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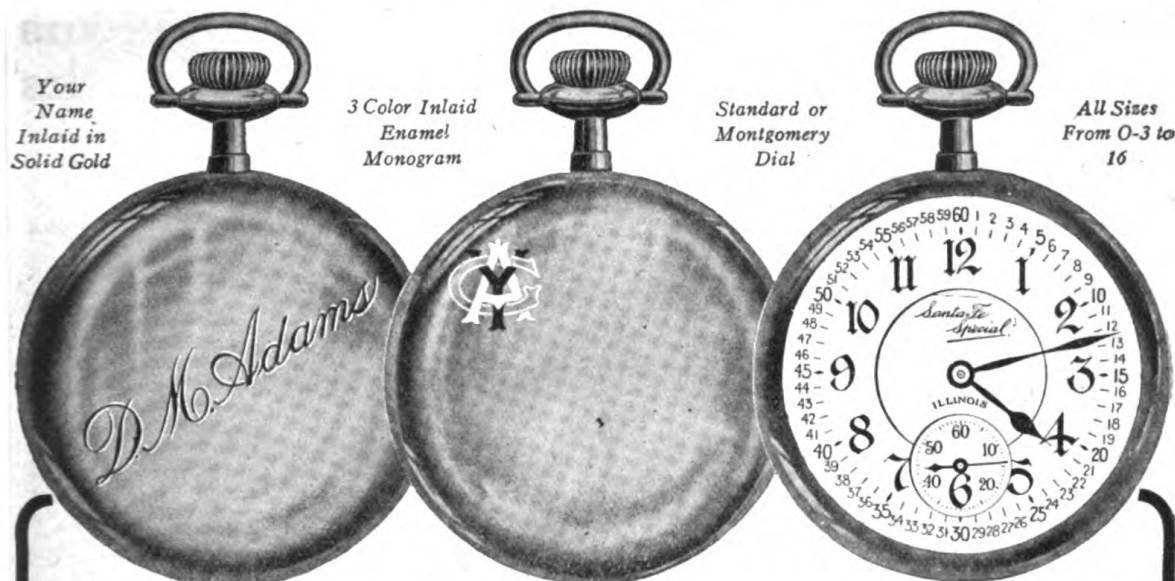


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THE FOOTPATH TO PEACE

By HENRY VAN DYKE

To be glad to live because it gives you the chance to live, and to work, and to play, and to look up at the stars; To be satisfied with your possessions, but not contented with yourself until you have made the best of them; To despise nothing in the world except meanness and falsehood and to fear nothing except cowardice. To be governed by your admirations rather than by your disgusts; To covet nothing that is your neighbor's except his kindness of heart and gentleness of manner; To think seldom of your enemies, often of your friends and every day of Christ, and to spend as much time as you can in God's Out of Doors—these are little guide-posts on the Footpath to Peace.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
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Editor

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HOW CONSTIPATION AFFECTS EFFICIENCY

By DR. LEROY PHILIP KUHN*

Hippocrates (470-361 B. C.), commonly called "The Father of Medicine," gave to the medical world the "Humoral Theory" from which spring the greatest diagnostic and therapeutic triumphs of all times.

Briefly, the "Humoral Theory" was a belief that the body contained four different humors, or fluids, and that one of these fluids might cause serious trouble if it did not mix properly with the three other fluids.

Five hundred years later, Galen (131 A. D.), took up the "Humoral Theory" where Hippocrates left off and practically controlled medical thought for 1,600 years.

These great men gave us ideas about the "intestinal tract" and its functions, which if put into better use might save many a headache and inaptitude for work.

STUPID AND IRRITABLE.

Often an employer will go to his office morose, with an auto-intoxication due to absorption of poisonous material, the result of constipation. Often an employe will come to work stupid, irritable, headache, physical and mental debility and in every way unable to perform his usual duties. This employe will not accomplish very much during the day and possibly before evening get his finger caught; or, if the day is very warm, he

may be overcome with heat. During the hot wave of the past summer I found constipation had more to do with the prostration by heat of an employe than any other one cause.

MANY CAUSES OF CONSTIPATION.

Medical men agree, the subject of constipation is the biggest and most important problem of clinical medicine, in spite of all the finesse of diagnostic resources and therapeutic auxiliaries. It is not only a symptom, but may be a symptom-complex, the result of many different physical conditions, which may, by contributory factors and by their presence, increase both its severity and the difficulty of its correction.

We therefore find the "causes" of constipation to be many. Theories and opinions galore have been advanced concerning the "dietetic causes," but from the multiplicity of views brought forward the fact has been crystallized that the personal equation of the individual is after all the factor which determines the particular way in which diet causes constipation in each and every instance.

The "Unbalanced Diet," with excess of either proteids, carbohydrates, sugars and starches taken in amounts greater than the body needs, or can take care of, soon produces conditions which lead to constipation.

Lack of fresh vegetables, fruits, etc.

Foods which are too concentrated or

*Chief Surgeon, Illinois Manufacturers' Casualty Association.

refined may be absorbed so completely that no residue is left.

Too little fat is eaten.

The drinking of an insufficient quantity of water may be the chief cause with many people.

Regardless of the glowing promises of the food faddists, there are still many causes of constipation.

ILL HEALTH CONDITIONS.

