railway practice. Only a few years ago wooden rails were used almost exclusively in coal mines, and the use of steel for rails or as roof supports was considered as needless extravagance. In the older mines small areas were exhausted, and new shafts were sunk when comparatively limited territories were exhausted. The modern tendency is to build permanent and safe plants, and by improved haulage facilities and reduced maintenance cost of roadways enable the extraction of larger areas from a single opening.

The mine is equipped with a telephone system, connecting the various parts of the mine with the office of the mine foreman underground and the superintendent's office and engine room.

The question of drainage is frequently an important one, but fortunately the Iowa mines are quite dry. An electrically driven pump with capacity of 400 gallons per minute is installed in the pump room near the shaft bottom and drains all the workings of the mine.

The mine has been laid out on the panel system with the main entries running east and west, which are driven 12 feet wide. The shaft bottom has been laid out so as to handle coal with equal ease from both sides of the mine with the least amount of switching and greater safety to the motormen. In ordinary practice the working rooms are 28 feet wide, separated by 15 foot panels, but with the adoption of mining machines it was found feasible to drive two rooms together and maintain 60 foot room faces with 30 foot pillars between rooms. Wherever roof conditions make it possible these pillars will be withdrawn in order to obtain the maximum amount of coal. Experiments are now in hand to adopt a modified system of long wall mining in the thinner coal areas, to save the expense of making roadways of sufficient height for traveling by either taking down the top or taking up the bottom. By this method a very low conveyor carries the coal along a 200-foot working face, which has been undercut by machines, to the haulage way, and all of the coal is extracted. The roof is supported by pack walls built out of material obtained by shooting down the top and temporary timbering along the working face.

The adoption of the use of chain machines in Iowa is a more recent practice, except in the long wall district in the vicinity of Centerville. A mining machine undercuts the coal from 3 to 6

feet in depth, depending upon the thickness, and makes a kerf $3\frac{1}{2}$ to 4 inches in height along the floor of the coal. One of these machines, driven by a 35-H. P. motor, will undercut a face 60 feet long in about an hour and a half. The coal undermined by machinery requires much less powder and therefore does not break nearly as bad as coal blasted from the solid.

Inasmuch as Electra Mine is located some distance from any important settlements, it became necessary to provide suitable habitations for the employes, and a half mile west of the mine a town-site has been laid out, on which about 50 miners' houses are now built. Unlike the old mining camps, with the familiar style of buildings which are ordinarily painted red, cottages of superior appearance and construction have been built, with the view of attracting a better class of miners.

Wide streets, with cindered sidewalks, have been laid out, and the lots are divided by fences. The cottages are of different designs, ranging from four to seven rooms; bath rooms are built in the larger houses. A water supply is obtained from a tank, and one hydrant serves two houses. It is expected to light the streets and houses by electricity from the power plant.

The ultimate plans provide for the erection of a club house to be occupied by the single men holding official positions, and boarding houses for mine employes; also the necessary school, church building, and an assembly hall to be used for entertainments. A building line of 35 feet has been observed in the laying out of the town, providing for flower gardens in the front and large vegetable gardens in the rear of each house.

CONSOLIDATED INDIANA COAL COMPANY

The principal operations of the Consolidated Indiana Coal Company, in addition to its mine at Melcher, Iowa, and an undeveloped track of most select coal land in Franklin County, Illinois, are the six mines located in Sullivan County, Indiana.

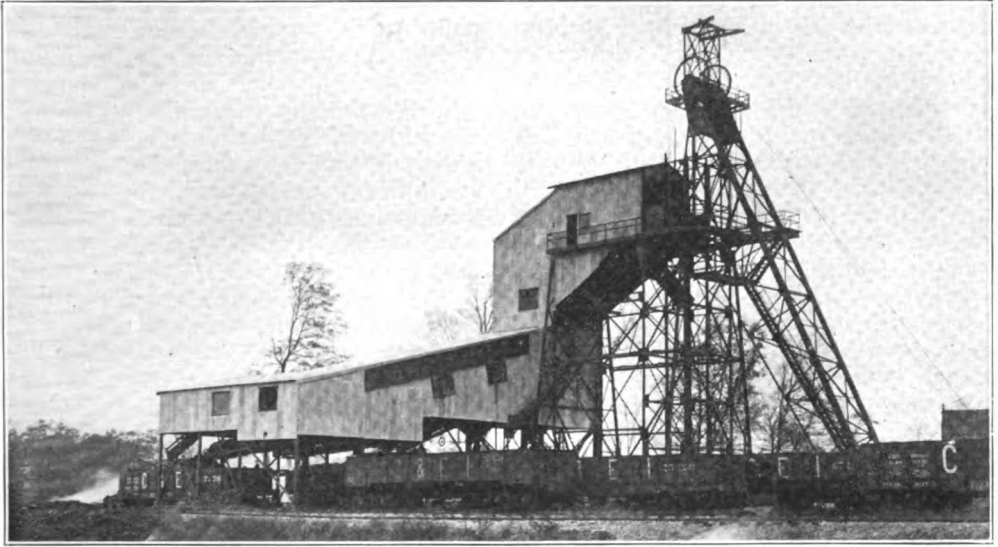
The Indiana coal field contains a greater number of workable coal areas overlying each other than are usually found in the Central States. In the ma-

jor portion there are six veins, all lying within 500 feet, ranging in thickness from 3 to 8 feet, each aggregating about 40 feet of workable coal, and it has been customary in the field to sink the shafts to the deeper lying veins as the upper areas are exhausted. Four of the Company's mines are operating in the No. 6 vein, which has a thickness of from $5\frac{1}{2}$ to 7 feet and produces a high grade domestic coal. Two mines are operating

in the No. 5 coal, which is principally used for steam purposes and is a very favored locomotive coal.

The equipment of the mines is very similar to that in the other fields, with a general tendency for improved machinery for economical handling, better

most recently equipped shaft, is considered a model mine in its equipment on the surface and underground arrangements. The tippie is equipped with two long picking tables, which are mounted on booms and can be raised and lowered to prevent breakage due to the great

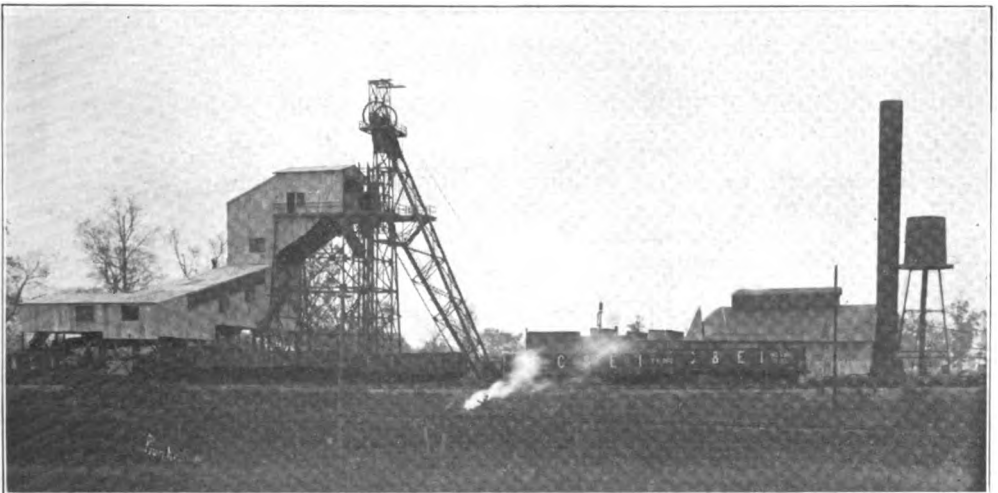


Steel Tipple Mine No. 27, Sullivan, Ind.

preparation of coal, for greater safety and permanency. The domestic coals require most careful preparation and the mines are equipped with picking tables and box car loaders, to insure removal of all impurities before it reaches the cars. The Peerless Mine, as the

variations in the height of cars. After having passed over the shaker screens, the various sizes are again rescreened to remove all slack and fine coal due to the handling over the screens.

The physical conditions existing in the Indiana field are very similar to those of



Surface Plant Mine No. 27, Sullivan, Ind.

Illinois, excepting that the slate roof disintegrates more readily and requires more careful timbering. There is very little dangerous gas generated in these mines, and the water to be handled is not excessive. While in the eastern portion of the field serious grades are found, combination rack rail and traction locomotives have solved the haulage problem very successfully. These locomotives have a sprocket wheel attached to the driving axle, which engages the rack rail while steep grades are encountered. The speed of the locomotives is necessarily reduced when the rack rail is in operation, but in the flatter portions of the roadways the tractive force of the locomotives is utilized. Three gasoline haulage motors are in operation in these mines and are found very successful for main road haulage. The absence of the trolley pole enables quicker movement and causes less delays. The elimination of overhead trolley wires in the cramped

quarters of the mine is advantageous and avoids injuries due to contact; and although the cost of the locomotives is somewhat greater than of electric machines, the gross expense is less because of the absence of boilers and generating unit on the surface.

All of the coal produced in Indiana is undercut by mining machines, and the electrical installations have a capacity of over 1,000 kilowatt. In order to maintain these mining machines and also make general repairs for pumps and similar equipment, a machine shop is located at Sullivan, Indiana, in connection with the Company's supply store at this point, which is also the headquarters for the local management.

The Company owns a number of miners' houses at its various camps, the largest of which is Hymera, which has a population of approximately 4,000 people, the majority of whom obtain their employment in the Company's mines.

ROCK ISLAND COAL MINING COMPANY

The State of Oklahoma ranks as the 16th of the 28 coal producing States, with an annual output of about 4,000,000 tons, and the largest producing coal company is the Rock Island Coal Mining Company, operating the leases originally granted to the Choctaw, Oklahoma & Gulf Railroad.

Some 25 years ago, when the Indian Territory, as it was then known, was practically no man's land and every white man living within its confines, unless he was an employe of a railroad company, a minister of the gospel, or an officer of the law, under the treaty with the Indian nation was a trespasser, coal leases were granted by the Indians occupying these lands to prospectors, who had opened up the vein for a distance of one and a half miles in every direction from the point of discovery. These circular leases were afterwards approved by the Interior Department and ratified by Congress, and the coal in that section to this date remains the property of the Indian tribes and is administered for their benefit by the Interior Department.

The Choctaw, Oklahoma & Gulf Railroad was originally built from McAlester to these coal leases in the vicinity of

Hartshorne to connect the coal mines with the M., K. & T. Ry., which at that time was the principal railroad into Texas from the North. As other coal fields were discovered further east, the road was extended to Wister to connect with the Frisco and ultimately resulted in the line which now extends from Memphis to Tucumcari. The final extension to Amarillo was completed in about 1900, some 15 years after the first construction of the line between Hartshorne and McAlester, because there were not many people west of McAlester in need of coal until the opening of the Indian reservations, which resulted in the miraculous development of such cities as Oklahoma City, which in 19 years grew from a few tents to a population of 100,000 in 1913. It is very evident that this little coal spur is responsible for a railway system which, with its branches and spurs, represents about one-fifth of the total mileage of the Rock Island Lines.

The coal fields of Oklahoma aggregate about 550,000 acres, and the outcrop parallels the Rock Island Lines from the Arkansas State line to Coalgate, a distance of nearly 200 miles. The coal-

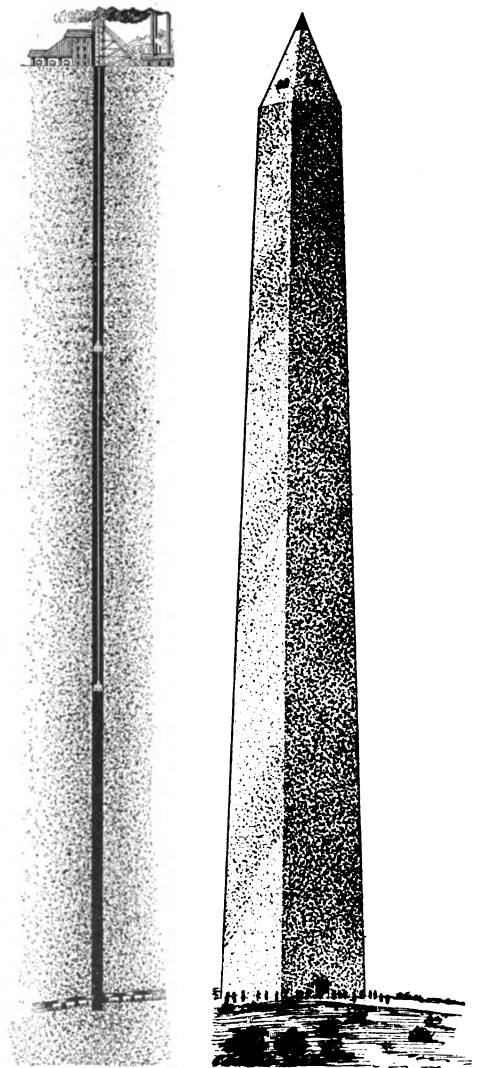
bearing strata belong to the Pennsylvania series of the carboniferous measures, which accounts for the superior quality of the coal. In structure the field is greatly different from the coal measures in the Central States, because the coal pitches and occurs in small basins, with very steep sides, and the coal lying at very great depths. Most of the mines follow the coal vein from the outcrop down, and this method is known as slope mining. The coal is from $2\frac{1}{2}$ to 5 feet in thickness, and the pitch varies from 5 to 80 degrees on the outcrop, flattening more or less as greater distance from surface is reached.. At the present time a 30-degree pitch is considered the limit under which coal can be extracted economically.

The operations of the Rock Island Coal Mining Company are located in the Alderson and Hartshorne fields. The Alderson coal, which is used exclusively for domestic purposes, lies 1,200 feet above the Hartshorne coal and is mined by shaft No. 5 and slope No. 38. The No. 5 mine is one of the best equipped plants, having a steel tippie, with picking tables, and a washery for the nut coal. About 500 kilowatt of electrical energy is required for the operation of pumps, haulage motors, inside hoists and ventilating fans. The haulage problem in these pitching mines is very complicated, because it is necessary to use hoists to handle the coal from the producing entries to the main haulage way. In order to provide an output of 700 tons per day, it requires a very large territory under development. The pitching character of the vein means increased expenses in handling water and ventilation. Shaft No. 5 has a depth of 553 feet, which corresponds with the height of the Washington monument, but the major portion of the coal is mined below the shaft level entry and nearly 800 feet below the surface. The amount of energy required to hoist coal at the rate of three cars per minute from this depth involves a good deal of power and requires very substantial machinery. Gasoline locomotives are employed and have proven very successful in this mine.

Slope No. 38 will soon be abandoned and the coal originally produced from it will be hoisted through shaft No. 9, which has been sunk to the dip of No. 38

slope, penetrating the vein at a depth of about 850 feet. The equipment for this mine will be of the most modern design in order to satisfactorily prepare this very valuable coal, because the Alderson coals are considered among the very best of domestic coals produced in the United States.

In the Hartshorne field three mines are now in operation and the fourth is being equipped. The former method of sinking slopes from the outcrop following the pitch of the vein has been abolished since the Rock Island Coal Mining Company began its operations, and the



Shaft No. 5, Alderson Mine.
Washington Monument.

shafts are being sunk in the deepest portion of the basin for the purpose of simplifying the drainage and haulage problems. This method involves a very great expenditure at the outset, but the resultant saving many times over justifies this

a feature which clearly argues for the superior quality and steaming power of the coal.

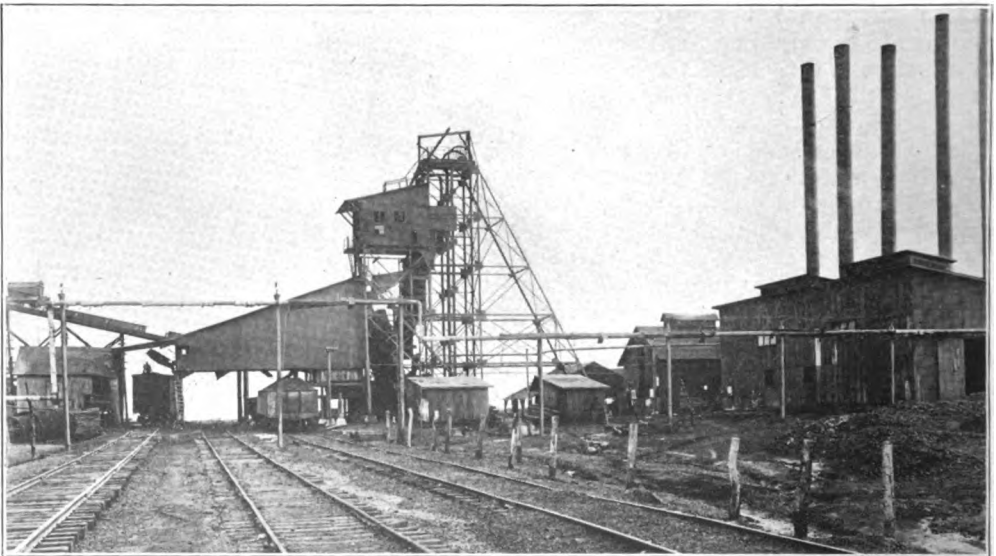
Within the last five years successful experiments have been made with mining machines in the undercutting of coal.



Surface Plant Mine No. 5, Alderson, Okla.

course. The Hartshorne coal is a particularly good steam coal, as is well known to the engineers of the Third District. It requires one-sixth less coal for the same performance in the Third District as compared with the First District,

because the practice of shooting coal off the solid resulted in many rock falls, which greatly depreciated the coal, due to the small particles of slate which could not be removed by hand picking. A mining machine is an electrically driven



Surface Plant Mine No. 8, Hartshorne, Okla.

en device, with a cutter arm which is projected against the base of the coal on the floor, around which a chain travels in which bits are set at intervals. These bits cut the kerf 4 inches in height to a depth of 6 feet across the face of the working place. The best illustration of the advantage of undercutting coal that can be given is the amount of powder consumed in blasting coal from the solid and shooting coal after it has been undercut. In the solid shooting one keg of powder (25 pounds) produces in Oklahoma 13 tons of coal, but when undercut 56 tons of coal is produced. The effect of the reduced shock upon the roof is very noticeable and the quality and purity of the coal is greatly improved.

The matter of ventilating coal mines in Oklahoma is of great importance, because the coals are very gassy and many explosions and mine fires occur in the field. The pitching character of the vein increases this danger, permitting the accumulation of gases in the higher workings. The blasting shots in the Oklahoma field are tamped by expert shot firers after all other employes have left the mine, and in some cases shot firing devices are in existence, where the ignition is made by electric contact from the outside.