Any condition of ill health, other than actual intestinal disease, is favorable to constipation. Anemia, nervous disturbances, heart or kidney troubles. Individuals of high strung, nervous temperaments, nervous excitement, shock or anxiety often have alternate attacks of diarrhea or constipation. Great mental shock, and sorrow, especially of the emotional, are attended by cessation of gastro-intestinal activity and constipation results.

Lack of proper amount of exercise, disregarding natural calls for evacuation. Railroad travel often induces constipa-

tion. Muscular deficiency of the intestinal tract may cause the intestines to become enormously distended, and, weighted as they are, sagging naturally follows. It is not unusual to find the transverse portion of the colon looped into the lower part of the abdomen. This, of course, would markedly increase the size of the abdomen.

AUTO-INTOXICATION.

There are two varieties of constipation recognized by the medical profession: First. The physiologic or slightly constipated individual, who may not notice any ill effects from the delay of the evacuation, and no disturbance, not even slight, in the intestinal tract, or in remote organs. This condition existing for some time may become chronic and lead to a true "pathologic" or habitual constipation, which is the second variety. These pathologic cases are the ones that come to the physician, on account of the fact other organs are being influenced with a possibility of disease or intestinal colic. Auto-intoxication, with the usual symptoms of headache, sometimes appearing as pressure in the cranium and sometimes as migraine, with a furred tongue, offensive breath and general feeling of malaise.

TREATMENT OF CONSTIPATION.

Treatment of constipation may very readily be divided into: First, dietetic treatment, which has more to do with overcoming the trouble than any other one agency. A natural laxative diet, consisting of foods that will nourish the body and at the same time carry with them a large proportion of indigestible material in form of cellulose. It is necessary to maintain bulk in the intestinal contents as well as a certain amount of moisture.

Summarizing, I have found the following foods sufficiently general to warrant their enumeration:

Free drinking of pure water night and morning.

Free use of plain soups and broths.

Liberal use of coarse breads or foods that assure a large bulk and residue.

Free use of beverages and fruit juices.

Moderate uses of fats and oils.

Liberal use of vegetables and fruits.

Apple sauce, stewed rhubarb, prunes, honey, all kinds of berries, fresh figs.



Intestinal stasis as indicated by the use of the so-called Bismuth meal. The deep shadows show the enormous accumulation of fecal matter in the intestines of a patient afflicted with intestinal atony or stasis.

SOME FOODS TO AVOID.

The following might well be avoided: Salted, potted, preserved or smoked meats, fish, or fresh pork (excepting bacon), duck, dark meats of fowls, liver, brains, sweetbreads, excess of eggs or milk, pastry, candies, nuts, cheese, crackers, new white bread or biscuits, griddle cakes, baked beans, rice, tapioca, sago, spaghetti, gravies, rich made chafing dish products, spices, ginger ale, spirits generally, especially brandy, heavy beers, ales and cordials. The absorbability of vegetable substances is far less than that of animal substances, therefore the vegetable diet is better for constipation because the vegetable diet carries more bulk and residue, promoting peristalsis.

"Occupational conditions or delayed habits." Habit plays an important part in numbing the impulses essential to bowel regularity. Clerks, school teachers, factory workers are the chief sufferers from habit constipation. Establish regularity of habit and maintain it, against even missing a train rather than go to work stupid and irritable, with a possibility of headache before evening.

LETHARGIC NEED EXERCISE.

Those who have a lethargic temperament should have some form of daily exercise. Too much exercise, causing extreme perspiration, may do harm, as it deprives the intestinal contents of liquid necessary for their normal expulsion. Exercise in the open air is most desirable. A very simple method is to lie flat on a couch, then rise slowly to a sitting posture with the arms folded, then slowly return to the prone position. This should be repeated twenty-five times, morning and night. Massage of the abdominal muscles is of unquestionable value, especially when done by an expert. The spinal spray is an excellent tonic to the spinal cord, stimulating all the nerves of the back and abdomen.

CATHARTIC HABIT—ABUSE OF DRUGS.

The use of, or rather the abuse of drugs, undoubtedly accounts for many aggravated cases of constipation. Physicians constantly have patients who are asking for new and more effective laxatives. Repeated prescriptions (and I am sorry to state, patients obtain them), only leave the patient more constipated than at first. A wonderful illustration

of optimism is the confirmed user of cathartic drugs. This is one class of drugs where the dictum of Oliver Wendell Holmes applies. If they were "thrown into the sea, it would be better for mankind—but worse for the fishes."

In the hands of trained physicians there are certain laxatives and cathartics essential, but most of the cathartic users never consult a physician to find the cause of their constipation.

WHEN LAXATIVES ARE PERMISSIBLE.

Most of the cathartic medicines are artificial, irritating and drastic in their action, affording only temporary relief, sometimes leaving the intestines in a weaker condition than before. In persons beyond sixty years of age, laxative medicines have their use and may be used without experiencing difficulty.

When the ordinary measures enumerated above do not correct one's constipation, and the use of mineral oil, senna tea, compound licorice powder, etc., fail then I would suggest seeing a physician. It might be well for those who suffer from chronic constipation to avoid if possible constipation during the hot season of the year, as this is one of the chief causes of heat prostration.—From Manufacturers' News.



The editor desires to call attention to the request for information or data dealing with the construction of the Rock Island System, which is being prepared by the engineer department of the company.

Among the great family of employees on the System there are doubtless a large number of men who have the faculty of collecting such information or the natural gift of memory that enables them to clearly remember dates and occurrences long after the occasion has past. There are also many men who methodically keep a record of such matters. All this will be of particular advantage at this time and it is to be hoped that everyone will take a special interest to see that there is made available all the information possible to enable this to be supplied.

Let us show the management the wide-awake, thinking employees on the Rock Island.

THAT DISTINGUÉ CONDUCTOR

By MARY W. SMITH

(Continued from January)

After a moment's hesitation, I said, "May I ask why you made such a mystery about yourself, as if you thought it might be dangerous to let me know the truth?"

"Well, as you were a perfect stranger to me, I did not think it necessary to tell you the history of my life; and you would probably not have believed me if I had told you I was a baron, for barons are not usually to be met with as conductors of trolley cars. I suppose you would like me to explain how I came to select such a singular occupation?"

"No, you need not explain, for Miss Martin has told me all about it."

"Ah, that is well."

"You don't know how badly I felt when you disappeared completely, and I never could find out what had become of you! I was so vexed that you never had given me your address, for if I only had had it, I could have written to inquire. Why didn't you at least write to say good-by to me?"

"Well, you see I was going to a distance, and I did not suppose we could keep up our acquaintance under the circumstances, especially as you would not allow me to visit you. I did not wish to write or give you my address, for I did not like to admit that I had given you a false name."

"But why, when you met me yesterday, did you act as though you had never seen me before?"

"Because I thought you would probably not like to have your friends know the circumstances under which we became acquainted on the trolley car. They might have been shocked. Then, also, I do not think it necessary that they should know I was a conductor."

"Yes, I think you were right. When I noticed your reserve I was careful to follow your example. Last fall I told some of my friends that a 'distingué' conductor I had met, but I never confessed to them how well acquainted we had become. Annie Martin has heard from your friend, Mr. Muller, that you were lately a conductor, but she does not seem to suspect that you are the one I spoke of. I feel such a temptation to tell her. Do you think it would do any harm? She is such a dear, good girl, and such a faithful friend, that I feel sure I could trust her to keep it a secret."

"Well, I do not mind her knowing it, but I would not tell any one else, if I were you, for they would always be watching and talking about us."

Just then we heard some one coming towards the library, and he rose, saying, "Let us go into the music-room, and sing some Volkslieder."

So we went, and he sang to me in the gloaming, for he was able to play his own accompaniments, and knew even the words of many songs by heart. I loved to hear

him sing, for his voice was so rich and sympathetic, and when the character of the song was sad or sentimental, he put so much feeling into it, that it was very affecting.

After awhile some other people came in, and we did not have a chance to be alone together any more. Late that evening he left.

When we were going to bed, I asked Annie whether she remembered my "distingué" conductor. She said she did. When I told her that Carl von Marburg was that individual, she was much surprised and amused, and declared it was most romantic.

Between that time and the end of March, Annie often had him at her house, to stay for week-ends and holidays, and she always invited me, also. I accepted gladly, for I felt so cheered and refreshed whenever I saw him. As there were seldom any other guests present, he and I had a better opportunity than ever before to become well acquainted, especially as Annie, her brother, Jack, and her parents, seemed to leave us alone together as much as possible. In fact, I suspected that Annie had some design in this.

We had many long and interesting walks and talks together, as there was no longer any necessity for being on our guard. He discussed freely with me such subjects as art, music and literature, of which we were both very fond. He had an excellent memory, and often entertained me by reciting German poems, telling me legends of the Rhine and other places, and describing his travels and mountain climbing, etc.

He also told me about his student days, and that period of his life seemed to inspire him with the greatest romance and enthusiasm.

He, likewise, spoke of his home in the castle; one part of which was falling to ruin because they could not afford to keep it in repair; of his poor old father, who was so melancholy since the death of his lovely wife six years ago; and of Gretchen, his pretty little eighteen-year-old sister. Carl von Marburg and his family seemed to be greatly attached to each other, and it was touching to hear that his little Gretchen missed him so dreadfully that she often cried herself to sleep when thinking of him.

But what I enjoyed most of all was singing German songs, especially Volkslieder, with him, or playing the accompaniment to his flute.

Thus I drifted along, trying to enjoy the present, and not think of the future. Still, I sometimes asked myself to what all this was tending, and whether there might not perhaps be a cruel awakening from my dream of happiness. I did not need to search my own heart, I knew only too well that I had found in Carl the man of my choice; but he

had never given me any positive proof that he loved me. I could see that he enjoyed my society, but that might be merely a sort of intellectual affinity.

One day about the middle of April, when I arrived at Annie's, she told me that Carl Von Marburg was going back to Germany on business, but it was uncertain when he would return to America. This, of course, caused me a pang. I tried to hope that he would eventually return, but I said to myself that if he did not, it would perhaps be for the best, as it was evident that this delightful friendship of ours could not go on thus forever. A break of some sort must occur sooner or later, and it was, doubtless, better to have this growing affection of mine nipped in the bud.

Carl was different from usual that evening. His demeanor was very quiet—almost sad; and I, likewise, felt gloomy. I could not enjoy anything—not even the music.

He told me that this was his last visit, as he was to sail in a few days. I ventured to ask him whether he expected to return to America, and he replied, "Perhaps."