Although the Oklahoma coal field is dry on the surface, the underground workings usually produce large quantities of water, and pumping is found to be an important feature, particularly since the water is high in acid and very

quickly destroys pipes and pumps. As a result bronze and cement lined pumps and pipe lines are extensively used.

The daily output of the Alderson mines is about 900 tons and the Harts-horne mines 2,100 tons, resulting in a pay roll of \$100,000 per month.

The mining towns of Alderson, Harts-horne and Gowen are composed almost exclusively of employes of the Coal Company and the merchants who depend upon their existence from business secured from the mine employes. An investigation made some years ago disclosed that the town of Hartshorne, with a population of about 2,500 people, represented about 14 different nationalities, and nearly as many creeds, as indicated by the great number of church steeples in the community. Next to Americans, Italians and Polish predominate, but there are representatives of almost every foreign country.

Until the surface of the coal leases is sold, no land within the coal fields can be acquired excepting within the limits of the town-site. This feature has prevented the building of homes by miners and the coal company has furnished habitation for its employes. To the stranger a trip over the line between Wister and McAlester will be indeed surprising, and McAlester, which is known as the "Pittsburg of the South," with its substantial buildings, wide and well paved streets and well dressed people, is indeed a different place from what it was 12 years ago, when the Rock Island Lines first entered that territory.

COAL VALLEY MINING COMPANY

In the point of age the Coal Valley Mining Company is one of the oldest members of the Rock Island "family," its charter having been issued on May 19, 1856.

About that time mines were opened in the vicinity of Coal Valley, Illinois, to which a track had been built from the Rock River in the vicinity of Milan, and the Company received its name from the little village which had sprung up in the vicinity of these mine openings.

General Napoleon Bonaparte Buford, of Civil war fame, was one of the incorporators of the coal company, and his

brother, Charles Buford, became its first president. The Rock Island & Peoria Railway became financially interested in the company and Mr. R. R. Cable, at that time president of the railway, was also made president of the coal company and retained his connection with the coal company up to the time that he retired from active service in 1892.

Upon the extraction of the mines in the vicinity of Coal Valley, new fields were looked for and the Cable mine was developed in the early 70's and continued in operation up to 1903. It was found that the body of coal adjacent to the

Cable field was much larger than first anticipated and required the development of another mine three miles north, which is the present Sherrard shaft, or Mine No. 2, which was developed in 1887 and has produced from 100,000 to 200,000 tons of coal annually to the present date. Another and more recent mine is Shaft No. 3, located at Matherville on the tracks of the Rock Island Southern Railway, to which reference is made later in this article.

field has an oblong shape; along the edges of the field the lower veins crop out at the surface, but in the central portion are as much as 1,000 or 1,200 feet below the surface. The upper veins of the central field are of course absent around the edges, having been entirely eroded. But for the hardness of the Devonian limestone between Watertown, Illinois, and Muscatine, Iowa, the course of the Mississippi River might have followed an entirely different channel as



Shaft No. 3, Matherville, Illinois.

All of the operations of the Coal Valley Mining Company have been confined to the No. 1 vein, which is the basic measure of the Illinois coal series and directly overlies the Devonian limestone, which is the base rock of the carboniferous measures.

The coal fields of Illinois resemble the bowl of a large spoon, the tip end pointing toward Rock Island and the other end being located in the southeastern portion of the State. The Illinois coal

compared with its present course. For a distance of 15 miles from Watertown to Muscatine the river flows directly west, being unable to erode a channel in the general southwards course which the river naturally has, but before the present depth of the water course was reached a large body of water passed over the territory now occupied by Rock Island and Mercer Counties and washed away a large portion of the coal areas then in existence, and the coal now re-

maining occupies valleys or depressions which were not subjected to the erosive effect of water and glacial drift. These conditions are responsible for the irregular existence of workable coal areas and the peculiar shape of these areas.

The Cable-Sherrard field is about six miles in length and the width varies from 400 feet to $1\frac{1}{2}$ mile, a feature which greatly increases the cost of mining and requires most careful prospecting. The No. 1 coal ranges in thickness from 3 feet to $4\frac{1}{2}$ feet, and the greatest depth below the surface is about 300 feet. As a general average the depth is 75 to 100 feet, coming very close to the surface around the edges of the various basins. Notwithstanding the unfavorable conditions of irregularity and comparatively thin vein, the geographical location of this field has enabled the Coal Valley Mining Company to market between 250,000 and 300,000 tons of coal annually for the last fifty years, and it has been a very important factor in the coal markets of the tri-cities of Rock Island, Davenport and Moline, which have absorbed all of the coal not used for locomotive purposes.

Reference to the Coal Valley Mining Company would not be complete if the name of Robert Lee were omitted, who became the Company's first manager and remained in its service for over fifty years. Mr. Lee had been connected with Mr. Cable's enterprises from the very beginning, and only retired some eight years ago on account of advanced age. A son, Robert E. Lee, has taken the father's place, and in the point of service this family is undoubtedly one of the oldest, not only among Rock Island men but perhaps in the coal industry of the United States.

In the point of equipment, the company's mines contain many interesting features. The rope haulage system in the Sherrard mine is considered the best installation of its kind in the country. In the point of extraction of coal, the Company's mines occupy the first rank of Illinois pillar and stall mines, as indicated by the investigations of the State University, which show that 94 per cent of the available coal is recovered, against a general average of the State of only about 60 per cent.

Shaft No. 3, which was developed in 1908 and named after Mr. Robert Math-er, then Chairman of the Board of the Rock Island Lines, is one of the most modern mines in the State, and the town of Matherville is an example of the most modern mining camp. The tippie equipment consists of an "A" frame steel tippie, a brick power house containing three stoker fired boilers, which clearly demonstrate that Illinois coal can be burned without making obnoxious smoke, and the usual hoisting engine and generator. The shaft has a depth of 100 feet and is equipped with self-dumping cages. The workmen reach the mine by means of a slope, which is considered much safer than traveling on the cages. On account of the very bad grades in the mine, which in places reach 16 per cent, rope haulage had to be adopted, since traction locomotives could not operate successfully. The compactness of the plant and the installation of automatic devices to handle and prepare the coal is very apparent. For instance, coal going under the boiler is not touched after it has been loaded in a mine car at the working face; without any further attention the proper amount is supplied the boilers to maintain the regular steam pressure. The output of the mine is about 800 tons per day and divided into sizes which suit the requirements of that market. The lump coal, made over a 6-inch bar screen, and the slack is sold to the commercial trade in the tri-cities, and the egg coal is sold to the railroad company for use at Silvis and Rock Island.

One of the interesting features of the Coal Valley Mining Company are the employes, who are largely native Americans, with the addition of some Germans, Scotch and English. Every employe thoroughly understands and speaks the English language. This feature is mentioned in connection with the fact that many men now in the service of the Company have spent their entire life at the Company's camps and never worked for anyone else. Many of the miners have been there for over thirty years, and it is undoubtedly due to the stability of the Company and the loyalty of its employes that the towns of Sherrard and Matherville do not contain any Company houses, each employe owning his own home.

FOR THE GOOD OF THE ORDER

By CHARLES P. DAMM
Engineer Chicago Terminal Division

As most men and women belong to some lodge or other, the above term is familiar enough and when said invitation is given it is usually welcome, for then we may talk of things that seem good for all concerned.

In mentioning it here the above heading may well be transposed to read "For the Good of the Company," and in this connection it might be well for each and all employes of the Rock Island Lines to ask himself, or herself, Am I a loyal helper in all that the term implies? Am I performing my fair share in contributing to the general welfare of the company, as I agreed to do when accepting employment? Will the records show that? Too many of us are inclined to perform the task allotted us by the man higher up, draw our check when it comes due, and, if we have succeeded in "getting by," consider we have done all that could reasonably be expected of us. But have we? In making comparisons with lines of work other than railroading, for instance, large corporations in the cities where every employe is expected to be a business getter—or get out—we railroad men would seem to fall somewhat short.

But while this may be true at the present time, the writer believes it will not be true of the future.

Who will question that the Rock Island, or, for that matter, all railroad companies, would not gladly welcome the help that each and every one of us could and should offer in the way of securing more business for our lines, for if each and every one of us would get out and hustle in our own respective communities for passenger and freight business, how long, think you, before the Rock Island would be taxed to its limit? Think of it; there are thousands of us, and if each one, instead of leaving it all to the comparatively few in the higher positions, would do his or her utmost, who could estimate the result, not only to the company but to ourselves as well?

And not only in the matter of getting business, but in effecting economies in our own particular line of work should we be ever "on the job." Railroads are

operated for profit and with restricted rates, etc., staring them in the face, it reasonably follows that a large part of future revenue must be derived from a larger volume of business and a stricter economy, and this is where we surely can help. If we do not do it, then we do not do it, then we are certainly—putting it at its lowest level—pursuing a policy of self-strangulation, for increased business always means a better opportunity for the employes to make something for themselves.

Time was when some classes of men seemed to be of the opinion that to do all in one's power to promote the employer's interest was to be termed "a company man," at least the writer has heard that expression, but, if that be true, then I would unhesitatingly say, "I want to be a company man, for I will be only doing that which is right and fair and does not in any way belittle the individual when so doing."

Above all things, do not be a "knocker." If any man were to go about and publicly criticise and condemn his own family he most likely would be adjudged insane, or as not entitled to the respect of his fellow-men; and yet it is not an uncommon occurrence for railroad men to speak disparagingly of their road and officials and, when so done in the hearing of prospective patrons, the effect such talk would have need not be reduced to fractions, the result will be in whole numbers; neither will it sweeten your own personal outlook upon life, as pessimism certainly is one of humanity's foes and when allowed to become a habit always leads one downward. "Look Up and Lift Up" is the motto of a world-wide young people's society, and it certainly is well worth practicing. Apply the Golden Rule in that you try to do by others as you would like to be dealt with and constitute yourself a voluntary member of the "Booster Club." That, you know, should be a fine antidote for the blues.

Let us then meet our officials half way; they will meet us gladly; as a general proposition they treat us with far

more charity than we accord to them. Do not chafe at a little discipline now and then. In any large body this must be, and many are the better because of it. But let us get out and hustle and help them get the business that will bring prosperity to all concerned. They alone should not be expected to do it all, cannot do as much alone as with our co-operation. Help and you will be helping yourselves, too.

We have a good road, as good as there is in the country, and by taking a lively interest in its welfare we can help to bring the pay car around.



KILLING STOCK.

By W. H. Gruhlkey, R.M., M.C.

With the gates open and about 8,000 head of horses, mules, cows, calves and steers gone, and thousands and thousands of dollars, besides your neighbors all sore, your boss comes home to the ranch and balances up the books. What would you say as an excuse to offset this tremendous loss?

This is practically the position the officials of this Company are in.

In looking over a statement furnished my office for a period of 8 or 9 months the average loss to this Company was in the neighborhood of \$8,000 head of stock, an average of 26 or 27 dollars per mile of track. Just think of what an immense amount of money this involves, and furthermore does no one any good, on the other hand a lot of harm, and creates more trouble and ill feeling from the reason some man or woman's best horse, cow or pet was killed and generally in their opinion thru carelessness, you can not always convince them that it was always accidental or carelessness on their part. No doubt a little care on the part of the owner or caretaker many times would help a good deal. But we the Railroad Co., its employees, can not put a full foot on that stand, and henceforth we must be the ones to close that "gate." The question is how? This question no doubt in many minds. "Probably every time a foreman makes out a stock report or the engineer," has been thought of like this. This makes another one on my list. But I hope I'll get by once more, which in a matter of fact way he does. The claim agent will come out and argue his case with the farmer or owner and probably settle. But it does not spell that it is always settled to the full satisfaction of the loser of stock. And every dollar so paid out is a dead loss to the Company. Every body knows we do not sell the stuff nor get a profit from any thing killed by us, on the other hand brings work, delay, damage and loss every time. We do not want the cattle etc. The other side can't afford to lose them so there is only one way to get to the bottom of the matter. It

has three ways of approach. But will ultimately solve the problem if all do their part and it is this first to put the fences in proper repair as good as any reasonable fence can be put.

(Here I may add that most railroad fences are twice better than two-thirds of adjoining farm fences.)

Second.—See that each foreman is supplied with ample material or a small repair gang on each division and steadily keep the fences in at least fair shape, the year around at a small amount, say \$3,000 annually.

Third.—When stock is killed. Hold the Sec. foreman, engineer and party in care of stock up to a rigid investigation, to ascertain if the stock was breachy or uncontrollable and if proper precaution was taken by the owner, next ascertain if Sec. foreman had given proper care to the fence, and last ascertain how much care was exercised by the engineer in watching for this stock, whether he tried to put her back in the field with his pilot. There are some engineers who will have compassion for a brute and give them a show, there's others who will not, and even tho they break their fences. People leave open gates and the like. The engineer is the man that does the "final act," and unless "hidden from view" which is the only excuse an engineer has to strike stock. This is a big problem not so deep, but scattered over so wide a range of causes and remedies. That good fences, more care on trackmen's part, and still more care on engineers' part would almost wipe out this waste of money.

Mr. Sec. foreman, how much fence can you patch with 26 or 27 dollars labor and material? Here it is:

One foreman at \$60.00 mo., 1 day, \$2.00, 6 men at \$1.40 a day, \$8.40, making \$10.40 for labor. 100 posts at 15c, \$15.00. 20 lbs. staples at 3c lb. makes 60c, which makes \$15.60 generally; the wire is there but will throw the last dollar in for extra wire making \$27.00, this would put your fence in shape for 2 or 3 years for a distance of 100 rods of new posts or possibly 1 mile of heavy repairs on fence posts, this would benefit the company and save you that much trouble; this is figuring the total average of stock killed price, but take it on individual cases where a 100 or 200 dollar animal is killed, see what could be gained. You are seldom ever turned down on fence material, if ordered in reasonable time and season. But the general inclination of section foremen letting their fences run till "some other day" which never comes only as stated before to "get by" once more is any patching done. They will generally say, "it's all in," "needs a new one," "no use," etc. I have gone up against some poor, "very poor" fences on my territory and still have some but with a few posts and a little work we have accomplished wonders but not as much as I'd like to. It seems to be "next to hanging" to get a section foreman to drop his track work to "fix fence." But, boys, it's a dividend payer to do it any way.

Now, Mr. Engineer, how much does it cost to stop your train and you could stop and start your train at every mile post at cost of 27c each if necessary, which is not in most cases needed. Many times a reduction of speed would give the critter a chance to get off. But any way you look at it it is much cheaper to stop and "twist her tail" if you please and get them off, and I would not feel backward in saying that the Company would stand for any delay you may report rather than face such statement as our line of railroad has to. With the big power used nowadays, you don't have to "hit 'em" to put them into clear. Just stop or reduce speed. The curious part of it is there are as many cattle killed on dead straight track as on curves and even out on the level plains where there is only their shadow to hide them. There is something wrong somewhere. I have tried to lay the cause on their bearings. The two most important are the section foreman and engineer, fence or no fence. It's money lost to kill stock, that we must all admit and there is nothing wrong with starting a movement towards preventing the killing of stock. There are thousands of dollars to be saved by it, whether we make the loss known more publicly or start a campaign of "prevent stock killing," sharper discipline or more time and money spent on fences, for their better care, even this does not cover road crossings and city or town sites and station grounds, where every engineer knows are likely places for stock. You might upholster the pilots and help out some I don't see a thing to prevent it from being done in many cases where engineer has done all possible, the hard pilot at low speed will do big damage and with bolt heads and front covered with metal springs and woven wire would lessen the damage. One thing sure, the engineer must have the judgement, cattle haven't much any way, the slaughter of stock and money should be stopped.

*This figure includes stock killed in transit.

ROCK ISLAND HELPS "STRANDED AMERICANS" IN EUROPE.

Sept. 11th, 1914.

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

Dear Sir:

We, as well as many other "stranded Americans," have been willingly and valuably assisted in many ways by Mr. Alexander Jackson, your European agent, and we wish to express our thanks to the "Rock Island System" for the many kindnesses shown us by Mr. Jackson, who we are sure, has been acting in your interest throughout.

Very respectfully,
Dr. & Mrs. GEO. B. FLETCHER,
State Hospital, Little Rock,
Arkansas.

39 Bedford Place,
London, W. C.

HASTE MAKES WASTE

By F. NAY

This adage is applied to the handling of freight very forcibly in the following letter. We can all profit by reading it if we will cultivate the habit of thoroughness in the loading, unloading and handling of freight and giving it the same care as if the freight belonged to the person handling it. (Letter is from E. L. Blanton, Agent, Valencia, Kansas.)

"Your letter asking for hints regarding Loss and Damage-Freight.

"My personal observation of these items is due to several causes; namely, freight improperly loaded; freight scattered, some in one place, and some in another; all one consignee; poor marking, old marks not taken off or scratched off; freight that can be easily broken not protected from heavy freight being jarred against it, or loaded so it can fall when jarred by locals. Locals given too many cars and caused to hurry too much. It would pay the company 50% increase to allow a local to be a local and have time to do its work right, as much time is lost by the hurry-up habit, such as unloading wrong freight, dropping heavy freight, etc. No man can hurry and be careful. Same applied to loading freight will save lots. At local stations where locals load freight, they almost always just try to get it in the car and get out of town, whereas if they took a little more time to assort and store it in cars as per marks, and see that it was properly loaded, it would save lots.

"Yours in Magazine—October: 'Snail crawling out of the well' reminds me of many in the employ of this company; that is, we are striving to save all we can by the hurry habit, forgetting the safety habit, efficiency, etc. It is not cutting down expense to give a local freight a drag and expect them to do construction work and hurry with merchandise work to save, and by so doing, cause Loss and Damage that will over-balance their gain.

"If we haven't enough men to do the work right in a day, let's get more; they deserve the loss and damage money. It will help them. But if paid out on Loss and Damage, no one gets the use of it, but we all get the blame."

LOSS AND. DAMAGE—FREIGHT

BY F. NAY

The following figures will show that the snail is slipping toward the bottom of the well. If we do not do something to help him, he is liable to strike the bottom. The payments for loss and damage to freight—an expense which I believe can be reduced one-half by care on the part of all concerned—during the first three months of the present fiscal year, were as follows:

July, 1914	\$100,002.76
August, 1914	110,918.36
September, 1914.....	124,956.28
An increase, September over July, of \$24,953.52; increase, September over August, \$14,037.92. This is surely going the wrong way.	