He was asked to play some of our favorite pieces on his flute, which he did to my accompaniment. Afterwards Annie played the accompaniments to some Volkslieder, which he sang.

Most of those he selected had some special reference to the parting of friends and lovers, such as: *"Morgen muss ich fort von hier, and muss Abschied nehmen," "Ach, we ist's möglich dann," "Liebchen, ade! Scheiden tut weh!" "Herzallerliebstes Schatzerl du."*

"Tomorrow I must go away from here, and must take leave," "Ah, how is it possible?" "Sweetheart, adieu! Parting gives pain!" The last is almost untranslatable, but can perhaps be rendered by *"Heart's best-beloved sweetheart thou."*

I sat in a corner near the piano, from which I could watch his face. I felt perfectly miserable, and could hardly restrain my tears.

At the most sad or tender passages in the songs his eyes seemed to seek mine with a sort of meaning look, and this added to my agitation, for I did not quite know how he intended me to interpret his glances. I could not help wondering whether he had perhaps gradually learned to love me, but did not realize it himself till the time for parting drew near. No one who is not familiar with the German language and its Volkslieder can have any idea of the pathos and sentiment of some of these beautiful songs. They seem to go to one's very heart!

He usually stayed at Annie's over Saturday night, and went home late Sunday evening; but on this occasion he left on Sunday afternoon, because he had an engagement with some friends that night.

It was strange that he made no effort to see me alone, or put into words what his eyes had seemed to say the previous evening. When I heard him finally coming downstairs ready to start for the train, I slipped

quietly into the conservatory, for I could hardly control my emotions, and I felt as if I could not bear to take leave of him before the whole family.

I heard him saying good-by to them, and then he asked where I was. "I think I saw her go into the conservatory," Annie replied.

The next moment he entered and walked rapidly towards me, holding out his hand, with a smile. I put my hand in his, and he laid his other hand over mine, and held it in a strong, tight clasp.

He said earnestly, "I am so sorry that I have to leave. Perhaps I may return some day, and I shall then hope to meet you here again."

"I hope so," I replied.

Just then Jack called, "Herr von Marburg, it is high time to start, or you may miss the train."

"Yes, yes, I come directly," Carl replied.

Then looking down into my eyes with a tender, regretful expression in his, he uttered, in a low tone, the words of one of the Volkslieder that he had sung the previous evening: *"Liebchen, ade! Scheiden tut weh!"*

I lowered my eyes, for I dared not meet him, lest he should read in mine the emotion I was struggling to control. I suddenly realized that I had been letting my hand lie in his longer than was exactly seemly, but before I could withdraw it, he gave it a lingering pressure, and the next minute he was gone.

Was *this*, then, to be *all*? Why, oh why, had he left me in this cruel doubt as to his real feelings towards me! His glances had almost led me to hope that he loved me, yet he had never actually said so, and it would have been folly to attach too much importance to his quotation from that song. I felt so utterly wretched that I longed to have a good cry, but I had to restrain myself until I went home, for however great my friendship for Annie, I did not care to confide this trouble to her.

When I rejoined the others after his departure, I saw Annie look at me very keenly. If my face betrayed my emotions in any way, she, fortunately, had the tact to make no allusion to it.

A couple of weeks after this I received a letter from her, in which she said that she had lately seen Mr. Muller, who told her that Carl von Marburg had been engaged since December to a wealthy young German woman of the nobility. She had known Carl all her life, for the families had been intimate for several generations. His father had long desired the match, and was happy at the thought that Carl would soon settle down near him, and give up his independent ideas of supporting himself in America. Mr. Muller added that Carl had never confessed to his father that he had been a conductor for awhile, as it would have shocked and distressed the old gentleman greatly, for such a thing is unheard of in Germany, where caste prejudice prevails to such a degree that

no young nobleman, however poor, would ever dream of accepting, even temporarily, such an inferior position.

I was unhappy enough before, but my anguish was rendered still greater by this news, for now I had, in addition the mortification of feeling that Carl had been trifling with me!

"What right had he to bid me such a tender farewell if he was going home to marry another girl?" I asked myself bitterly. Yet he never had seemed like a *flirt*. The only theory on which I could account for his conduct was that perhaps he *did* care for me, but intended to marry a girl of a wealthy, noble family because it was considered a better match. I told myself sternly that all these titled foreigners usually care for is an *heiress*, and if I had been one, I might perhaps have succeeded in winning him; but that I might have known he would consider it folly to marry a penniless American girl.

I resolved to harden my heart, and endeavor to forget him, but the struggle was a mighty hard one.

It was not till towards the end of May that I felt calm enough to accept an invitation from Annie again.

Soon after my arrival, Annie said, "Mamie, I want you to go down into the music-room. I have a surprise for you there."

"What kind of surprise?" I replied.

"Oh, I can't tell you. You'll understand when you see it."

I felt tired, sad, and as if nothing could interest me; so I said, "I'll go a little later on."

"No, no, you must go *at once*," she replied with playful imperiousness. So I yielded.

I entered alone, and saw nothing unusual at first, but the next moment I did indeed feel a sudden shock of surprise, for in a corner of the room stood Carl von Marburg!

He hastened towards me, holding out both hands impulsively, and his face seemed beaming with joy.

"You see I am back again!" he exclaimed.