The following shows how September compared with the average per month for last year:

Average loss and damage-freight charges per month, for year ended June 30, 1914	\$116,478.12
Month of September, 1914..	124,956.28

Loss for September.....\$ 8,478.16

For the three months, the figures are as follows:

One-fourth of amount charged to loss and damage-freight, year ended June 30, 1914	\$346,434.36
Amount charged in July, August and September, 1914	335,877.40

Gain for the three months..\$ 10,556.96

You will notice that we still have a gain for the three months, but it is mighty small.

The amount expended for smashing, losing, destroying, spoiling, delaying, stealing and misrouting freight is costing enough money to pay six per cent interest on twenty-two million dollars, almost as much money as Mr. McKenna said was necessary to make certain needed improvements. Do we realize that we are retarding the progress of the great Rock Island by lack of efficiency in handling freight? Are we inferior railroad men? One of our neighbors, the Santa Fe, last year handled much more freight than the Rock Island and paid only about two-thirds as much as the Rock Island for loss and damage to

freight. I believe the personnel of the Rock Island men ranks with that of the men of any railroad, but—Can't we handle freight as well as the Santa Fe men?

Attention is called to some suggestions by certain of our agents who are taking a deep interest in this matter—printed elsewhere in the magazine. Several other letters have been received and the suggestions contained therein will be published. It has not been deemed wise to publish these in the order in which they are received, but the suggestions will all be put before the readers of the magazine.



FUMIGATION OF PASSENGER CARS AND STATIONS

The fumigation of Passenger Cars and Stations is a subject well worthy the careful consideration of every Railroad.

The general use of Formaldehyde converted into gas by the use of Permanganate of Potassium has made this class of work very expensive owing to present war conditions.

You are probably aware that Permanganate Crystals have advanced in price several hundred percent, and is now quoted about 75c per pound, and very difficult to secure, even at that price.

In view of the above, we will ask you to consider and investigate the use of the FORMOSAL FUMIGATORS which are much more economical and desirable than the Permanganate Formaldehyde Method, and which will enable you to continue to comply with the various State Regulations on fumigation work.

These Fumigators are put up in a most convenient form in three sizes, for the fumigation of

1000 cubic feet
2000 cubic feet
5000 cubic feet

We consider that the 5000 cubic foot size is the most convenient form for your purpose, inasmuch as the standard passenger coach measures about 5000 cubic feet room space.

These Formosals are guaranteed by our Company, and will meet the requirements of the various State Boards of Health for fumigation, as you can see from the enclosed copy of a letter received from the State Board of Health of Wisconsin, which is sent you by permission of Dr. Harper.

We shall be glad to quote you prices on these Fumigators in gross lots, F. O. B. New York. We can show you a saving of 50 per cent or more as compared with the present market quotations on Potassium Permanganate. A sample sufficient for test will be sent you free, upon application.

WEST DISINFECTING CO.,
New York City. 12 East 42nd St.,

START IT RIGHT

The following letter from Mr. C. W. Thatcher, Agent, Silvis Transfer, Ill., is right to the point in connection with the handling of grain. Read it and profit thereby:

"Relative to your articles on Loss and Damage, especially to grain: I am of the opinion that this item could be greatly reduced if not almost eliminated if some arrangement be perfected to 'start it right.'

"We transfer a great many cars of bulk grain at Silvis account bad order cars, many of these are caused by rotten end sills giving way with the pulling out of the draft timbers and a part of the end of the body of the car; others have poor sides which bulge out; weak door posts, permitting the body of the car to spread at that point; double side door automobile cars not properly prepared at the bottom of the center door post which slips out of the casting on floor of the car. These are the principal causes of loss of grain which have come under my observation. The damage is from the attempt to recover the grain which has been picked up from the ground, often damp or mixed with dirt or both; in addition to this, leaky roofs, sides and ends of cars result in some wet grain. We have had two cars recently where the roofs were gone over a considerable proportion of the top, in one of these cases the car had spread at the top; also have had a few cars where the draft bolts had worked such holes in the floor as to cause leaks.

"All of these things indicate to me that lack of a good mechanical inspection prior to loading is the chief cause of our Loss and Damage to bulk grain shipments. To overcome this, if the agents at our grain loading points considered their positions sufficiently enticing to be extremely jealous of their jobs and in doing this educate them to the great importance of having cars placed for bulk grain loading, carefully inspected and rejected for this commodity if they do not come fully up to the requirements, it might enable us to 'start it right.' If this is done and our engine tonnage slightly reduced, we might get our grain to market with a considerably reduced Loss and Damage amount.

"But, perhaps the cost of the process of the 'enticement' and reduced tonnage would more than offset the saving. Just as an experiment why not try it on one grain loading division and see how it works out."



SAFETY FIRST!

TEN TRADE COMMANDMENTS

Thou shalt have no other thoughts than thy work.

Thou shalt take no unnecessary risks, nor try to show off, nor play practical jokes, for by thy carelessness thou mayest do injury which will have effect unto the third and fourth generations to follow.

Thou shalt not swear nor lose thy temper when things do not go just right.

Remember thou art not the only one on the job, and that other lives are just as important as thine own.

Honor thy job and thyself, that thy days may be long in employment.

Thou shalt not clean machinery while it is in motion.

Thou shalt not watch thy neighbor's work, but attend to thine own.

Thou shalt not allow the sleeves of thy shirt to hang loose, nor the flaps of thy coat to be unbuttoned, as they may get caught in the machinery.

Thou shalt not throw matches or greasy waste on the floor, nor scatter oil around the bearings, as a dirty worker is a clumsy worker, and a clumsy worker is a menace to his fellow-workers.

Thou shalt not interfere with the switches, nor the dynamos, nor the cables, nor the engines, nor anything else thou art told is dangerous.



Edward Everett Light, chief clerk in the baggage department, was married September 30 to Miss Eva Knapp, the ceremony taking place at the home of the bride's parents, Rev. Kegley officiating. Only relatives attended. They left for Colorado on a two weeks' honeymoon trip and will be at home after November 1 at 6110 Stewart avenue. "Johnny Light," as he is familiarly known around La Salle St. Station, is very popular with his fellow employes and superiors, all of whom join in wishing the couple a long and happy wedded life.



SOLICITATION OF 1915 COAST BUSINESS

Agents and other employes can do a lot of missionary work for the Company these days by lining up prospective passengers contemplating trip to the Pacific Coast in 1915, when two great Expositions are to be held in California—The Panama-Pacific at San Francisco, and the Panama-California at San Diego. Travelers will have the choice of making the trip via diverse routes, such as via El Paso in one direction and Ogden in the other, and also via the North Pacific Coast in one direction if desired.

The Rock Island lines offer many interesting routes, such as via Denver, Colorado Springs or Pueblo, thence thro the Royal Gorge, Glenwood Springs, Salt Lake City and Ogden, and direct to San Francisco, or via the North Pacific Coast, or via Santa Rosa and El Paso, or Fort Worth and El Paso, thence Los Angeles, or via Denver, Billings and Portland or via St. Paul and Minneapolis and the North Pacific Coast. The best way to get this business as well as other business, is to go after it. Competition was never keener than it is to-day and competition doesn't mean keeping the other fellow from getting business. It means getting the business for yourself—your company. And if you don't go after it, the other fellow will.

In this connection—and for the information of all—the European situation will not cause any setback in the exposition plans. All the nations that arranged for exhibits are going ahead with their work, irrespective of home troubles. Japan, for instance, has just applied for some ten thousand square feet of additional space at the Panama-Pacific fair. Forty-eight foreign nations and forty-two states and territories are getting ready for representation. Work on the entire six hundred and thirty-five acres at San Francisco is rushing ahead.

For advance information in regard to fares and arrangements to the coast next year, see Passenger Traffic Department Circular No A-1336.

INDIAN LAND SALE.

Dates have been fixed by the government for the sale of the Segregated Coal and Asphalt lands of Oklahoma. This tract comprises 385,000 acres, much of it fine agricultural land. Rights to the coal and asphalt have been reserved by the

government, but there is no restriction on oil, natural gas or other minerals. McAlester is the center of the district and one of the sales places, consequently agents should advise those purchasing tickets for the purpose of inspecting the lands, to make McAlester their objective point, as side trips can be taken conveniently from there eastward to Haileyville, Hartshorne, Wilburton, Wister and Hoew and south on the Haileyville-Ardmore branch to the latter point. The branch line trip includes Coalgate, one of the principal sales places.

The dates are Nov. 16th to Dec. 2nd, inclusive.

SOUTHWEST TRAIL DEALS WITH VITAL SUBJECT.

The November issue of the Southwest Trail is devoted to the subject of hog cholera. It is stated, in one of the leading editorials, that the loss to the farmers of this country last year through hog cholera was \$100,000,000. As a result of this enormous loss hog raisers will be compelled to make radical changes in their methods of feeding, sheltering and handling hogs. What to do and how to do it is pointed out in the various articles in the November Trail.

There will be found—also, some highly important and absolutely new information about cholera preventive remedies. In fact, this phase of the information is later than any government bulletin and comes direct from the laboratories of scientists at work on the problem.

There is no section of the territory served by Rock Island Lines in which this subject is not of vital importance, and agents everywhere are urged to assist in the distribution of the November Trail among farmers in their territory. Send your orders to L. M. Allen, Passenger Traffic Manager for whatever quantity you may need.

POTASH DISCOVERIES.

Potash deposits on Rock Island Lines? An affirmative answer to this question is likely as a result of discoveries recently made public by Mr. Carl Scholz, manager of Mining department and Mr. H. M. Cottrell, Agricultural Commissioner. An item of news sent to several hundred papers along the line is, in part, as follows:

"Drilling for water by the railroad company at Adrian and Glen Rio, Texas, near the New Mexico line, resulted in the discoveries which at the first named point in-

cluded beds of salt varying from five to thirty-five feet in thickness.

"When a depth of 800 feet was reached in the Glen Rio well it was found that the water contained 171 pounds of alkali salts per 1,000 gallons, which is almost a saturated solution. The percentage of potash is to be determined by a chemical analysis. The water is so strongly alkaline, however, that it is unfit for boiler use and it can not be improved by chemical treatment.

"These results, in connection with a similar discovery at Spur, in Dickens county, Texas, about 200 miles southeastward, indicate to experts that the water has been leeching potash deposits of great magnitude. Chemical analysis of the water at Spur shows potassium to constitute more than 5.4 percent of the total salts. Presence of these salts also was disclosed in analysis of the rock through which the drill passed."

Potash is a very valuable fertilizer material, the supply of which is controlled by a German syndicate. The war has had an added tendency toward encouraging prospecting for potash in this country and if the present find develops, it will mean the beginning of a large industry.

DON'T KNOCK "THE COUNTRY."

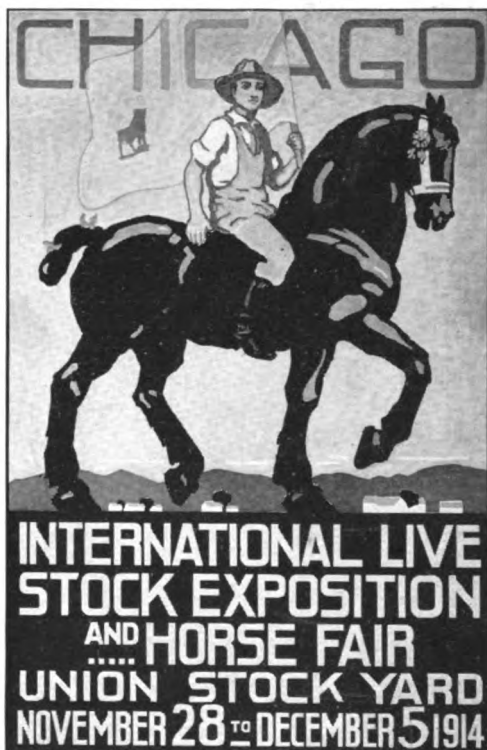
Complaint has been made to the Immigration department of instances where employes have caused colonization firms who patronize the company, considerable annoyance by expressing opinions to land seekers that resulted in discouraging investment. While every employe of the company is entitled to his opinion of the territory through which he runs, and there is no reason why, when asked, he should not express an opinion, a conservative attitude is advisable.

The Rock Island Lines serve fourteen states and there is no section in all this vast area that does not have its agricultural uses, nor is there any section that does not have its drawbacks. The company employs experts to develop its territory and these men make a special study of the needs and advantages of each particular section. These advantages are pointed out in literature that bears the company's official stamp. Such literature is widely circulated. It is based on the experience of farmers already located in each region, as well as upon the reports of government and state experiment stations.

It is an inflexible rule with the company to permit no misrepresentation in its literature, and it is reasonable to presume that such literature more accurately sets forth the advantages of any given region than does the personal opinion of a casual observer. The company's fixed policy in that respect is to protect the interest of the homeseeker and no one is led to invest in any section along the Rock Island Lines without having access to detailed and truthful information from authoritative sources, on both the advantages and disadvantages of the country.

Opinions expressed off-hand by employes often are based largely on hearsay and seldom upon intimate knowledge, for the successful railroad man is rarely a good farmer—though most of them hope some day to settle down comfortably under their own "vine and fig tree."

There is another side to the matter. Everything that helps build up the company's territory helps Rock Island employes. Every word they say in favor of any given section does its share. If they cannot consistently give a favorable opinion, discretion should dictate silence or a non-committal answer. "If you can't boost, don't knock," is a safe rule under any circumstances.



MR. ERICKSON MARRIED.

Announcement is made of the marriage on September 19 of Hjalmar E. Erickson, Advertising Manager, Rock Island Lines, and Miss Elsie Othelia Carlson of Chicago. The marriage took place September 19 at the home of the bride, and only relatives attended. Rev. J. A. Norman was the officiating clergyman. The couple made a honeymoon journey to Colorado. They will be at home after December 1 at 5734 Ridge avenue. Mr. Erickson is widely known in the Rock Island family, and all join in congratulations.

HELPING TO KEEP HER ON TIME.

By The Deacon, El Reno, Okla.

I stood at a depot, large but neat,
 Located at the foot of a towns' main street.
 Thru which moved the traffic of all the
 town,
 As well as that of the country all around.
 I saw a stately gentleman all clothed in
 black,
 Walking impatiently up and down the
 track.
 His features expressed all vengeance and
 hate,
 Caused by the mere fact that a train was
 late.
 He expressed his feelings as his kind of t
 do,
 In the right was he, but in the wrong are
 you.
 If I were the head of this Railway,
 The train would be on time every day.
 Standing in the shadow well in the back-
 ground,
 I watched our friend marching impatiently
 up and down.
 His great desire it seemed this day,
 Was to board the train and roll away.
 The very few minutes he was compelled to
 wait.
 Caused him to muster all his, temper and
 hate.
 Soon I observed in the distance our train,
 Coming like a monster down the lane.
 At the station she stopped with a grind
 and sway,
 Hissing impatiently to be on her way.
 The conductor is only a man,
 But doing all he can.
 He rushed the passengers in and out,
 But some I observed were prone to pout.
 They wanted the train on time mighty bad,
 But when I watched them move it made
 me sad.
 The time they consumed while boarding
 the train that day,
 If used by the engine would have carried
 them miles away.
 I closely observed our friend in black,
 As he crossed from the depot to the main
 track.
 I was amazed, to note he hastened no more,
 And he appeared, as if to him, the coach
 would be a bore.
 He stopped on the step with a friend to
 speak,
 One I am sure he would see within the
 week.
 Thus went a few minutes, of our time so
 dear,
 Repetition of which caused our train to be
 late in getting here.
 You see our friend in black, had failed that
 day,
 To do his part in getting the train away.
 If we all could stay in our groove,
 And when the train arrives be on the move,
 Some poor fellow away down the line,
 Will not have to be waiting all the time.

SELF-ANALYSIS.

By R. E. McGaven.

Ever feel you'd reached the end of all
 endeavor,
 Ever feel the game of life you'd like to
 quit?
 Ever feel all earthly ties you'd like to
 sever?
 Well—it's not a pleasant feeling, you'll
 admit.

Ever have that sinking inner feeling
 That tempts you to believe life's not worth
 while?
 That makes you think all effort's unavail-
 ing?
 Well—such feeling doesn't cause a man to
 smile.

Did you ever reach the point of analyzing
 Yourself and find the process brings you
 shame?
 And it brings to you a quite demoralizing
 Feeling of a shirker at life's game.

If so, you must have reached but one con-
 clusion;
 A very paralyzing sense of guilt
 That in self you've hugged a mighty poor
 illusion,
 Your life a sorry house of cards you've
 built.

If you have reached the point of self-
 reviling,
 You'll find self-criticism does you good;
 Nor will you find it hard to "come up
 smiling,"
 After finding out exactly where you've
 stood.

When your strength and weakness you
 have fully tested,
 When you feel you have the necessary
 "gall"
 To believe that life has not yet got you
 bested,
 Then—brace up, "get on the job," and "hit
 the ball."



A LIFE SENTENCE.

On Tuesday, Oct. 27, at 5 o'clock, Mr.
 Vincent O'Malley was arraigned before
 Judge Cupid on a charge of deserting the
 ranks of bachelorhood. He was found guilty
 and sentenced for life. He will be kept
 under close surveillance by the former Miss
 Margaret E. Feeney, who was appointed
 conservatrix by the court.

The sentence of the court was that the
 defendant shall be considered sui juris up to
 6:00 p. m. each day and amenable to the con-
 servatrix thereafter.



Boiling in soapsuds will make an oil lamp burn as good as new.

*

When fruit leaves a stain on the teeth it should be removed at once by rubbing on a little salt.

*

When you wish to wrap presents in the prettiest, most unique fashion, use raffia in several shades for tying.

*

A clothesline may be cleaned by wrapping it around a washboard and thoroughly scrubbing it in soapsuds.

*

Tarnished silver can be brightened if placed for a short time in boiling water in which a fair-sized lump of washing soda has been dissolved.

*

To make jam or marmalade look clear without skimming it, add a piece of butter the size of an egg before removing the fruit from the fire.

*

It is a convenience to make vegetable bags of cheesecloth, into which you put celery, tomatoes, lettuce and other fresh vegetables before placing in the refrigerator.

*

To test tea, burn a small quantity on a metal plate. With good tea the amount of ash remaining is small, increasing in quantity as the quality of the sample tested deteriorates.

*

When buying rugs remember that a dark rug shows dust and lint, and a green fades to a dirty color. Usually the best rugs have small patterns, whereas cheap fabrics have big bold designs. Tan shades wear well and some reds are lasting. Blue rugs are suitable for bedrooms and red, brown and mixed colors for halls.

Black stockings should be rinsed in blue water to make them a good color.

*

Flannels that have become hard and shrunken may be restored to their former softness by soaking in gasoline.

*

When storing cutlery, wipe the blades lightly with a little vaseline. Before using wash in soda water and clean in the usual way.

*

To keep the table salt dry and soft dry it, then crush it under a rolling pin till perfectly free from lumps and sift into it a tablespoonful of cornstarch.

*

A little peroxide put into the water in which white wool skirts, white silk gloves or white wash silk waists are washed will keep them from turning yellow.

*

The tripod of an old music rack makes an excellent support for a small Christmas tree. Run the rod up along the trunk, fastening with dark twine or small straps.

*

Vaseline stains may be removed from wash goods by soaking in wood alcohol and rubbing with the hands. Then wash in hot soapsuds. Keep the alcohol away from fire.

*

When storing silver, wrap each piece in a sheet of waxed paper, and when unrolled for use again it will be as bright and clean as when wrapped.

*

A pair of long wooden knitting needles are most excellent for draining doughnuts. As the doughnuts are fried slip them on a needle, and when it is full rest it on the top of a pan to cool. The doughnuts do not crush and the lard drains off.



LOST?

\$696,967,261.00—

Before the first guns had thundered forth their message of European strife, America had begun to pay the penalty of fear and uncertainty. In one short week the quotations of 105 leading American securities had shrunk \$696,967,261.

But it was not a shrinkage of American making. It was a result of the desire of European security holders to trade their securities for cash. Cash is a handy thing in war times.

War means ordinarily peaceful merchants shooting guns at normally peaceful farm hands; factory operatives busily engaged in sabering machinists; baker boys galloping madly about on horses which ought to be hauling bread.

Business and War have nothing in common. When war stalks abroad Business goes elsewhere, and Money is the boon companion of Business.

When Europe sold back to us millions of dollars of securities it was in an effort to obtain money with which to later purchase from us some of the things Europe must have. Europe is an old customer of ours, but she is expecting to buy now more largely than ever before, and her \$300,000,000 income from globe-trotting Americans will probably be missing this coming year.

Meanwhile, Europe has been compelled to shut up her own shop. There are new faces looking at us across our counters and fingering our goods. Europe used to number them among her customers.

Let's straighten up the counters and dust off the shelves. It looks as if business was going to be brisk and we might as well be ready. And if it is necessary to hire extra help to look after trade, we'd better start looking around for it now.—*The Western Contractor.*

POSTAL SAVINGS.

Since January 1, 1911, \$50,000,000 has been supplied to municipalities through the inauguration of the Postal Savings System. Or, in other words, that is the amount of money that has accumulated in these banks since they were opened and the funds have been deposited in various national and state banks and trust companies that have in turn deposited with the trustees of the system municipal bonds as security.

It is reasonable to presume that by the end of another three-year period the amount of money entrusted to the care of the Postal Savings System will have more than doubled. Therefore, cities, towns and villages will in that time receive another \$50,000,000, or perhaps more, from the savings that would otherwise continue to be secreted away by ignorant and timid owners.

In most other countries, notably France, the aggregate wealth of the smallest investors reached an enormous amount. As a rule, these savings are invested in government bonds and so great is the demand from this class of investors that public offerings of such bonds are invariably over-subscribed dozens of times.

In not many years it is probable that Postal Savings in this country will also represent a great amount of the saved-up earnings of our laborers, clerks and other people of moderate means. If so, a market will be created for state and municipal securities that will supply a large part of the money needed to build school houses, fire stations, roads, bridges, water works plants and other public works.

Of course, the amount of new "municipals" issued each year will also grow with the development of the country, but not faster, we believe, that will the deposits in the postal banks.—*The Bond Buyer.*

MERITORIOUS SERVICE

Mr. H. Gurno, Brakeman, Herington has been credited with ten merit marks for handling train 95 under difficulties August 28th.

Mr. C. G. Arnold, Fireman, Herington has been credited with ten merit marks for handling train 95 under difficulties August 28th.

Mr. Wm. Steetle, Conductor, Herington has been credited with ten merit marks for handling train 95 under difficulties August 28th.

Mr. N. A. Towers, Engineer, Herington has been credited with ten merit marks for handling train 95 under difficulties August 28th.

Mr. J. J. Robertson, Brakeman, Herington has been credited with ten merit marks for handling train 95 under difficulties August 28th.

Mr. J. R. Perkins, Roadmaster, Carlisle, Iowa has been commended for acting as flagman on train No. 912, October 10th, when Brakeman E. C. Clark was taken sick.

Mr. E. B. Robinson, Train Porter, Shawnee, has been credited with ten merit marks for quick action in extinguishing fire in Pullman Car Clarendon at Jericho, Sept. 6th.

Mr. A. R. Nisbet, Yardmaster, Topeka has been credited with ten merit marks for action in unloading material at fair grounds on Missouri Pacific tracks, Topeka, Sept. 18th.

Mr. R. Nash, Switchman, Topeka has been credited with ten merit marks for action in unloading material at fair grounds on Missouri Pacific tracks, Topeka, Sept. 18th.

Mr. J. Nelson, Switchman, Topeka, has been credited with ten merit marks for action in unloading material at fair grounds on Missouri Pacific tracks, Topeka, Sept. 18th.

C. L. Hollie, Brakeman, Herington, Kansas has been credited with ten merit marks for action in firing engine on extra 1951 west, Sept. 17th after regular fireman had taken sick.

Mr. J. Cortright, Switchman, Topeka, Kansas has been credited with ten merit marks for action in unloading material at fair grounds on Missouri Pacific tracks, Topeka, Sept. 18th.

Mr. Geo. Johnson, Conductor, Herington has been credited with ten merit marks for handling extra 1964 from Bonner Springs to Kansas City, Sept. 16th under extraordinary conditions.

Mr. J. S. Thomason, Brakeman, Herington, has been credited with ten merit marks for firing engine on 908 from Lawrence to Kansas City August 18th after regular fireman had been injured.

Mr. C. A. Trudell, Brakeman, Herington has been credited with ten merit marks for handling extra 1984 from Bonner Springs to Kansas City, Sept. 16th under extraordinary conditions.

Mr. E. L. Arthur, Brakeman, Herington has been credited with ten merit marks for action in brassing car on train 35 Sept. 5th on which he was flagging for extra 1930.

Mr. J. N. Hazelbaker, Conductor, Colorado Division has been credited with ten merit marks for discovering broken hanger bolt in baggage car, reporting same and having it repaired at first opportunity.

Mr. H. D. Shoafstall, Agent, Williamson, Ia., has been commended for his work; when the telephone dispatching circuit was in trouble he climbed the telephone pole and located the trouble and made the repairs.

Mr. L. G. Hall, Section Foreman, Altoona, Ia., has been commended for discovering Bridge 382-5 in such condition that needed immediate attention. This discovery was made by vigilance and particularly close observance.

J. E. Kelly, Brakeman Amarillo has been credited with ten merit marks for services rendered on train No. 91 engine 1452 when the fireman took sick at Adrian and he fired the engine from Adrian to Tucumcari which saved a delay to an important red ball train.

Mr. T. Riley, Conductor, Des Moines has been commended for observing stone on embankment near M&StL viaduct which was liable to roll down on track and cause damage. He reported same to dispatcher and dispatcher issued instructions to have stone removed.

Mr. E. Saunders, Fireman, Pratt, Kansas has been commended for volunteering to fire engine on No. 33, Sept. 13, when regular fireman could not keep the engine hot and his action in firing the engine saved a delay to train No. 2 as they had a meet order on that train.

Mr. E. G. Murphy, Brakeman, and Mr. R. C. Sperry, Brakeman, Trenton, Mo. have each been credited with five merit marks for services performed in firing extra 2040, Cameron to Trenton, October 1st, when regular fireman was taken ill, thereby saving some delay to train.

APPOINTMENTS.

Effective Oct. 8, Mr. H. L. St. Clair was appointed Division Special Agent, vice S. R. Gayton, transferred.

Effective Oct. 1, Mr. A. Hamilton was appointed General Foreman of Chickasha Shops, vice Mr. L. D. Richards, promoted.

Effective October 19th, 1914, Mr. W. E. Bennett permanently relieved Mr. J. H. Wilson as agent at Allerton, Iowa.

Effective Tuesday, October 20th, Mr. P. J. Desmond was appointed Roadmaster Sub-Division 23, 21-A and 23-A, with headquarters at Hardwick, Minn., vice J. H. Hayes transferred.

Effective Oct. 13, Mr. Frank Meredith was appointed Acting Supervisor of Locomotive Operation, Arkansas, Louisiana and Indian Territory Divisions, with headquarters at Little Rock, Ark., vice Wm.

Lannon, granted leave of absense account sickness.

Effective Oct. 1, Mr. H. C. Higgins was appointed General Yardmaster in the Tri-Cities, vice C. F. Duncan assigned to other duties.

Effective Oct. 16, Mr. W. A. Haller was appointed Night Roundhouse Foreman, Rock Island, Illinois, vice, J. F. Green, resigned.

Effective Oct. 8th, 1914, Mr. W. H. Burleigh was appointed Roundhouse Foreman at Armourdale, Kansas, vice W. B. Trow restored.

Effective Oct. 8th, Mr. W. H. Trow was appointed General Foreman at Armourdale, Kansas, vice E. P. Eich assigned to other duties.

Effective Oct. 1, Mr. M. E. Lucas was appointed Trainmaster Sub-Divisions 2-A, 3, 3-A and 3-B, vice H. C. Higgins assigned to other duties.

Effective Oct. 8th, 1914, Mr. Bert Smith was appointed General Foreman at Elden, Mo., vice W. H. Burleigh transferred to Armourdale, Kans.

Effective Oct. 8th, Mr. E. P. Eich was appointed Night Roundhouse Foreman at Armourdale, Kans., vice M. E. Ochs assigned to other duties.

Effective Oct. 1, Mr. L. D. Richards was appointed Master Mechanic of the Arkansas division, headquarters Little Rock, Arkansas, vice Mr. W. F. Moran, transferred.

Effective Oct. 1, 1914, Mr. A. N. Williams was appointed Trainmaster Sub-Divisions 21, 21-A, 22, 22-A, and 23, with headquarters at Estherville, Iowa, vice Mr. O. O. Hawk transferred.

C. B. Teller, Assistant General Foreman, in charge of track on track elevation at Chicago, has been appointed Roadmaster of the C., R. I. & G. Ry. at Fort Worth, Texas, effective Nov. 1.

Effective Oct. 1, Mr. J. H. Wood was appointed Supervisor of Locomotive Operation, Oklahoma and Pan Handle Divisions, with headquarters at El Reno, Okla., succeeding Mr. C. S. Yeaton, transferred.

Effective October 20, Mr. D. W. Higgins was appointed Road Foreman of Equipment, Nebraska Division, with headquarters at Fairbury, Nebr., vice Mr. W. A. Oakford, assigned to other duties.

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

Mr. A. A. Trupie, an employe at Chicago is deserving of special mention on account of securing during this last month a large number of passengers for our line from Kansas City to Chicago and Detroit.

Mr. C. L. Brown, conductor, Des Moines, recently secured two passengers Kansas City to Des Moines and one Kansas City to St. Paul over our line, who were going over other line. This is very commendable and appreciated.

Mr. M. A. Lester, brakeman on Arkansas

Division, persuaded party of six to purchase tickets to Memphis to Hot Springs via Rock Island, although it was their original intention to travel via another line. This co-operation is very much appreciated.

Conductor Combs, who has been active in calling the attention of passenger conductors of foreign lines on trains which connect with our trains at Kansas City of the through service which we have from Kansas City to the Twin Cities on trains connecting with their trains and has asked them to use their influence in securing travel over Rock Island Lines, is deserving of a great deal of credit for his interest in this matter.

Mr. John J. King, Night Checkman in the Baggage Dept. at Chicago is deserving of special mention for his interest in soliciting passenger business for this company at various times.

Recently through the efforts of Conductor M. E. Stansbury, we ticketed a party of seven and one-half passengers from Duncan to Emlenton, Pa., business being routed Rock Island Lines to Chicago in connection with the Pennsylvania from that point. Mr. Etansbury happened to meet the leader of this party when he was returning home from his vacation in the east. This is very nice piece of work and is appreciated by the company.

NOVEMBER ON THE FARM.

By G. Hiram Young.

De air am giten cool and cool-eh
De fros am com-in in de night
Hacker nuts an walnuts fall-en
Possum keep-en out ob sight
Farmer walk-en through de farm yard
See-in how things am coming on
Watch-en all de faul's a-fattn-in
Good time's come-en, shoo's you born
De Golililah struten among de turkey's,
N'ary step so proud as his
Jist keep on struten me, Golililah
You don't know what time it is
Chill-ins swarming round like hornets
Hunt-en egg's amongst de hay
Every body fix-en goodies
Dat da hab Thanksgiving day
Beef and sует in de kitchen
Lots of raisins in de hall
Mammy cooken on de mince meat
Spice am ground—I smell-em all
Punk-in's gitten-en good and yallar
Make's me open up my eye's
They air lay-en there look-en at me
And jist seem like say-en PIE'S.

ANNOUNCEMENT.

Mr. C. H. Bern, the jeweler, at 5116 Wentworth Ave., Chicago, has opened a Watch Inspection office in the extreme southeast room on the Mezzanine (2½) floor of La Salle Street Station, in order to more properly take care of the employes in our operating department. Mr. Bern has placed Mr. John Quinn in charge of this office, and he will be glad to receive a call from all of our employes.



AMARILLO DIVISION.

By Sorghum Bill.

Safety first, last and all the time.

Amarillo division on September 24th had its regular monthly safety meeting and as usual the boys all enjoy these meetings. As most of them have been on the job long enough to have noticed what a change there has been and is going on about them constantly, and any suggestion brought up is acted upon as prompt as is consistent with the means afforded, and very few would want to go back to former conditions. Besides the usual grind of business other little discussions come up leading to or from the safety cause that gives everyone a chance to speak their mind or opinion, and in this way it is as much of a "get together" meeting as could be arranged. Mr. Gilliland is never short of a parable or joke. Mr. VanHecke generally digs up some dope that just fits in place the minute some geezer pops something; all eyes are on him. If there is a "bone" in his contention it is boiled down, scraped, pickled and put up for further consideration if not eat up. That's the reason our meetings are a drawing card. A little change from the subject rests the monotony and gives vigor to the meetings.

On the 24th of September Howe's Circus made a trip over the division from Tucumcari to Amarillo and had a fine run and a good crowd. They had an unusually fine outfit and seemed well satisfied with their run and success.

Gus Glinos, extra gang foreman, has recovered and is out of the hospital, much improved and back on the job. Gus is better than an insurance policy on track. He has his old bunch back on with him and has made a wonderful showing.

Angelo Glinos, next kin to Gus, has no flies on him, but somehow he can't make up his mind to either take up a claim in New Mexico or get married. He has been keeping the extra gang going in absence of Gus, and I will leave Pearson of San Jose to say good or bad of his work.

Jno. Pearson, of San Jose, has been visiting all over the eastern part of Oklahoma, and no place like home, so he says.

Charley Latham, pumper at Glenrio, has returned from his annual visit in Arkansas. He is as fat as a match. In fact so thin he can't keep the wind from switching his coat tail. Nothing doing in Arkansas for him.

Harry Luce, the "artist what does the tank building stunts," has the tank at Glenrio, Tex., up and full of new water. Well, No. 2 is sure a "dandy." The bunch has cleaned up all the melons in the neighborhood, and Mrs. Murphy has fed them all up fat and saucy. They can go to Arkansas and stand a siege now.

Jas. Bunons, of McLean, track representative of the safety meeting, was in to attend. He also has got his new Mudge engine on his hand-car, and by the "hokey pokey" its a "dinger" to run and pull, and Jim thinks it a good investment.

Our friend T. H. Bilbrey was out to Amarillo with the Pan Handle pile driver and drove bridge No. 7616, just west of Amarillo. Besides being a "good old timer" Bilbrey is an artist with that outfit, and its safe to bet when he leaves a job its drove to the limit. "Hit her again, Shorty."

All A. F. E. jobs on Amarillo division will be completed or disposed of this month, unless a calamity shows up, of course we didn't have quite a hundred opened up.

F. A. Trice, water locator, was the usual pleasant visitor out our way twice this month.

Mr. W. E. Danver, chief master mechanic, was a welcome member of the official staff on his return home, several new 1300 class engines to train up and show them the spots that get bad, and chase them up and down the path the roadmaster takes. But one seems to be affected with bad "corns" on her feet, the other one will come out all right when she gets done moulting fully. Great birds are these "Pelicans." Here's one dedicated to the grand old birds as given to me.

A queer old bird is the Pelican,
His bill can hold as much as his belly can;
He can store in his beak
Enough food for a week,
And I don't see how the hellican.

Mr. H. M. Cottrell, our genial agricultural manager for the system, was a visitor on September 27-28.

Mr. J. T. Childs has taken charge of Section 96 at Fuller.

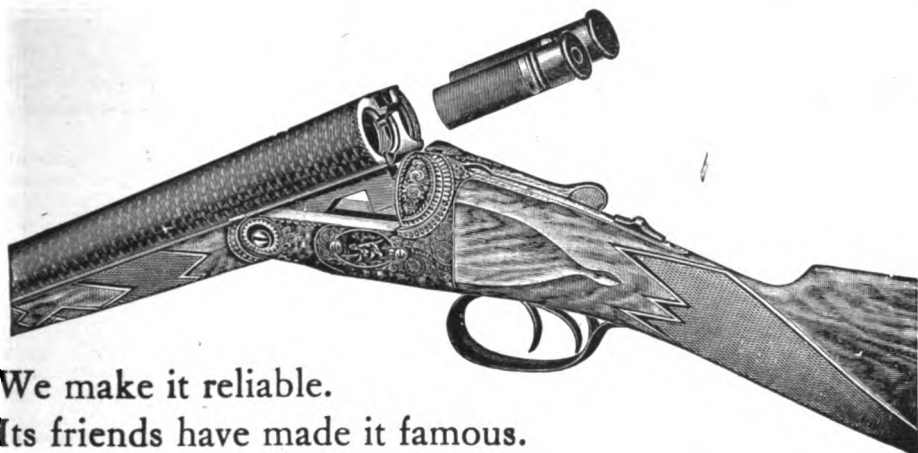
Melon shipping is now over and wheat is still moving with an abundance of Kafir maize and cane seed to go soon. As the market gets right the demand for box cars is strengthening each day and this class of material does not require as tight and good a car as wheat, hence it is up to all to release box cars promptly as possible. A good many empty box cars coming away from Tucumcari to fill orders.