I had tried so hard to steel my heart against him, that now I seemed almost incapable of any of my former feelings. I must have greeted him very coldly, in fact I do not remember what I said, for he suddenly dropped my hand, saying in a disappointed tone, "Why, what is the matter? You don't seem at all glad to see me!"

"I was so surprised to see you. I did not know that you had returned to America," I replied, apologetically.

He laughed. "Yes, Miss Martin and I arranged that little surprise for you very well, didn't we?"

I began to feel puzzled. If engaged, or married, to another girl, why should he care how his return affected *me*, and why should Annie assist him to surprise me? What did it all mean?

I never before had been at a loss for a subject of conversation with him, but now I seemed bereft of all ideas. A pause ensued. Then he said, anxiously, "Why do you act so strangely? Are you not feeling well?"

"Oh, yes, I'm all right."

Then, making a desperate effort to find *some* topic, I added, "I heard some news about you recently. May I congratulate you on your engagement to that young German lady?"

A look of annoyance passed over his face, and he demanded almost sharply, "Who told you I was engaged?"

I felt alarmed and embarrassed, for I feared I had said something tactless. I hastened to say, "Oh, I beg your pardon! I did not mean to be indiscreet, but it was not told me as a *secret*. Annie heard it from Mr. Muller."

"Oh, Mr. Muller meant no harm, but he does not know the very *latest* news. The engagement is broken now."

"Oh!" I exclaimed, and involuntarily I raised my eyes to his face, with a sigh of relief, for I felt as if a great load had rolled off me.

Stooping and looking earnestly into my eyes, he suddenly asked, "Was *that* the reason you were so cold to me just now?"

My only reply was a blush, and I hung my head in confusion, not caring to admit the truth.

"Then you are *not* glad to see me again? You have perhaps grown tired of me?" he persisted.

"Oh, *no*—not *that*!" I exclaimed in distress.

"I hurried back for *your* sake, and will you not give me a warmer welcome?" he asked in a slow, reproachful tone.

"How could you expect me to know *why* you came back?"

"Did you not notice my great regret at parting with you?"

"Oh, I was not so conceited as to suppose you mean anything by it. I thought you were just in a poetical mood that night. And, naturally, after I heard of your engagement—"

"Ah, *that* is what did the mischief! I did not intend you to hear that. But *before* you heard it, did you not realize that I loved you?"

"You never *said* so."

"Ach, Mamie! Could you not *feel* it?" he exclaimed impetuously, holding out his hands and calling me for the first time by my Christian name.

"I *hoped* it, but it seemed *too good to be true*!" I replied impulsively, putting both my hands into his.

He grasped them tightly, and asked eagerly, "Then you *do* really love me?"

"Yes!" I smiled up into his eyes.

"Ah, Mamie, when I parted with you, I felt so tempted to add the lines of that song: *Weil ich denn scheiden muss, so gib mir einen kuss!—but I did not *dare*, because I was not yet free! But *now* you will give it to me, will you not?"

"As I must part, give me a *kiss*!"

I merely nodded consent; and then he caught me in a close embrace, and kissed me ardently, calling me "Herzallerliebstes Schatzel du!"

Perhaps the bliss of that moment was enhanced because of all the previous suffering and doubt I had undergone.

Then we sat down, and he told me about his trip to Europe, and how his engagement came to be broken. His father had always wished him to marry this girl, for the families were very intimate, and it was a suitable match in every way. Carl had always liked her exceedingly, but had never been actually in love with her.

He spent nearly a year in America, and when, during the hard times, he lost his position, he became a conductor rather than ask his father for money.

He finally decided to take his father's advice; proposed by letter, and was accepted.

About that time he obtained another position as engineer, and thus he and I lost sight of each other. When we met again, however, his interest in me soon ripened into such an attachment that he deeply regretted his engagement to Mathilde. Knowing her to be a generous, warm-hearted girl, he felt that if he could only see her and explain to her the situation, she would be too noble-minded to wish to spoil his life, and would offer to release him. He, however, told her that if she insisted on holding him to his engagement, he would, of course, be honorable enough to keep it, but that it could not be any happiness to her to feel that she possessed only his name, and not his heart.

As he felt that he could not say all this in a letter, he had taken this trip to Europe.

Mathilde had behaved with the unselfishness and generosity that he had expected of her. His poor old father, however, was greatly disappointed, and became reconciled only when he saw that the happiness of his son's life was at stake.

As soon as Carl returned to America, he had taken Jack and Annie Martin into his confidence. They were greatly pleased and interested; but Annie said as I was too proud and reserved to confide in my friends, she had never felt sure whether I loved him or not.

When we joined the family, our radiant faces told the tale even before our words did. The Martins were perfectly delighted, for they had all along felt that he and I seemed just made for each other.

We spent a merry evening, making them laugh heartily as we described the difficulties under which we had pursued our friendship on the trolley car.

When I bade Carl good night, he said, "Now, Liebchen, you and I will have to work hard for several years, and try to save money, for we both are poor. But when we get married we shall go on our honeymoon to 'Alt Heidelberg,' and the Rhine, as well as to my ancestral castle."

* * * * *

Alas! that time has not yet come, and I almost fear it never will!

After an engagement of five years, we were preparing to get married, but unfortunately,

Carl's father was taken with a long and serious illness, and his sister soon after had a bad fall, and broke her leg. All this, of course, caused great expense. Carl sent money home, and told me that we would have to postpone our wedding a little longer. Carl's generosity and devotion to his family are truly touching; and bitter though the disappointment was, I felt that I could not oppose his wishes. We tried to wait patiently, and finally had all our plans made to marry in October, 1914, for that time seemed especially appropriate, as it was the month in which I first met him.