Mr. C. A. Mason, Mr. W. P. Powell and Mrs. Powell and W. H. Worley took a trip west of Amarillo on Maud 4400 for a day or two's hunt and recreation. They stopped at Endee, and there is no doubt but Fred Dolton got them out on the farm running down the wild dux. They all looked like roadmasters when they landed, because the polish was all skinned off their shoes. Now, they either had a long hike through the grass or pushed Maud into clear and bumped the ties with their toes. They wouldn't tell. But anyhow they seemed to have enjoyed their outing.

Jack Ames, roadmaster and master carpenter clerk, is got a job of his life. He can't save the lingo de Mexicanos. "Mucha Freeo Sie Senior" nix.

Mr. W. H. Davidson, claim adjuster, was a pleasant caller the 17th and making his usual rounds. W. H. never fails to salute his friends when passing, nor fails to settle with his man. But there is a Plymouth Rock hen at Endee Mrs. Dolton will want to be paid for, and a "yaller dorg" and a few turkeys at other points

THE PARKER GUN

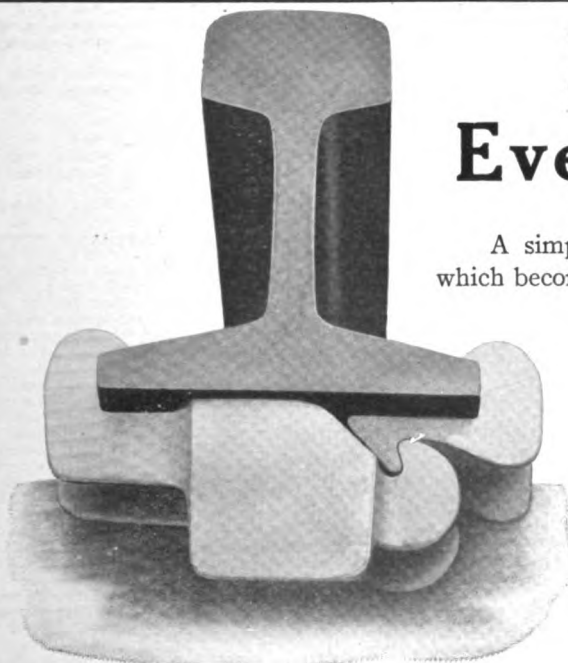


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P. & M. Rail Anti-Creepers

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

that will require the artist to handle his talent skillfully in order to make friends. But he'll get by somehow.

Mr. and Mrs. Gruhlkey and family and W. H. Worley paid Mr. and Mrs. McDaniel a visit and ate a Sunday dinner with them. "Just like home." The kids all brought home a pumpkin a piece, and they were ate too. Mr. McDaniel just transferred back to Garnall last month and its a neat little suburb to Amarillo.

Announcement of the marriage of the daughter of Mr. and Mrs. T. S. Barnes, our old time trainmaster and dispatcher, was received, and now Miss Mildred Emmaline Barnes is the wife of Francis Eugene Esibill. This all happened on the 14th of October, 1914, and they will be at home after November 1st, at 79 Bank street, Brigeton, N. J. They are a happy couple, just starting in like many before them. Hosts of friends attending them and wishing them every joy of wedded life. Mildred was quite a favorite and of course will be missed for a time. But it is very creditable to Mr. and Mrs. Barnes to have the honor and be able to part with her. May good luck and many blessings follow them.

Mrs. VanHecke has been away for some time visiting friends and relatives north and east. Just returned.

Some excellent runs were made in the month past by several of our crews on stock trains, and also passenger runs. In fact getting trains late from connecting divisions and putting them in on time. It is so noticeable that our daily papers are commenting on it. We have the men and can do these things where conditions are half way favorable. If we could move up "conditions" where the ability is or on an equal "we'd go some." But being as we are we will continue to do the best we can.

Mail-post lettering will be done this month over the entire Amarillo division and is a credit to both the workman and the company, as well as a big help to those needing the numbers as a guide.

El Reno has a fine write-up in September magazine, and it seems quite nice to pick up the notes and follow the program of your friends.

R. L. Sawyer, appointed section foreman Adrian, vice W. Avritt, resigned.

Elmer Srote is pumping at Yarnall and Amarillo.

Mr. and Mrs. Slavens, of Conway, were in town shopping October 17th, laying in winter supply of clothes and supplies. "A stitch in time."

Cotton picking is at its height in East Texas and Oklahoma and part of Amarillo division, and the staple is as fine as can be. Yield is large and cotton stations will have their hands full of business for a long time. To keep fires away will be the watchword, and keep our record for fires up to the zero mark should be everyone's ambition.

Light frosts nightly is beginning to show its ear marks on the leaves of the trees and vegetation, and a spark now will create a loss any place, and the luxurant growth this year will double the hazard for everybody, and in this matter everybody connected with fires should no. leave a thing undone to protect the property surrounding from danger.

Judging from the number of stock killed lately it wouldn't be a bad trick to upholster the pilots on some of the "Pelicans," so if some of the engineers make a mistake in distance or speed they don't hit the poor brute quite so hard, at least leave legs on them so they can be buried. How about the scheme, Davidson?



ABNER'S BRIEFS FROM THE ARDMORE BRANCH.

By Happy "Hiram."

Don't it beat the war how h— keeps up? But considering it is surprising how good business is down on the Branch.

Sam Alldredge, who went to California to visit, advises he is having a fine time.

The dispatch-iest dispatcher that ever tanzitized a telegraph ticker is our friend J. J. O'Brien, who looked like a stall fed Thanks-

giving turkey, when he returned from off his vacation. He won't tell us every place he visited, but says at least all the Germans haven't left Milwaukee yet.

Tom Cook, who relieved Mr. Alldredge while the latter was away, says that if he stays on passengers much longer, he will get to thinking these freight conductors should call him "Mr. Cook," instead of just "Tom."

If so many people "that were going to Europe if the war had not of broken out" will not raise so much cotton next year it may be a better price, and the shortage of pickers won't be so noticeable.

The section boss at Olney says times won't be so hard, that is, where the track is not ballasted, when the fall rains start in.

Prof. Munn, of Ardmore, says "these are the rainy days," we should have been saving our dimes, to be used to buy a bale of cotton. But Hiram says the way his old cow kicked him she seems to want him to spend his for a bale of hay.

The agent at Durwood says you may snigger at Calup Hayseed for driving up the wrong side of the main street and enehaling his coffee out of his saucer, but his chances for "ham and" three times per, are something like three time's better than yours.

Ezra Haskins, of Unchuka, says "he won't send his last boy, Tobe, to school until after the war is over as they are going to change the map of Europe then he would have that much to learn over again."

E. W. Luter, conductor on 681-628, advises he has quit chewing tobacco, and if he misses tomorrow and next day it will be two days.

Abner Bilkins, of Unchuka, will leave some time next month for Ardmore, where he is being sent by the Prince Adolph Club, to learn how the chink's hashers' tie their ties.

O. Hatfield says that women may get their age and bust measure mixed, but she will never forge. when Hubby promised to be home from town on pay-day nights.

The only pumper says, "at the primaries there was a big thinning down, and we remark that after the general election many more good cotton pickers will have no reason for not coming home.

Brakeman Spurlock says he wishes it would hurry and snow so as to keep his feet off the cold ground.

The new dances are condemned by many that are to thick up stairs to ever learn to dance anyhow.

Looking over our books we see that George Gregory still owes us the cigars, and a new account was opened with Mr. Munn, the bill buster of Shawnee, he got fresh married too. Please remit boys, please remit.

The first King to lose his office, caused by the European conflict, was King Cotton.

One of Ed. Luter's brakemen says "speaking of airships, he don't want to get higher than the top of one of the big furniture cars, or on the second limb of a sycamore tree after a possum. Ditto over here, skeziks, ditto."

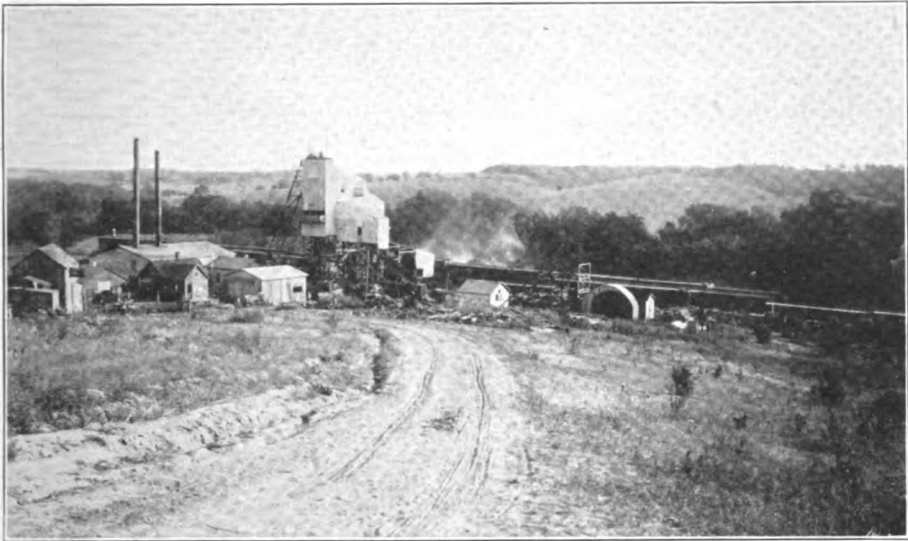
Mr. Fitzgerald, engineer at Ardmore, says "some people are so stingy they won't get shoes big enough to fit."

Gen. Villa wishes to announce "in behalf of the management (that's him) and his little company, that the show is never won and never over, going on all the while, and the next act where 'the Villa' tries to make his dreams come true, a beautiful little diddy, consisting of comedy and tragedy mixed, he promises if given the proper amount of patronage, it will be the last act, then he will thank you one and all, and if he gets to be president he will bid you one and all a kind good-night," until at least another dreamer dreams a dream.

The roadmaster says, "did you ever notice that the gink that is always bumming smoking, has a pipe as big as a goose egg." Yes, and if its a chew he wants, he gets your mind off of your business by telling a funny story, then he whacks off a chunk as big as a bale of hay.

The Grizzly Bear—Fashion Week.
At Oklahoma City where they had the Fair, M. J. Jolly, swears he saw Queenie there; The same little girlie of the Stockmen's show. That not so long ago, caused a fuss you know. M. P. bought her lots of candy, Oh, with the girls we know he's handy.

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DES MOINES, IOWA

And he says that she's a dandy.

And now we are full of sorrow

Because we didn't borrow

Enough at least, to go with Jolly to that Fair.

Hugh Thompson wants to know "who remembers that lye soap that mother used to make us help make?"

D. A. Sweet says it takes the city gazook to tell how to make hens lay, but he notices the sun tanned individual that gets his mail marked R. F. D. keeps bringing all the eggs to town.

Mack, the baggage smasher on 651-2, while trying to pronounce a Russian name, kept his mouth open so long that he took cold, and when he went to sneeze he hit the stem of his new pipe. The total loss was five cents—it fell out of the car door.

After the Fashion Paper Came.

She arose all in a flurry,

Called a taxi in a hurry

And told the driver not to stop for anything.

And through a rain storm pouring down

She went flying right down town

To buy the latest, before the style would change again.

Next to getting signers on a petition for a new depot, there seems nothing easier than getting up a Rebel army in Mexico.

We are indeed sorry to report that such a well-liked man as Mr. Earnest Cook, getting his hand cut off, it seems impossible to imagine such to be the case, and we earnestly pray that such horrible things will some day cease to happen.

At the chink's the other day there was a free-for-all, Chin Goon is absolutely neutral but they were all there.

French fried potatoes, German pot pie, English pudding, Belgium hare, and when the hash came a Russian in and started to Serve-a dish of Turkey hash with some Italian sauce, a Texas Ranger had already began an some Mexican Chili, and that made the pepper hot; then the salt got fresh, when things got warm the butter run, the molasses took courage and stuck to the table cloth, but the coffee got weak and settled on its own grounds; things became quiet when they all saw the spoon holder and we wonder when we hear the cinnamon bark if the ginger snaps. Then the Butch says these are trying times when a man can't play hooky from home without a requisition.

A John Indian got all peeved at Conductor Cook for not selling him a bottle of fire extinguisher—the big chief thinking it was the kind of fire water that is bottled in bond—and we suggest there be no more made that is red, it not only is misleading to John but probably others as well.

The editor of the Blanco "Busted" Air Hose says that eugenic marriages should be a law, as it will make a bigger and better race of people. Something on the same plan as the goose lurry and squash was improved upon until they are brought from weaklings to what they are today. We predict the rules for matrimony then will be on the line of corn planting. Also we see the Editor's finish, as there won't be any papers but farm dope, or how to make the garden grow. The whole thing is being agitated by the "Back to the Soil" movement.

We hate to say it, but when peace is signed up in Europe, we hope that fashion inventor gets promoted—carried—or was forced to fight for his country to the extent that—we don't want to say it—but anybody that is brave enough to pull off as much stuff as he does, is the kind that they need at the front.

The agent at Pittsburg remarks that these are trying times, and a man, if he stays poor there is no food for him, and if he want's to get rich he comes in contact with the income tax. Most of us should worry.

Some people can live on a cracker a day and stay fat. Some can eat a bushel and it won't hurt them, but we never did learn how that Scissor got that eat thirty-one roasting ears, according to the Oklahoma City Times.

Mr. Leach, the mail clerk on 651-652, remarks that Fetereta, the new food stuff introduced in Oklahoma, sounds too much like Mexican for him to feed to his cow. He is afraid it will start her on the road to rebellion—with reference to giving down her milk. Might do it. Who can tell?

After the war is over,

When the smoke has cleared away,

There'll be lots of fighting

By the lurch that always say

"I was where the fight was hottest,"

"I fought with determined will,"

It's always after it's over

"Then look what a bear WE killed."

Abner Bilkins says, next to his hound barking up a tree when he "han't treed nothing," there ain't nothing more misleading than one of his hens to cackle and no egg layed. We agree Abner, and was going to give you a remedy for both cases, but the expert poultry man, Mr. Kinsel, the mail clerk, either forgot it or never had thought of it when he wrote his book—Helpful Hints for Non-Producing Hen-ries. We are glad of one thing, however, and that is this is one thing the corporation commission can't blame on the railroads—it may be though they hadn't thought of it either.

By reason, the writer, commonly known as Happy Hiram Young, can't get all the news from the branch he is forced to depend upon Prof. Abner Bilkins, of Unchuka, the self-appointed mayor of said city, for what news he may garner, and instead of the title being Ardmore Branch News, it will hereafter be known as Obner's Briefs of the Ardmore Branch. Hoping this will meet your approval I wish now to take on some hay, as 47 and 48 is a hard job.

Yours for Boston,

"HAPPY HIRAM" YOUNG.



CHICAGO 47TH STREET SHOP.

By J. S. A.

Mr. Schnieder, upholsterer foreman, has added a new washer to his equipment, same being used to wash plush car seats, etc. We understand Mr. Schnieder has also added a horse and buggy to his equipment at his Blue Island home.

Mr. M. K. Hollana was confined to his home several days last month account sickness.

Mr. Arthur Boyed, helper at the shop, says Blue Island has got Chicago beat a mile by having the most beautiful ladies. For our part we will believe you Arthur, but some of the other boys might want to investigate.

Mr. Steven Braininger, upholstering department employe, was married Saturday October 3d. His many friends at the shop wish him success and may all his troubles be little ones. "Little Stevens."

When questioned as to the truth of the rumor mentioned in last month's issue, wherein it was stated Mr. Williams and Miss Pearson were married, Mr. Williams advised it was a rumor, nothing more. We wish to apologize to Mr. Williams for placing him in such an embarrassing position, and assure him that we will ascertain the truth of the next rumor before reporting same.

Mr. Joseph Cavanaugh, of the store department, has been having considerable trouble lately with boils on the back of his neck. Probably the high cost of living (loving), Joe.

Mr. Frank Maher, store department clerk, recently returned from a short visit in Des Moines, Ia. He reports a big time even though the visit was short.

For more up-to-date entertainers than the Messrs. Mc Ginn and Flemmer (store house twins), you will have to travel some pace. Messrs. McGinn and Flemmer are popular entertainers in many events in this part of the city.

It pays to help find errors, so says Miss Starr, of the store department. For further information you are respectfully referred to Miss Starr.

Our congenial friend "Adam" says, "there never was a hook in the brook that could draw him out of the sea of single bliss." It seems "Adam" has become a woman hater. But what about the "Harem?" What has become of the originator of the song, "The Life of a Foreman."

We overlooked mentioning in last issue that Mr. Eberler, chief clerk to electrical engineer, spent his vacation on a farm in Volo, Ill. Mr. Eberler says, "farm life is the only life."

We understand Miss Brown, stenographer M. M. office, had poor luck with her tomato plants this season, having gotten only about seven small tomatoes from the vines. Miss Brown advises us she looked forward to getting a good

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you will find it a distinct advantage to furnish a Surety Bond which will be recognized by your prospective employer not only as absolute protection against loss, but as a guarantee of your character. Employers know that the Bond of the Largest and Strongest Surety Company in the World is issued only to the applicant whose honesty is considered beyond question.

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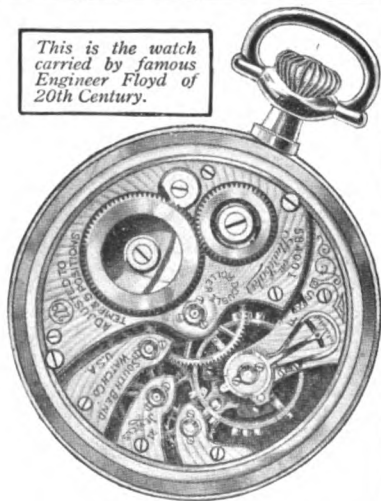
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number of nice, big, red, juicy tomatoes from the vines, but instead she got several small yellow ones. The joke is no doubt on Miss Brown.

To know Mr. Williams and Mr. Leather, one would naturally think (especially at this time, when war is raging in Europe) that they would get along like two strange bulldogs, but we can assure anybody that they get along very harmoniously together. Why?

J. Herlihy, assistant chief clerk M. M. office, was in Peoria this month checking material accounts, and incidentally taking in points of interest in that city.

Thos. Haggerty, smoke inspector, accompanied by his wife, spent his vacation with relatives in Dubuque, Ia.