Then the war broke out, and we had to face again, not merely the cruel disappointment, but the anguish of parting, which was more terrible to me even than the first time, for then I was not sure that he loved me. Now that I have known the happiness of his love, and learned to admire more than ever his noble and unselfish nature, which always put duty before pleasure, I feel that I shall never get over the shock if he does.

He suffered just as much as I did at parting; but when the call of duty came, he was faithful to his Fatherland.

He reminded me that I could not love or respect him if he were a coward, and bade me be brave and patient, and hope for the best. I know he was right.

Oh, my brave, my noble Carl! I would not have him be otherwise! I shall always feel that I am a better woman for having known him.

Even if it should be my sad fate to lose him, I know that we shall still be united in spirit, for we are true soul-mates. I shall ever remain faithful to my Carl, and adore him as my hero!

If he should die, I could say in the words of that Volkslied, "Der Wirthin Töchterlein," where the lover exclaims over the body of his dead sweetheart: "Dich lieb' ich immer, dich lieb' ich noch heut, und werde dich lieben in Ewigkeit!"—"I loved thee always, I love thee to-day, and shall love thee through all eternity!"



Special mention is due Coal Chute Foreman, Thomas Kiley, of Iowa Falls, for prompt action when fire broke out in the coal chute at that city. Mr. P. Hevener, Supt. of Insurance, in a personal letter thanked Mr. Kiley in behalf of the management for his prompt action, which saved the railroad from a severe loss, at which the entire chute no doubt would have been a loss.



MURINE EYE REMEDY.

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

PREMIUMS TO ROADMASTERS AND SECTION FOREMEN

The awarding of premiums to roadmasters and section foremen on Rock Island Lines for year 1916 for making greatest improvement in track under their supervision, as well as the personal and individual efforts extended during the year for the betterment of the property, was recently completed.

Each roadmaster receives \$100 and each section foreman received \$50.

Chicago Terminal and Illinois Divisions—

Frank Lane, section foreman.
W. E. Haberlaw, roadmaster.
J. Howell, section foreman.
F. Krueger, section foreman.
Wm. Nemis, section foreman.
A. Branberg, section foreman.

Iowa Division—

T. H. O'Brien, roadmaster.
A. E. Snyder, section foreman.
Wm. Henderson, section foreman.
Tom Costin, section foreman.

Missouri Division—

T. W. Brown, roadmaster.
M. A. Pittman, section foreman.
Ira Curtis, section foreman.
J. E. Elliott, section foreman.
F. Robertson, section foreman.

Cedar Rapids and Minnesota Divisions—

J. W. Buser, section foreman.
Geo. Tjaden, roadmaster.
Chris Keel, section foreman.
Iver Hanson, section foreman.
W. Pospishil, section foreman.

Dakota Division—

J. W. Petersen, roadmaster.
E. Kleveter, section foreman.
O. Skailand, section foreman.
E. Johnson, section foreman.
O. Martin, section foreman.

Des Moines Valley Division—

C. C. Flynn, roadmaster.
L. G. Hall, section foreman.
John Anderson, section foreman.

Nebraska Division—

W. E. Brown, roadmaster.
J. L. Vanderpool, section foreman.
F. Fichter, section foreman.
F. Peterson, section foreman.

Colorado Division—

J. D. Sullivan, roadmaster.
T. T. Rillahon, section foreman.
L. R. Allison, section foreman.

Arkansas Division—

D. B. Griffin, roadmaster.
Will Hill, section foreman.
A. M. Eddleman, section foreman.
J. L. Douglas, section foreman.
Ben Leonard, section foreman.

Louisiana Division—

G. H. Carpenter, roadmaster.
J. E. Stott, section foreman.
W. H. Reid, section foreman.

Indian Territory Division—

J. A. Trainer, roadmaster.
S. P. White, section foreman.
Gus Poppas, section foreman.
John W. Peck, section foreman.

Panhandle and Amarillo Divisions—

W. H. Gruhlkey, roadmaster.
G. W. Coln, section foreman.
Jas. Bradley, section foreman.

El Paso Division—

J. H. Logan, roadmaster.
V. W. Hartley, section foreman.
H. D. Norris, section foreman.
F. C. Brown, section foreman.
I. Love, section foreman.

St. Louis Division—

V. B. Simpson, roadmaster.
Mat Eicholz, section foreman.
E. Ham, section foreman.

Oklahoma and Southern Divisions—

J. O'Conner, roadmaster.
Wm. Ray, section foreman.
R. A. Flora, section foreman.
Pat Holihan, section foreman.
G. C. Cooley, section foreman.

Kansas Division—

W. A. Simpson, roadmaster.
M. A. Beroud, section foreman.
Louis Schnell, section foreman.
Louis Johnson, section foreman.