F. H. Goddard, engine inspector, took a ten days' vacation fore part of October and returned much benefited; also bringing his straw hat, which does service in all seasons.

W. C. Jenkins, general clerk mechanical department Rock Island, was in Chicago September 29th.

J. Baker, chief clerk to mechanical superintendent, was in from Des Moines one day this month on business.

Mr. William Woods, foreman car machine shop, was placed on the pension list September 30th. Mr. James Castle succeeds Mr. Woods.

Mr. James Kelly, promoted to stockman, first floor store department vice Frank Woodcraft, resigned.

There is a certain short, red-headed young man at the shops who answers to the name of "Tom," and who is "there" with the ladies. However, we understand one Miss Bither is waiting for him to grow up. How about it, "Tom?"



EL PASO DIVISION.

Mr. Arch. Sneed, engineer, left September 21st for Ft. Worth, on business and pleasure trip.

Conductor J. S. White and wife returned September 22d from Chicago and other eastern points, after a couple months' vacation.

F. J. Reeves, fireman, left September 21st for Chicago and other points.

Superintendent H. P. Greenough's private car 1910 has been repainted and overhauled and one would think the car was on its first trip out.

H. W. Clutter returned September 23d from Hutchinson, Kan., where he had been assisting the force there in ticket work during the Hutchinson Fair.

Mrs. Greenough returned home September 23d, after a couple weeks' visiting relatives in Omaha.

Mrs. J. A. Childers, wife of maintenance clerk, left Dalhart, Sunday September 27th, to visit home folks at Foss, Oklahoma, returning October 7th.

Mrs. F. Q. Ward and children left September 27th for Wheeler, Tex., where they will spend a few weeks visiting.

On September 29th Conductor J. S. White received the sad news of the death of his mother at Danville, Ill., and left September 30th accompanied by his wife. Conductor White has the deepest sympathy from the El Paso division boys, for all who have met him considered him a friend, and sympathize with him in this hour of darkness. They returned to Dalhart October 6th.

"Shorty" Kramer, enroute to his home in Dallas Center, Ia., stopped over with his comrades in Dalhart one day. Welcome, "Shorty," come again.

Mrs. F. E. McDowell and children returned September 30th after a few weeks' visiting relatives at Lafayette, Ind. Mrs. McDowell was accompanied home by her mother, Mrs. J. P. Marces.

Fireman M. B. Baker and wife from Pratt arrived October 6th to visit old friends and relatives.

Mr. C. B. Pratt, superintendent Chicago Terminal, was here October 7th and 8th on company business.

Miss Myrtle Rice, daughter of Dispatcher Rice, left October 12th for Kansas City, visiting relatives and friends.

Mrs. Chas. Klingman, of Sterling, Kas., arrived Dalhart October 13th to visit her son,

Dave, stenographer in Superintendent Greenough's office.

Mr. R. N. Childers, timekeeper, and family left October 15th for Enid, Okla., visiting relatives.

Mr. J. Kirven, accountant, was called to El Reno, September 22d, to assist El Reno office in Oklahoma Rate case. It was also requested that he bring his suppose-to-be calculating machine, which closely resembles one of the Belgian machine guns that wrought so much havoc in the German army at Liege, and judging from reports of the manner in which it mowed down the serried ranks of figures in said Rate case, it is evidently entirely worthy of the appellation.

Mrs. W. C. Jones, and son Russell, wife and son of the chief clerk, left September 23d for Prairie City, Ill., visiting relatives and old home. W. C. was going around with a long face, as though he had lost all the friends he ever had; however, Mrs. Jones left Howard at home to see that he was taken care of, but was obliged to give up the case and advised his father to send for her. W. C. left October 10th and met Mrs. Jones at K. C., they returning the 12th.



EL RENO, OKLA.

By the Deacon.

Nothing but blessed quietness prevails around the general office building since the ball games. The Philadelphia supporters have no say coming, and the Boston bunch has not yet recovered from their surprise.

I note the news items from Hamilton Park is called "Krespetts," but from reading it think it should be called "Shakespearets."

Mr. F. H. Kahl, manager and wire chief of Ft. Worth, spent Sunday, October 11th, in El Reno.

Mr. F. T. Beckett, engineer maintenance of way, was about the happiest cigar dispenser, we, of the office force, have had the pleasure of accepting the vile weed from in some time. He says, "Up to my house, we have the dandiest boy in all the world, he arrived 11:38 p. m., October 12th." Hurrah for F. T. B.

Mr. H. F. Clark and I. L. Simmons spent a few days on the Third district during October.

Mrs. B. B. Burchfield, stenographer in P. H. division office, spent October 11th and 12th in Kansas City, visiting relatives and renewing old acquaintances.

Mr. E. E. Sawtell, chief clerk in P. H. division office, left the 3d for a two weeks' vacation in Kansas City and Des Moines. Mr. F. P. Wilson is acting as chief clerk during his absence.

The Pan Handle division was well represented at the Oklahoma Fair the first of the month.

Rumor has it that Ray Mahar, stenographer in the roadmaster's office, was seen out at the Oklahoma State Fair in Oklahoma City, with five doll babies in his arms—all at one time. We all know that Ray is strong for these "Baby Dolls," but did not think he was quite so selfish.

During the month of September the El Reno freight station showed an increase in accounts of over \$6,000 due to heavy inbound shipments from the west.

The El Reno freight office held their monthly staff meeting October 16th. Mr. E. Harding, agent Enid, was a very pleasant visitor, and gave us several good suggestions in connection with better handling of our freight platform.

Mr. C. C. Crawford, traveling inspector for the Western Weighing Association, spent several days this week checking records at the freight station.

At the Canadian County Fair, recently held in El Reno, Mr. Robert Bell, Rock Island carpenter, was awarded \$30.00 in premiums on his fine Jersey cattle. Mr. Bell has some of the finest Jerseys to be found anywhere, and always takes away some blue ribbons.

Mr. F. P. Higbee, of the freight house, made a trip recently to Emporia, Kan., visiting his old home.

Mr. Roy Faubin, formerly of the general manager's office, paid the freight house a visit the 17th of October.

The Oklahoma Two-Cent Rate case has been postponed until October 28th.

Miss Stone and Miss Woodhouse, of the legal department, spent Sunday October 17th in Oklahoma City.

Mr. R. H. Tinkelpaugh is at present temporarily employed as C. T. 80 clerk in the P. H. division office. We are glad to have Tink with us and hope he succeeds in landing a steady.

October 15th Mr. F. E. Esbill, of Brighton, N. J., and Miss Mildred Barnes, daughter of Roadmaster Barnes of Amarillo, were married in Amarillo, Tex. The young couple departed at once for El Reno, where they spent a few days before departing for their eastern home.

On September 15th Mr. W. McMurtrie, C. C. to superintendent at Rock Island, Ill., and Miss Effie Dowell, of El Reno, Okla., were married at the home of the bride's parents. They departed at once for Oklahoma City, and left there in the evening for a trip to Ft. Worth and Galveston before returning to their home in Illinois. Both were well known in El Reno, and their many friends wish them a life-long honeymoon.

Cotton has begun to move on the Oklahoma division and there will be more cotton raised than previous years. Everything at this time indicates that the crop will be a large one.

A. C. Bradley formerly roadmaster on the Iowa division at Des Moines, who has been appointed division engineer on the Oklahoma division vice Mr. Garrett Davis, promoted, has arrived and assumed his new duties. We are glad to have Mr. Bradley with us, and all the boys will do whatever they can to make his stay with us both pleasant and successful.

Miss Hettie Ellsworth, who has been in Amarillo for the past six weeks, has returned to her old position as stenographer to the chief clerk, in the Oklahoma division office. We are glad to have Miss Ellsworth with us again.

Barnum & Bailey's circus showed at Enid October 17th to a very large crowd. The Oklahoma division operated a special train from Billings to Enid and return with six coaches, which were filled to their capacity. After showing at Enid the circus moved over the Rock Island rails from Enid to Oklahoma City.

On October 9th the Oklahoma Division Safety Committee met in the office of Superintendent C. L. Ruppert. The entire committee was present and quite a number of visitors. In fact, it was one of the largest attended meetings that we have had, which goes to show that the interest in this very important matter is increasing. The meeting was a very successful one in every way.

Mr. C. B. Pratt, superintendent of the Chicago Terminals, visited us in the past week. Mr. Pratt is well known around El Reno by the railroad boys, as he was formerly connected with the Third district. We were all very glad to have him with us.

Mr. H. Clewer, supervisor of locomotive operation, was a visitor at El Reno. We are always glad to have Mr. Clewer among us.

Mr. Garrett Davis, who has been division engineer on the Oklahoma division for the past year, has been appointed engineer in connection with the re-valuation work, which is now going on on the Rock Island lines. While we all regret to see Mr. Davis leave the Oklahoma division, we are glad to hear of his promotion.

Mr. Dallas Hardcastle, file clerk in the Oklahoma division superintendent's office, has resigned his position to attend medical college.

Mr. H. G. Martin and wife, electrician at El Reno, visited in Little Rock, where Mr. Martin has been doing some extra work.

The Oklahoma division moved three circuses last month. Howe's Great London Shows, Gentry Bros. and Barnum & Bailey, the latter moving in three sections.

Mrs. Forrest Vave, wife of trainmaster's clerk, returned home after a six weeks' visit with relatives in Tennessee.

Business is picking up on the Oklahoma division. Have set up three crews and put several brakemen back to work, who were cut off in August. The Mangum Branch is doing more business now than it has for two years.

Mr. C. F. Redans, trainmaster on the Oklahoma division, has been enjoying a visit from his father, of Buffalo, N. Y.

Five conductors have been promoted to passenger service in October: Messrs. R. C. Saunders, P. R. Pressley, J. W. Gray, G. F. Herrington and J. A. Houle.

What do you do with your clothes in a Sleeping Car?

Are you one of those who have not given us their name so we could send them a trial set of our Sleeping Car Clothes Hangers?

If so do it today, and hereafter avoid the "slept in" appearance your clothes take on after a night spent in the usual manner in a Sleeping Car.

Our Hangers suspend your clothes flat against the curtain from the rail in the lower or the curtain pole in the upper, where they are out of your way, and in the morning they will be smooth and unwrinkled.



They remove all objection to having the upper berth occupied and remove the principal objection to occupying it yourself.

They weigh practically nothing and take up little or no room in your grip.

They save more than their cost each month in pressing charges.

They can be used very satisfactorily in your hotel or home, though designed especially for Sleeping Car use.

They hang ladies' coats and skirts as well as men's coats and trousers.

They are very acceptable gifts for your friends on any occasion.

One prominent official wrote us unsolicited "they are worth \$5.00 to me and I would not go on the road without them."

We believe you would be as pleased as he was and in order to convince you will send a set to you at our expense for 15 days' trial, after which we will send postage for their return if desired, without obligating you in any manner.

We believe, however, if you keep them you will say you get more satisfaction for the dollar they cost than any other you ever spent.

Write us today sure.

GOFF BROS., Davenport, Ia.

Adrian Said visited the circus at Enid and saw the wild cats and elephants, which was the first wild beasts the young private secretary to superintendent had ever seen. It was a hard matter to keep him from resigning his present position and joining the circus as an animal trainer.

Conductor H. Martin has returned to work after a short illness.

Conductor G. W. Deverger, is spending his vacation on his farm near Salina, Kas.



FORT WORTH, TEXAS, NEWS.

During the past few months we have received a large number of tips from fellow employees regarding people who have contemplated making a trip or making a freight shipment and our revenue, especially the passenger revenue, has been increased to quite a large extent as a result of the advance information given us by various employees. A number of employees have given us tips regarding prospective passengers, but it has remained for Conductor J. P. Naylor to follow up the good work and ascertain from passengers how the trip over the Rock Island was enjoyed; thus paving the way for future business. The passenger in this instance was Miss Lucile Tancard, of Ft. Worth, who made a trip over the Rock Island, Ft. Worth to Minneapolis, and informed Mr. Naylor on her return that the service was strictly first-class, and that she will most certainly use her influence to get others to take the Rock Island. Without an argument the blue ribbon goes to Conductor Naylor.

Passenger Department Booster List for the past month shows following names:

- L. M. Patterson, auditor's office.
- H. M. Warner, auditor's office.
- V. B. Eubanks, engineer, Amarillo.
- Chester Clerk, revising clerk, Amarillo.
- F. C. Abbott, real estate and tax agent, Ft. Worth.

Marcus Legg, flagman, Amarillo.

J. P. Naylor, conductor, Ft. Worth.

Ted Randolph, general passenger office, Ft. Worth.

The Summer tourist season has just closed, September 30th, and business for the past Summer has been very encouraging. The month of October promises good. We have the Pan Handle State Fair at Amarillo, the Fat Stock and Horse Show at Ft. Worth and the Texas State Fair at Dallas, all during October.

James A. Marks, district passenger agent at Houston, accompanied by his wife, is taking a vacation and will attend the convention of the Traveling Passenger Agents at San Francisco. Tom Lowdry, chief rate clerk general passenger office, is taking a vacation and has gone to Philadelphia and Boston for the World's Series. Tom is a great admirer of the Athletics and, at present writing, as Boston has won three straight games, we expect him home in a day or so.



HAMILTON PARK KRISPETTES.

"Even so, the sands of the desert may grow cold."—King Kinney, Editor.

About thirty days ago, Florence Buissonno declared war on the editor, and announced her intention of turning the searchlight of publicity on his career. So far, Florence has failed to deliver her "Phillipic;" we have no record of receiving a eulogistical document from her pen. Fearing that the denunciation might be around the editorial offices of the Employees' Magazine, we forthwith cabled the editors and received the following replies: Harley Reisman answered as follows: "Not in our office, it might have been confiscated by the postal authorities." Jno. Simpson said, "You can search me, I haven't sampled any of the new soda crackers." Blanche Richardson replied, "The document in question never reached us." The question is, Where is Florence Buissonno's denunciation of the editor?

Oh, Jim Jeffries failed to deliver,

When he tried to come back,

But Middleton knocked out a homer

Take notice, Connie Mack.

Yes indeed, while playing the role of spectator at one of the recent A. of D. games, Mr. Mid-

dleton was pressed into service as a pinch hitter, and responded with a home run, sending a man ahead of him, and helping to put the game on ice. Who said "They never come back"?

The following advice is handed gratis to Pitcher Paul, of the car accountant's office: "We did not mean to take advantage of you but would advise you to be careful with your 'slow one' when you don't know a batter's ability."

Pancho Padden spent his vacation in the wilds of Denver and Salt Lake. "Just looking them over," as Pat would say.

Canned Interviews.

Chas. Jos. Markus.

Markus, Charley Markus, is a very happy man, likewise he loves baseball and is a baseball fan, and when I asked him for an interview, Charley softly murmured, "I will tell my life to you. First of all," quoth Markus, "kindly understand, Jasper ain't my middle name, although it may sound grand. I was born in Chicago a few short years ago, August 21, 1891, is the date, doncha know. To go out fishing is my greatest delight, to catch a pickeral I would stay up all night. Hunting is another thing that surely gets my goat, I also am fond of sailing in a motor boat. Politics, my friends say, is my middle name, only last year I ran for aldermanic fame. No, I did not get there, but in time I surely will, for the man that never quits is the man that gets his fill. Charles Dickens is my favorite author. I will say, I love to see Kathryn Williams in a photo play. I once saved a man from falling off the Government pier. Don't you think I have had a lively career?" I agreed with Charley Markus on the story or his life, it sure was a round of hurry, worry and strife; and some day good old Charley will sit in the mayor's chair, for Charley Markus is a hustler that sure will get there.

Lucille Rearick.

"Nix on the interview," Lucille Rearick said. "Why pick on me, tell your readers the fair Lucille is dead. For my friend, what is there to tell, surely you can't imagine I am a Blue Island belle. I was born in Quincy, Ill. I will not say when, and I have had a very few adventures since then. As for the motion picture stars, I love them one and all. Once I was nearly drowned in a Minnehaha squall, but a boy in Minneapolis saved my fair young life, a chap with kissable lips who had been through lots of strife. I think your interviews are great; I read them all the time, I could never say that they were a crime. I love to read Laura Jean Libby's lovely books, 'So Fair, So False,' and 'In the Hands of the New York Crooks.' I love to ride in an automobile, I love to sit at the steering wheel; a nice big Ford is the kind for me, a 600 cylinder, 300 h. p., and that's all of my life's story, so bid good-bye to the 'Quincy Morning Glory.'" And that is all of Lucille's life that there is to tell; she is fair, pretty and charming as well.

Geo. Bethke has discarded his anarchistic propaganda and we are prone to wonder if the Beau Brummel of the Miscellaneous Department has fallen in love.

Mike Balun is always on the job, when it comes to saying pretty things. Oh, you Lillian!

Jno. Honan, alias Clannagael Jack, has given the scribe permission to state that he is in the limelight.

Miss Frances Lutchemeyer left on Saturday, Oct. 3, for a vacation trip to the Golden West. She expects to visit Frisco, Los Angeles and other points of interest en route. Don't get married, Frances.

Jno. G. White spent his vacation seeing Niagara Falls in company with his wife.

Speaking of vacations, Harry Alonzo Beste was the victim of his wife's, and was his own housekeeper for two weeks. The result justifies the editor to advise Mrs. Beste to get back on the job.

Oh, yes, Florence Buissonno had a vacation recently, but as she did not take the editor into her confidence, we do not know where she spent it.

The A. of D. defeated the General Auditor's Baseball team 8 to 1, Sept. 26; the feature of

WHEN IT RAINS



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No water can reach you even through the openings between the buttons. Our famous *Reflex Edges* keep out every drop. Make the Reflex Slicker your wet weather service coat. It's the best your money can buy.

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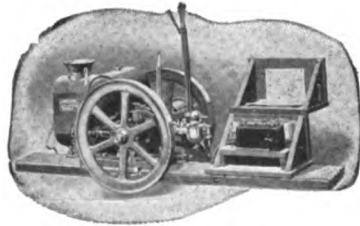
YOUR employers want you to wear proper eye protectors and will tell you the kind to wear that are best suited to your individual needs, or we will, if you will write to us and we will tell you where to get them or will supply you ourselves.