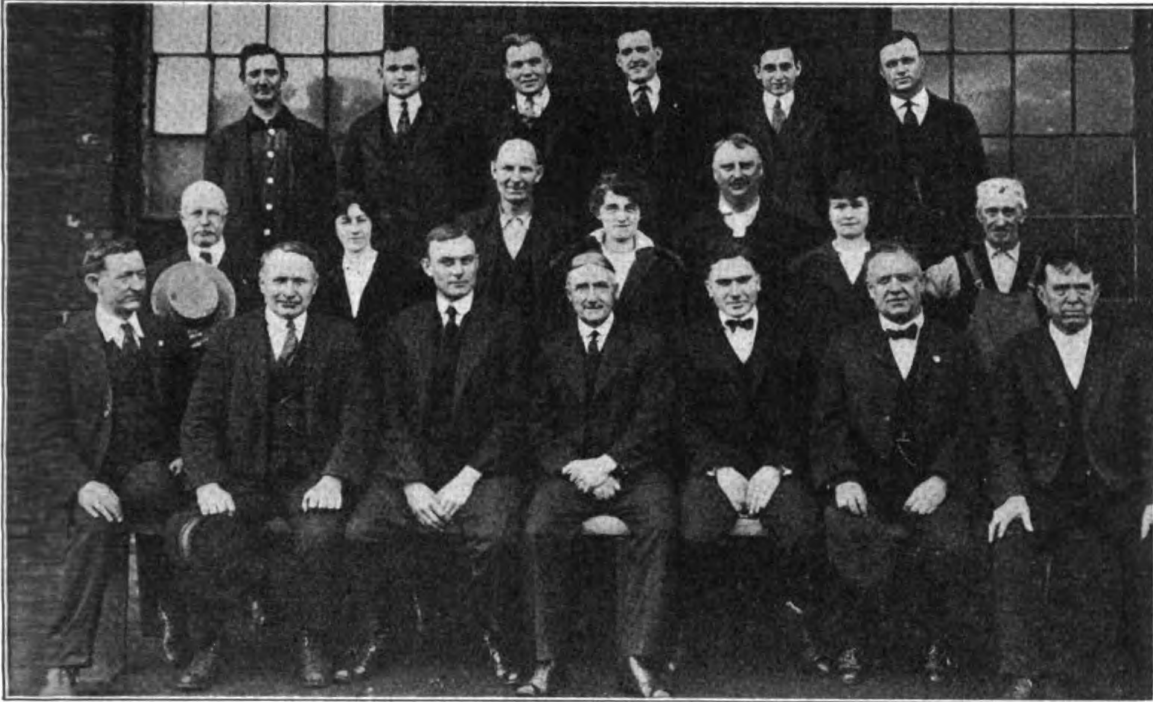
As a result of the wide publicity gained by the running of the Rock Island's "Cash Crop Special," the Denver Real Estate Exchange tendered General Agent G. W. Martin an invitation to speak before members of that body at a luncheon given at the Kaiserhoff Hotel, Denver, December 6, to permit Mr. Martin to explain some of the principal features of the trip. In their notice to members the Denver Real Estate Exchange said: "Mr. Martin deserves more credit than any other man in Colorado for arousing interest in the development of eastern Colorado. For years he has been telling us of the wonderful possibilities of that section."

In his speech before the exchange Mr. Martin made a comparison of this year's and the 1911 crop, wherein he proved that slowly but surely the educational work conducted by the Rock Island in eastern Colorado has brought results; that in 1911 with a greater amount of moisture than in 1916 the crop was not as large and the condition of the country was not nearly so good as it is today, this clearly proving that modern methods, as advocated by the Rock Island, do not require the amount of moisture that the old methods of farming did;

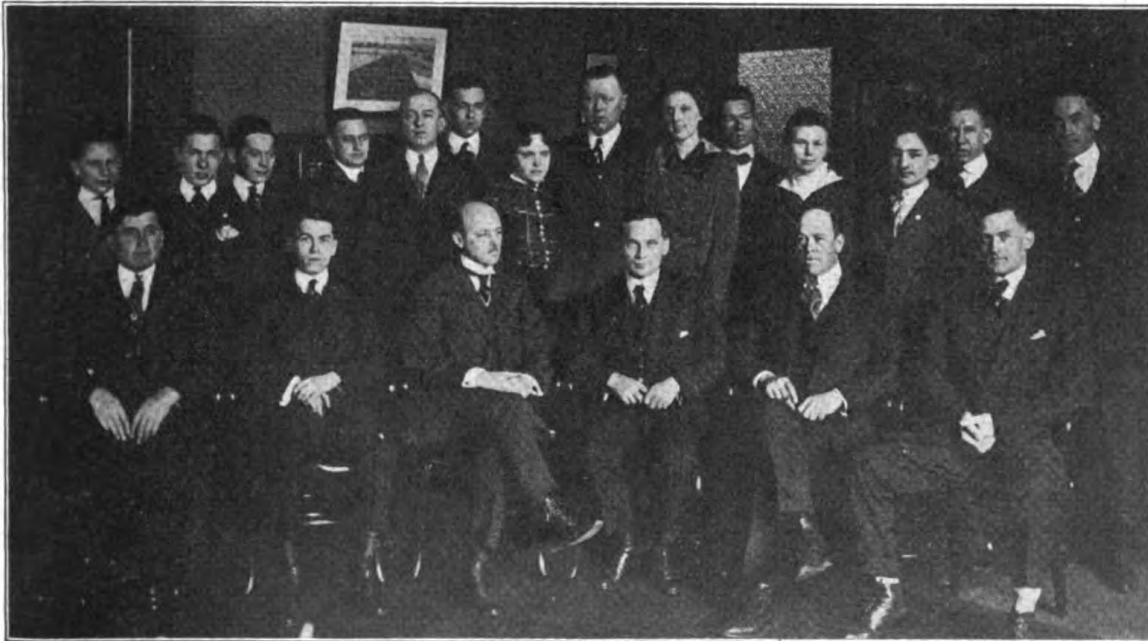
that a comparison of bank deposits, both savings and checking accounts, showed a large gain over last year; that the people are better contented and are anxious to listen to the expert's advice and county agriculturists are called upon frequently to give pointers on advanced methods of farming.