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the contest was Lang's pitching as follows:

Colts.	AB.	R.	H.	BB.	E.
Panel, 2b.	5	0	0	0	0
Headdecky, cf.	4	0	0	0	0
Reale, cf.	4	1	0	1	0
Alsip, 3b.-rf.	4	3	2	1	1
Williams, ss.	4	0	0	1	2
Lofander, 1b.	4	1	1	0	0
Schwert, rf.-c.	4	2	1	0	0
Clarke, c.	1	0	0	1	0
Sibley, 3b.	3	1	1	1	0
Lang, p.	4	0	1	0	0

Totals	37	8	6	5	3
All Stars.	AB.	R.	H.	BB.	E.
Weigand, ss.	4	1	1	0	2
Kopriva, 1b.	4	0	0	0	0
Landeck, p.	3	0	0	1	0
Hintze, c.	4	0	0	0	1
Hanpt, 2b.-p.	4	0	1	0	0
Brostrom, 3b.	4	0	1	0	0
Johnson, cf.	3	0	1	1	0
Rice, rf.	3	0	0	0	0
Papye, lf.	4	0	0	0	0
Hanson, 2b.	1	0	0	0	0
Wieberg	1	0	0	0	0
Adams	1	0	0	0	0

Totals	36	1	4	2	3
Aud. Disbursements.	0	1	0	3	0
General Auditor.....	0	0	0	1	0

Hit by pitcher—By Landeck, Schwart; by Lang, Adams. Struck out—By Lang, 8; by Landeck, 7; by Hanpt, 1. Two-base hit—Lafuder. Home runs—Alsip (2), Schwert.

These doses are very bitter to swallow, as mentioned in this issue last month, by the All Star bunch from the La Salle station, but the rubber one will be awful for them to digest, especially by such a decisive score of 8 to 1.

The Rube's Vacation.

The melancholy days have come,

The saddest of the year,

Vacations are past and over now,

All that's left are memories dear.

What we hear now is the story,

Of what they saw and did,

Henry Ruben's tale is saddest,

Oh, that poor romantic kid.

He spent his vacation in the east,

At Atlantic City and Central Park,

A chicken in the former burg,

Took Rube for an E. Z. mark.

A Jane in Philadelphia said,

Ruben was just grand,

While a doll in Central Park,

Took our Henry by the hand.

But the girl on the steamer

Rube swears he would have wed,

If his purse had not been empty,

For he surely lost his head.

Ruben left a trail of broken hearts,

Across this great continent,

When with Charles Geringer,

A romantic vacation was spent.

Jno. Rousseau, formerly of the AFT, now at

La Salle Station, was married Sept. 30 to Miss

Nellie Shields. His many friends extend best

wishes for a happy married life.

The girls of the APT gave Mabel Carson a

shower before she left.

Harry Willis has found it impossible to con-

ceal the fact that he rides on a south bound

train every Wednesday and Sunday. Isn't it

funny how news travels? Oh, you Blue Island

belles!

Violet Ricketts spent her vacation in Lynch-

ville, Va.

Gustave Herman Schultz, the champion index

clerk, during the latter week of September, took

to himself a mate. All the boys in the AD

office would have wished him many prosperous

years if he came through with at least the

cigars. As it is we hope he will get it like all

the rest of the wise ones.

Harry Hatfield, Inventor.

Harry Hatfield, one of the veteran clerks of

the AFT, has invented a parlor baseball game,

that fairly vibrates with the thrills, heartaches

and contingencies of the national game. Mr.

Hatfield has not based his game on theory alone

—he puts into it all that any man knows about

baseball, viz., errors, double plays, hits and

runs, squeeze, etc. The great objection to the

usual run of so-called baseball games lies in the fact that they do not convey the thrill and excitement of the outdoor game to the player. Mr. Hatfield's vast experience as a student of the national pastime has enabled him to eliminate this objection.

The game consists of a pack of 60 cards, a miniature diamond and a set of players. There are eight plays on each card, four hundred and eighty different plays to the deck, and over a million combinations, thus insuring no two games resulting the same. The game can be played as solitaire or with any even number of persons. Percentages can be kept, leagues organized and world series played.

Harry has patented the child of his brain and will manufacture it under the title "Hatfield's Parlor Baseball Game." The editor indulged in a game with the inventor Oct. 3, and the following score resulted:

Kinneys' Tigers.....	0	0	0	0	0	1	0	2	0	2	5	11	1
Hatfield's Wonders.....	0	0	0	0	1	0	1	0	1	0	3	8	0

Believe me, it was some game, and I am confident, now that I have defeated Harry, that my team can defeat anything from Silvis to Montauk Point.

Adore Grandchamp has left for Earlton, Canada, on a leave of absence account ill health.

The announcement of the engagement of Frank Rausch to Evelyn Davis, the model office girl of the T. B., has spread like wildfire, not that it was unexpected but—well, suffice it to say that a beautiful diamond ring adorns Evelyn's finger. And Frank is the recipient of countless congratulations. As Miss Kohn would remark, "Bless you, my children."

B. S. Simpson has succeeded in breaking into print at last. Simpson won a suit from a suit club recently. He deserves the space.

Len Decrow says Miss Beach is a stunning girl. What have you to say, Ruratrana?

Who Is Guilty?

"No girl should forgive a young man for stealing a kiss unless he gets busy and returns it promptly." Herington News, October. Someone stole a kiss from Georgia and forgot to return it, I see. Now who on earth is guilty? Will someone answer me? Was it Mike O'Haver, the personal record clerk, or was it Bluford Johnson, who says he has too much work? Or then, may be it was Zelon Hugh who does not value his life; or that sweet kid, Jimmy Doyle, who advertised for a wife. Tell me not in mournful numbers, Georgia's beau was slow. Still, who owes Georgia a kiss, is what we want to know.

Since our last issue we have developed a vaudeville team by the name of Eagan and Willis. How about it, Lydia?

It is reported that Frank Hedricks contemplates matrimony, and Ray Miller fears 31st street will lose one of its belles.

A Stenographic Pastoral.

In a part of the building isolated complete, Lies the Typing Bureau (Stenographers' Retreat).

A place held apart, unmolested by men, Save perhaps a visit now and then By a dictaphone or typewriter man To make whatever repairs they can And keep all machines running smooth and clear,

Promoting the harmony in our sphere.

There are nineteen girls in our privacy, Carefully guarded by Miss B. D., Who tends her flock like a shepherd of old, Keeping all protected within the fold. More contented sheep would be hard to find, Or a shepherdess more firm but kind, So through the windows and doors so thick Can be heard an incessant "click, click, click."

We are pleased to be able to announce a chat with Miss Helen Burns in our Christmas issue. Miss Burns, otherwise known as "Nellie, the girl with the beautiful voice," is one of the most widely known and best liked girls in the Hamilton Park Offices, and there's a reason, as Miss Burns' countless admirers will testify.

Any information in regard to Harry Hatfield's baseball game can be had by applying to King Kinney.

Frank Scialla is the happy father of a beau-

tiful baby boy, who arrived Sept. 30, 1914. "Earl" is the name by which the new member of the family will be known. If he grows up as good a man as his daddy, his mother should be proud of him.

Roger Padden, resigned Sept. 12 to accept a government position in the postoffice. Roger always was the "clear quill" and should win new laurels in Uncle Sam's service.

Florence Buisson might well be called the little "Sunshine Girl," she is the dearest little package of femininity in the Hamilton Park Offices.

"? ? ? ?"

Who sailed the briny ocean with the fleet of Uncle Sam? Who has the sand and push of a modern battering ram? Who would go down to Mexico in a uniform of blue? Who to national traditions is loyal, staunch and true? Who did the sailors hornpipe in Manila Bay? Who when the sun is shining makes a lot of hay? Who's name is it, we shout with a roar and bark? Why, that grand old sailor boy, Earl W. Stark.

"HERINGTON FLASHLIGHTS."

By Georgia M. Cullins.

F. A. Kendall and wife have gone to Emporia, where they will probably locate. Frank was formerly fruit inspector at this point.

Glen Schrader, relief baggageman, has gone to Abilene where he entered business college.

T. J. Webster of Chicago was a new switch engine fireman at this point, but was later transferred to McFarland.

A. F. Anderson, operator, has been transferred from El Reno to Herington relay.

Wm. E. Carroll, who has been acting as relief operator in the absence of wire chief Louie Ingram, has now been sent to Trenton, Mo.

W. R. Johnson and family have moved back to Fairbury.

We understand that O. P. Little has been making regular trips down on North First street near the park. Ask the call boys, they seem to have the required information.

It is expected that work will be commenced on the refixing of the relay office. We'll be mighty glad when its done as we sure hate dirt. J. Hauke and J. F. Rossiter were office visitors the 16th.

Brakeman P. B. Brand, who was injured some time ago by falling from the top of a freight train between here and Topeka, is improving rapidly; he is now able to be up.

"Wanted—A Subject."

Wanted, a subject to write upon,
A subject not serious, for I am subject of fun,
For writing is surely my greatest delight,
So give me a subject and see what I write.

My think-tank is empty of subjects this morn,
And that is the reason I'm tooting my horn.
You'll see what I write on the subject I get.
If getting the subject don't give me a fit.

Wanted, a subject! I said to a friend
Whom I thought, perchance, might have one to lend.
He gave me a look that was meant to be stunning,
And said, "Oh! I see; your'e subject to wanting."

No subjects forthcoming so far as I see
Of the kind that I want, so I'll let subjects be.
I'm not subject to write on subjects, my case
So hereafter when writing, I'll write on space.

Mr. and Mrs. Wm. Wangerin spent a few days with Mr. and Mrs. Rudolph Fritch at Tampa.

Mr. and Mrs. John Dodds of Caldwell have been visiting friends here for a few days.

When you clasp another fellow by the hand the world grows all sunshine.

Les Clem, car foreman at this point, has been transferred to Trenton, Mo., where he will hold a like position as the one he had held here for several years. The employees of the car department got together as soon as they heard of his removal and bought him a handsome twenty-one jewel watch as a token of their regard. The writer can vouch for the beauty of their present having seen it directly after it was presented to Mr. Clem. He will

I Will Help You Get Ahead

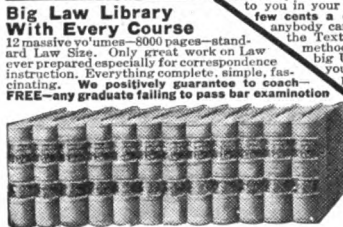


Rise up! Get ahead! Be somebody. You can do it and I will help you. Make your mark in the world. Get a start. Success is for you the same as for any other man—if you know the way. I have helped thousands of young men to success. I will help you. I will show you how Judge Gary, Pres. of the U. S. Steel Corporation forged ahead; how Woodrow Wilson was enabled to climb to the President's chair.

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**James H. Hirsch
& Company**

CHICAGO

M. F. BIRK, Manager

"We are still on the job"

be succeeded here by Mr. T. J. Butler, who was recently transferred to Pratt. Mr. Butler was formerly Mr. Clem's assistant here. The friends of both regret and rejoice over their move.

Alas, how easily things go wrong!

A sigh too deep, or a kiss too long.

And then comes a mist and a weeping rain,

And life is never the same again.

J. E. Ruby came in last week after an extended visit in Kansas City and Chicago.

Wm. Broddle, roadmaster, is able to be at work again, after a short illness.

Mrs. Sargent of Wellington visited at the F. M. Oliver home a few days.

Mrs. L. J. Hughes is enjoying a visit from her sister, Miss M. B. Miller of Chicago, and her aunt, Mrs. Carrie Irwin of Kansas City.

The reason a woman doesn't enjoy a vacation is because she is afraid she left the light in the cellar or the gas under the hot water tank burning.

O. E. Bonecutter spent several days in Nowata, Okla., looking after his interests in the oil fields.

Mr. and Mrs. A. A. Roemer will leave some time next week for Wellington, Kan., at which point he will hold a similar position to the one he is now holding, agent of the American Express Company.

Mrs. E. J. Baird is visiting in Dallas, Texas.

Mrs. F. P. Connolly and children are visiting her mother, Mrs. O'Rourke, at Pratt.

Mrs. George Vogle of York, Neb., is visiting her mother, Mrs. Klock. Vogle was formerly Western Union manager at this point. Miss Mae Hunt is the new manager now.

After waking from the trance into which we were precipitated upon looking at the October issue of the magazine, we have come to the conclusion that Kansas isn't such a bad place to live after all. In fact, we are rather proud that we are a resident of Kansas. As King Kinney declares we are a suffragette, we will open the attack by contradicting him as regards our picture. It has only been a short time since we had our picture taken with the rest of the office force. In fact, we think, if King Kinney will take the time to look over the files he will find one sent there about July or August, we refer him to Engineer Hilscher, the Rock Island photographer at this point.

Pictures are one of her hobbies. We love to have our picture taken as well as to take a picture of some one else. To disillusion King Kinney we are going to send him a large picture and hope that he will be satisfied that Kansas has photograph galleries as well as Chicago, also that a Kansas suffragette is capable of taking care of herself.

We know that King Kinney just dotes on life histories, so here goes. I was born Oct. 24, 1892, in a little town called Florence, Kan., not Italy. Lived there until 1900, at which time I removed with my parents to Hobart, Okla. Returned to Kansas the latter part of the year, have lived in various other small towns to numerous to mention and finally settled in Herington, at which place I have resided for the last twelve or thirteen years.

Traveling is one of my greatest delights. I have traveled over a good bit of Kansas, Oklahoma and Missouri, and, at some future date, which we hope is not far distant, we are intending to make a trip to Ohio and Illinois. We believe in seein' the sights at home before commencing on foreign lands. We are going to make a special effort to meet King Kinney and thank him personally for what? Great riches, renown or a gold medal? We are in doubt as to what the winner won?

It is a rumor going round that's soon to become a fact, that a certain fireman and a former cashier at the eating house are to be married soon. Facts will be published later on.

Mr. and Mrs. G. J. Callahan were host and hostess at a progressive whist party Oct. 16, for the benefit of the Ladies Guild of the Episcopal Church. About fifty-two guests were present during the evening, progressive whist being the diversion until 11 o'clock, at which time lunch was served. Mrs. H. L. Reed, Mrs. Frank Clark and Mrs. Morgan were on the refreshment committee. All report an enjoyable evening. These parties will hereafter be held once a month during the winter.

Mrs. Wm. Solomon and daughter Gladys left

the 10th for Fort Smith, Ark., for a visit with Chester Solomon.

L. J. Hughes, Fred M. Thompson and John Yoder attended the Shriners' meeting at Counciloria.

This world would sure be mighty slick,

And all devoid of drudge,

If man would pay his bills as quick

As he will pay a grudge.

IOWA CITY NEWS.

By A. B. C.

L. L. Consamus, cashier, a native of St. Petrograd, Russia, wears a beaming countenance these days, due to the recent Russian victories at Wlogclowek and Przemyśl. He informs us that if the war lasts much longer, we may expect to see the price of Siberian crabs go up several Copecks per bushel.

Justice of the Peace A. T. Burnett has purchased a Buick limousine of 1906 vintage. He claims to be able to throw her into high and make a mile in 1:30—1 hour and 30 minutes.

We believe the Iowa City freight department presents a wider range of nationalities than any station of like size on the Rock Island. The following are some of the nationalities represented:

U. L. Shin de' Lemme, Paris, France.

L. L. Consamus, St. Petrograd, Russia.

Geo. Wagner, Jerusalem.

William O'Schindhelm, Dublin, Ireland.

Clarence Green, Stockholm, Sweden.

Frank Kopetsky (he of mustard oil fame), Prague, Bohemia.

A. T. Burnett, Shanghai, China.

We believe that Foreman E. L. Hines represents another nationality; however, we have not as yet been able to determine his origin, as he was brought down by Commodore Peary on his return from the North Pole.

Larry Burns, after taking a post-graduate course at school, has returned to work as baggage-man for the Bumble Bee line.

L. L. Consamus, by special invitation from A. T. Burnett, will take a long journey in the Justice's automobile the latter part of November. Their tour embraces a visit to the offices of the general auditor and the auditor of freight traffic, where they hope to be able to adjust differences in last month's balance sheet and abstracts. They will also stop for a short time at Moline freight office, where Justice Burnett will throw a few jokes at the Moline bill clerk. (Moline bill clerk beware! Take care!)

KANSAS CITY, MO.

Frank Flory, accountant, has resigned to accept position of cashier for Kansas City Terminal Ry. here. Frank has been with the company fourteen years, during the past six years he has been station accountant. Tom Waring has also resigned and will take charge of cigar stand at the new Union Station when it opens November 1st.

I suppose all have noticed and wondered why our Chief Entertainer William stays in at noon reading the paper instead of the old method of going to the hall and being the fish for the boys at the game called pocket billiards. Some say he has reformed since his happy marriage, but you could hardly expect that so soon, especially when wife has gone to the country, but it is something like this: A few days ago there was a world series baseball contest pulled off between the Boston National Braves and Philadelphia American Athletics, which happy to state, but to Bill's great sorrow, lasted but four games with the Braves the victors. I don't know what made Bill plunge unless he wished to have some surplus "Jack" to use while his wife is away, but he did and he now intends staying away from the pool hall at noon for sixty days, which at 20 cents per day will about offset the amount he got "kissed" off for. The moral is "You are wise when you win but a fool when you lose." Now I wonder why girls leave home. Come back Mrs. W. D. F., Jr.

Guess Who.

Just two weeks ago today,
The pet of our office went away.
I need a vacation—I heard him say—
And so he took himself away.

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Samples on application.

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NEW YORK, 50 Church St.	DETROIT, Ford Building
Worcester, 24 Grove St.	ST. LOUIS, 2nd National Bank Building
BOSTON, 180 Franklin St.	DENVER, 1st National Bank Building
PITTSBURGH, Frick Bldg.	ST. PAUL-MINNEAPOLIS, Pioneer Bldg., St. Paul
CINCINNATI, Union Trust Bldg.	SALT LAKE CITY, Deseret Building

United States Steel Products Company

Expert Department, New York,	30 Church St.
Pacific Coast Dep't, San Francisco,	Blatte Bldg.
Portland,	Blatt and Alder Sts.
Seattle,	4th Ave. South and Cass. St.
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MINNEAPOLIS

Now our pet is as thoughtful (as a man can be).
 And when you hear his plan,
 With me I know you'll agree—
 A nice little trip for his wife he arranged,
 No, there's nothing in that, that sounds very
 strange,
 But one train went East, and the other went
 West.

Was our pet thoughtful?
 Well, I guess.



MANLY, IOWA.

Trainmaster U. S. Rea and wife celebrated their 27th wedding anniversary on October 16th. Brakeman C. G. Merritt, who was injured at Garden City, Iowa, some time ago, is doing nicely at Mercy hospital, Des Moines. He asks, through a very particular friend, that some of his former pals pay him a visit if only for an hour.

W. B. Embury, master mechanic at Valley Junction, spent the 16th with Mr. Hyde, master mechanic of this division, in looking over the works at this place.

M. Jacques, former chief yard clerk, has left the service and is going to get married. All kinds of good luck, Jake.

After all the rain this division had in the past two weeks it is still above water and no accidents reported.

The Strollers still make their daily march from dinner to Hurd's drug store and buy candy in great amounts. If it keeps up John Hurd will have to turn his store into a candy kitchen. W. Albright eats more candy and drinks more Coca Cola than all the rest put together.

Understand that Gallagher has a bet that the Irish will defeat the Germans if they ever get together. It can't be done without a make-up.

We notice that Car Distributor W. G. Miller and Timekeeper W. H. Cramer are making visits to Mason City almost every evening. The moving picture shows must have a better attraction there than here. What do you say, boys?

F. C. Gabbert and wife left town the 15th for a trip to Kansas.

A. D. Barre has been making numerous trips to Indianapolis lately. The boys can't say why as he is a church member. Maybe he can say why in the next issue.

Miss Mabel Westcott has returned to her work as personal record clerk after being on the sick list for ten days. We all hope that she is not taken down again as we will miss her so much.

H. W. Walter is some chief despatcher and can certainly keep his desk clean and also keep his train and engine crews moving.

Engineers Harrison, Meyers, Kalhoff, Connell and Shaughnessey, with Conductors Clay, McCarty, Cooper, Kelley and Parris, have taken the through runs from Manly to Minneapolis on trains 99, 933, 904 and 932. Conductors Mahan, Lawler, Turner, Henderson and Winette are still in the chain gang.

A new face in that of C. B. Peters, brakeman, appears on the through runs. How can you get away from Vinton, Charley?

Every day we hear the old choo! choo! choo! and know it is Wescott or Daley with the 872 winding and grinding on good old rail into Minneapolis on time with the U. S. mail.

Mr. B. F. Mitchem, transportation clerk in the superintendent's office, and Miss Irene Urness, of Red Wing, Minn., were united in marriage Saturday at Cedar Rapids, Iowa. Mr. and Mrs. Mitchem have the best wishes from all his associates.

Jas. Gallagher, division accountant, is enjoying a two weeks' vacation visiting friends and relatives at Rock Island and Cedar Rapids.

W. J. Albright, asst. accountant, spent Sunday, October 25th, at Rudd, Iowa, calling on a sick friend.



MOLINE, ILL., NEWS.

By Joe Gstettenbauer.

Our former victim of these columns, Joe Colson, has resigned and is attending college at St. Louis, Mo. He must have lost both hands as we fail to hear from him in his new location.

Ben Cady is the new bill clerk at freight office, and although Ben is not a has-been he

has been almost everywhere in this world. His stories of his many thrills and adventures should be taken up by some "movie" concern, for his life in moving pictures would rival the "Perils of Pauline."

Clerk Larson as usual took the sweepstakes on the world's series, but lost on his own game, the one of fifteen matches.

Freight Checker Martin Quilty is about to engage in vaudeville. His feature act will be juggling two jars of syrup on his ankles.

Wallies familiar "I ain't got time" gag is already in evidence.

Checker Hendricks and Clerk Cady are familiar sights on the postoffice steps in Carbon Cliff, Ill., where the fair sex in whom they are interested seem to be at home.

Clerk Cady also reports the loss of a five dollar bill, we do not know with whom he keeps company but nevertheless it's hard luck just the same.

Any and all information regarding the present situation in the European war zone is in the hands of James First.

Cashier Goodell spent a recent Sunday at Midlothian, Ill., where R. K. Cummings is local agent. "Arky," who was our former assistant cashier, reports all is well and the goose hangs high.

The scale inspection car tested local scales during the last month and as usual it was in fine condition.

John C. Gstettenbauer, of Denver, spent several days here among his former switchmen friends the past month.

Many cars of Northern potatoes were unloaded on our local team track the past month.

Carl Larson still insists on spending his Saturday evenings sleeping at the local "movie" shows.

Among the noteworthy local improvements please enter our new freight house heater, it is some heat foundry.

John Harris spent a recent Sunday at Mather-ville, where we understand John is some pumpkins.

Sealer Arthur seems to have lost his many girl followers, for instead of seeing him going down the line with two under his wing, we now see him back alone, with the familiar sack of peanuts and chewing gum.

Any and all information regarding the C. & N. W. or Can. Pac., can be obtained from Clerk Ben Cady, as he handled the C. P. R. Co's largest books. In what capacity we cannot learn but the janitors as a rule move all books when cleaning up.

Local Freight Agent F. C. Hall spent a recent Sunday at Morgan Park, Ill.

Saturday October 17th was annual Tag Day in this vicinity and all donated to the support of Bethany Home.

We understand Chester Hemingson won two-bits on the recent world's series games, Chester wanted to make it five iron men, but with the application of "Safety First" halted at the two-bit station.

R. K. Cummings, agent at Midlothian, Ill., was a Moline visitor on October 19th and dropped in to call on his former associates at the freight house office.



NEBRASKA DIVISION NEWS.

My M. B. K.

Engineer W. A. Archer was called to Rock Island, Ill., account death of his mother at that point Sunday, October 11th. Mrs Archer accompanied him.

W. A. Inwood, chief dispatcher, returned from his vacation October 12th. A. S. Bishop was Acting chief during Mr. Inwood's absence.

Misses Edith and Mary Kelso spent their vacation in Des Moines visiting friends.

Claude Walker, formerly employed in superintendent's office, Chicago Terminal, has accepted a position in superintendent's office Fairbury.

Miss Edith Kelso has resigned her position as stenographer in the superintendent's office and accepted a similar position with the law department of the Northwestern at Omaha. Miss Kelso has been in the office here for the past two years and we all dislike to see her leave. She will be missed.

Messrs. Sweet, Rourke and Brown made a



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If you have been with this railway company in a given capacity for 27 years, you ought to be thoroughly proficient in your work, and it attests that you have given this company reliable service else some other man would now have your position.

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TORONTO	14 Manchester Building

business trip over the Nebraska division October 7th and 8th.

Scale Inspector Wellman was at Fairbury October 12th, completing installation of freight house scales.

W. A. Smith, agent at Richfield, returned from his vacation October 12th. He was relieved by L. D. Bale.

E. S. Kennedy, agent at Sabetha, is a much interested fan. No wonder, he bet that the Athletics would win four straight from the Braves. That was some wise bet.

There are a few fans around this building also, judging from the way the returns are received.

Master Mechanic Tegtmeyer was at Fairbury on business October 8th.

Grant Brown, car foreman, is back on the job after ten day's absence in the northwest on business and pleasure.

E. N. Newton, general foreman at Fairbury, returned October 12th after having spent his vacation in Colorado on a hunting trip. M. Contant took his place while he was gone.

Brakeman Carl Wheeler is in Colorado on a hunting trip.

We are glad to see Conductor Brindle back on his run after a 90-day leave of absence.

U. E. Jones, conductor, has taken a 30-day leave of absence, which he will spend on his farm in Colorado.

Mr. C. A. Kansom has returned to work after a short leave of absence.

Brakeman Hogeboom was called to Goodland October 3d on account of the serious illness of his father. He has our good wishes for his speedy recovery.

Brakeman C. K. Billings was called to his home in Beatrice, October 13th, on account of the death of his mother. He has our sympathy.

Conductor F. H. Bishop took his run out on October 4th after a short trip to Kearney, Neb.

Engineer Huber and Fireman Hautzenroeder, both full-blooded Germans, pulled seven cars of French reservists from Phillipsburg to Fairbury without an accident, and still they claim to be genuine German patriots.

The Fairbury yard looks like a N. Y. C. Terminal since the signal department has installed some of the automatic signals governing the main line through Fairbury yard.

Mr. B. F. Hurlless, who has worked as helper in the signal department on the Nebraska and Colorado divisions, resigned October 1st to attend the University of Nebraska at Lincoln.

Mr. Earl Glover, who has been working in the engineer's office this summer, has resumed his studies at the University of Illinois, this being his Senior year.

Mr. N. W. Kaneff, towerman, is on the sick list.

C. E. Hartwig, of Topeka, is a regular visitor at Fairbury now. Everyone is wondering why so much attraction at the village.

Grant W. Fell, signal maintainer Lincoln, visited home folks in Chicago the first part of October.

Our Signal Supervisor, W. J. Peycke, is contemplating a trip to Sunny Tennessee about the middle of October. Everyone is wondering if he is going to bring back one of the Southern lassies.

Operator R. L. Rice has been spending his vacation in Los Angeles, Rawlins, Wyo., and other western points, Chicago and Fairbury. He is expected home October 16th.

We are glad to see Operator W. R. Johnson back in the Fairbury telegraph office.

His Fairbury friends were glad to see the smiling face of their old friend Fred Felden for a couple of days in September. Mr. Felden is assistant chief dispatcher in El Reno.

We are glad to see Engineer Laird back on his engine after a prolonged sick leave.

Engineer Schultz has returned to work. We are glad to have him with us again, but sorry to learn of the loss of his father.

Engineer A. A. Straube is on the sick list. Division Store Keeper H. O. Nellis, has returned to work after a short vacation spent in Canada. Mr. Nellis is very enthusiastic about his trip.

Machinist W. O. Newkirk also spent his vacation in Canada with Mr. Nellis.

Operator Woolen is spending his Sundays at Courtland. Wonder what the attraction is.

The friends of Dispatcher Dickens will be interested in knowing that in the Auto-Piano Contest, which closed September 30th, he sent in 423,000 votes, winning \$50.00 in cash and a \$350.00 piano. Mr. Dickens wishes to thank his friends for their help.



PEORIA, ILL. GRAND STREET CROSSING.

By J. B.

Not much news this month. Business fairly good and all employees seem to be busy in their different vocations. Denny Smith, the assistant yardmaster, is off duty attending a Labor convention as delegate, Switch Foreman Havens taking his place. By the way, Denny had a great dream the other night, after eating a big lot of boiled cabbage for his supper. Denny dreamed that the Rock Island Company had rebuilt all of the Peoria yards, making them four times as large built a new round house and double-tracked the Bureau branch. May Denny's dream come true.

Dan'l Leehan, who went to Colorado for his health some time ago, has returned in good health and is back on his old job again feeling fine.

John Bell, the roadmaster, these days getting the road in good shape for winter.

Billy Goldomon is back from his vacation. Billy did not bring a wife back with him as was reported.

James Redman, the veteran engineer, laid off a few days not long ago, 'tis said to get acquainted and chink up his grand children.

Wm. Bombrough, switchman is back from his vacation, he laid off a few days ago to build a chimney to his coal house. When he had it done, found out he had built it upside down, so he had to lay off two days more and turn it over.

Dan Clancy, foreman engine 72, is laying off a few days.

Everything running smooth at the city ticket office and freight house.



ROCK ISLAND 20TH ST. FREIGHT.

By Joseph Hardy.

Account of the war we were unable last month to furnish any dope, giving all our time to the interesting stories from across the creek; since Germany seems to be having her own way and getting away with from 5,000 to 10,000 daily, we will try and see what we can get away with. (No slams.)

Mr. A. W. Christensen, our cashier is down with typhoid fever. We all hope it is not serious and that Al will be on duty in a few weeks.

Miss Loretta Quinn returned from a siege of sickness, which confined her to her home several days.

Mr. J. M. Killian, formerly O. S. D. clerk, has accepted a position in superintendent's office. Mr. William Hendricksen, his successor, will now be seen beating it over to Third avenue investigating bad orders. Success, Jack. Ditto, Bill.

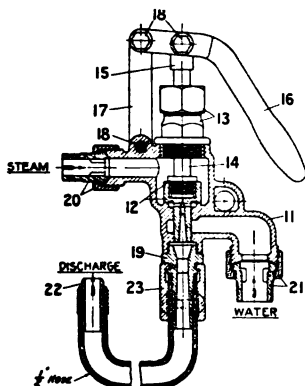
Mr. Howard Cross has returned from vacation looking the picture of health, and claims Idaho, Wyoming and Colorado some states. We can't say as to honeymoon. How about it, Hodge?

Mr. Charles Dannacher is holding down bill desk, and very nicely too. He to the freight house is like John Evers is to Boston.

Big scoop landed—not bar room slang, but paper dope. A certain party and wife furnished transportation to Chicago, from Chicago to St. Louis, via C. & A., then to Farmington, etc. Success Joe, may your happiness be little ones, as the old saying goes "If you don't believe it look it up." Therefore the solution.

Mr. Dale Wells is new night baggageman. Success, Dale, but don't let the hoboes get your goat, give it to your assistant, Edward Johnson.

Several of the boys are going to Iowa City, Ia. Saturday, 10-24-14, to Hawkeye-Gopher football game, taking Paul Russell along as chaperon until Hazel comes along, then good-



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bye boys, see you in Rock Island when I'm broke. Some kid, Paul.

Freight house slang: "You big cheese." What the: what the. Right away, right away. Come to life. How do you figure? Hi, Oscar; scum old kid.

Give me a pencil Andy, the night men stole mine. Let me take your knife; let me borrow your eraser. Got a match Cully; give me your smokin' Otto; no record; when you goin' to start, Murray. Let's get a pie. Gee! I just had a dandy (licking chops) plate of beans, and one —; bread, cheese and one —. Going over tomorrow with me?



SILVIS NEWS.

Our Round House Foreman J. M. Kerwin was called home to Chicago account of death of his mother.

Master Mechanic W. B. Embury visited Silvis September 23d.

Machinist Chris Pilliatt and family have returned from England after a three months' visit with Mr. Pilliatt's parents. They report a fine time, although war conditions not pleasant.

Machinist Hugo Fersch entered matrimonial circles the early part of October.

The boys all smoked on Chas. Fahlstrom, our blacksmith shop foreman. A baby girl born at his home October 3d.

Our Assistant Superintendent P. Lenthecum and family are spending their vacation with Mrs. Lenthecum's relatives in Arkansas.

Mr. Otto Burmeister, of the steam pipe department, and Miss Marie Bailey, of Davenport, were married the latter part of September.

Machinist Wm. McDougall has returned after a vacation trip, taking in Denver, Colorado Springs and Salt Lake City, and reports a fine time.

The stork has not overlooked the machine shop department of late. Baby girls born at the homes of Machinists Chas. Forsberg and C. J. Weigand, and baby boys at the homes of Machinists Martin DeLacy and Fred Miller.

Machinist G. Golden has also entered matrimonial circles—he joined the early part of October.



VALLEY JCT. SHOP.

Shop Reporter.

E. B. VanAkin, engineer on the Missouri division has a problem which he would like very much to have an answer to, and this is the way Van has put it up. "If a woodpecker with a rubber bill has to pick a hole through a 23-inch log, how much longer would it take a cross-eyed, wooden-legged grasshopper to kick the seeds out of a dill pickle." Some problem, Van, but you forget to give us the size of the pickle.

A party working in the roundhouse who was recently married has so far failed to pass the cigars to the office bunch. Better dig up, old boy, before the next issue of this Magazine goes in.

It has been rumored that Chief Clerk C. Fulton, roosted on the summit of Gobbler's Knob, night of September 16th, account of the high water, making it impossible for him to reach home safely. Would suggest that Cliff build himself a house boat to be used in emergency cases of this nature.

Had the "movie" man been at the Valley Junction shops the night of the flood he certainly would have had good material for a "thriller," the mad rush from the master mechanic's office on a switch engine, and the gallantry displayed by the men in assisting the ladies would certainly have made an interesting picture.

Chas. Koper, machinist, is raising water-melons as a side line. He informs us that he has quite a nice patch growing in the back shop drop pit. Says he thinks they will be ripe about Christmas. Don't forget us Dick as we all like the fruit.

It is rumored that Scott Hayes had some idea

of enlisting and started for Ft. Des Moines, but for some reason Scott changed his mind and decided that Valley Junction was the safest place for him.

Now since the world's series is over you Philadelphia fans will have to admit that Stallings has the best team, and if you doubt this, just turn back and look over the world's series' records. You will find that Stallings had them beat at almost every stage of the game. Stallings' pitchers, you will have to admit, had it all over Mack's bunch, and also out-hit them. Chief Bender, Mack's only hope, had to retire in the sixth inning in the first game. The old Chief couldn't stand the awful bombardment of Stallings' artillery, and we haven't seen the old Chief since, and so on through the series. Now be a sport and admit that Boston has the team this year and not Philadelphia.

Chas. Tunnell spent Sunday, September 27th, visiting friends in Adel.

Harlin almost met with a severe accident in Des Moines on the night of September 26th, but with the assistance of one of his friends he escaped without a scratch. Lucky boy.

Roy Oscar Oswald Sheets is surely a dead shot. He says he is thinking about going to Germany with two or three pockets full of rocks and help the Dutch out. Take it at close range he has a rapid-firing gun beat a mile.

The manner in which the two stenographers from the master mechanic's office made such a quick exit the day of the fire still remains a mystery.

Storekeeper Earl Roberts made a business trip to Silvis October 10th.

Harry Fulton says that it is useless to go to the lakes to hunt ducks, since you can shoot all you want right here in Valley Junction.

Wm. Rafferty is the proud father of a baby girl. Congratulations, Bill.

C. B. P. is of the opinion that a year's work as personal record clerk will entitle anyone to recognition as a first-class detective.

In all this movement for Safety First nothing has been said about applying this rule to investigations. Do you realize that the "safety" of your position depends a great deal on the manner in which you reply to the questions asked you. Instead of "stop, look, listen," you should "stop, think, answer," and that slowly and carefully.

Mose, do you still contend that Ramback is a "ham" because he uses a "bug"?

Mrs. T. M. Flaherty, wife of Engineer Tom Flaherty, departed October 16th for an extended visit in Omaha.

The mail department of the master mechanic's office has noticed a considerable increase in the mail lately, due to the promptness with which Road Foreman Bently answers his correspondence.

Will a certain East Iowa Fireman advise us where he heard the song "By the Sea"?

It has been noticed that Fireman Fred Sipe has been making frequent visits to Rock Island. We wonder just what the attraction can be.

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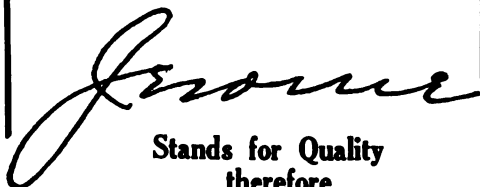
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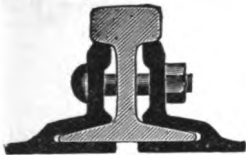
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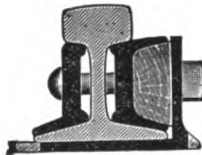
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