COMPULSION.

"If that bad boy insists on carrying a chip on his shoulder, you shouldn't notice him."
"I didn't," replied the square-jawed youngster, "so long as he kept it on his shoulder. But when he took it off and hit me in the eye with it, I had to do something."
—Washington Star.



P. J. Colligan, Master Mechanic; Foremen and Clerks, 47th Street Shops, Chicago.



MINING AND FUEL DEPARTMENT, CHICAGO

Standing, left to right—W. E. Landfield, J. Morris, V. Wells, D. M. Hedberg, J. P. Vanduzer, A. K. Paulsen, M. Wuenschman, H. A. Lawrence, Chief Fuel Inspector; N. Aggen, E. A. Anderson, C. Christopherson, A. Fierro, E. W. Haberstreit, A. E. Larson.

Front row, left to right—F. W. Wilson, Engineer Fuel Economy; C. T. Winkless, Chief Clerk Fuel; D. B. Sebastian, Assistant Manager Fuel; Carl Scholz, Manager Mining and Fuel; H. S. Mikesell, Assistant Manager Mines; F. S. Matthews, Chief Clerk Mines.

MIND YOUR OWN BUSINESS

"Mind Your Own Business" is a saying so familiar and common that its advisory value is frequently ignored and seldom appreciated. Viewing existing railroad conditions, it can be accepted by Rock Island employes as wholesome and pertinent counsel for their guidance.

To reduce claim payments is one of the very few remaining avenues of railroad economy. A reduction in our payments to a ratio of, say, 1 per cent of the gross freight revenue, would mean a yearly saving of \$685,000. Items chargeable to this account can be controlled by employes exercising the most elementary practices of thoughtfulness, care and prudence, in conserving and protecting property which is in their custody for movement. Why should the Rock Island pay out in claims on a basis of \$1,000 in freight revenue the following amounts: On grain \$16; iron and steel, \$25; flour and mill products, \$30; sugar, \$54; fruit and vegetables, \$63; live stock, \$64; household goods, \$174? Is it not humiliating to realize that the transportation service we render is so inferior that this punitive loss must be inflicted upon the company?

We know that these payments are wasteful and unnecessary, and that their elimination or reduction can be accomplished if we but make a determined effort to "Mind Our Own Business."

No useful purpose will be served by our knowledge of existing conditions unless we employ some constructive methods for improving them.

The greatest cause of freight loss and damage is rough handling of cars. In most instances this is the result of thoughtlessness, haste and carelessness on the part of train and yard employes, in whose alternate charge they are from point of origin to destination.

Proper regard should be given to both cars and contents. Our modern cars are stanchly built and will withstand a severe impact without visible damage, still, the same impact will dishevel and damage the contents.

Handle the cars easily! Do not permit them to strike hard! In shoving yard tracks be sure all cars are bunched together before passing a signal to "Shove Down" for switching room. Do not handle long cuts of cars on flat switching. The repeated running in and pulling out of loose and spring slack, in the course of switching, is a prolific source of damage to both cars and freight. Try to keep cars on classifying tracks coupled.

Be vigilant for cards showing eggs, stoves, glass, acid, inflammable and explosives; do not mix them with cars on regular classifying tracks; hold them separate and add them to trains at the finish of their makeup.

Give signals, by hand and lamp, perfectly and from a point where they can be plainly seen and readily understood.

Enginemen should endeavor to perfect themselves in the matter of controlling slack in trains. Avoid spot stops; do not gather or bunch slack roughly; remember that couplers are not pushed in or pulled out; they are either driven in or jerked out.

Make haste slowly is the best rule to follow.

The bald assertion of "Old Defect" does not explain nor excuse damage to equipment. Some defects are ancient; the question suggests itself whether, with proper care and caution the defective integrant would not have endured as long in future as it had in past.

All old defects not original with material in which they exist were once new defects and the man who is causing damage by "Old Defects" is the man who is contributing to the new ones.

The sole source of revenue to a railroad, from whom the employe receives his salary, is the sale of transportation.

The most important factor in providing transportation is the car. To be a revenue earning asset, the car must be moving or available for movement.

A bad order car is not in condition nor permitted to move in revenue serv-

ice, consequently, it only represents a financial loss to its owners for taxes, insurance and cost of repairs.

It is, therefore, very essential that we keep our cars in good order. The way to do this is to be as thoughtful, careful, considerable and vigilant concerning them as if you owned them. They do as much for you as they do for the company that owns them.

The protection and care of the car and its contents does not belong to any particular department; it is a matter of mutual interest and concern. Every employe must give his help and co-operation.

The individual is often prone to underestimate his value in a campaign where all must help, but every accomplishment, regardless of its bulk or difficulty, represents the multiplied energy of one man.

The Panama Canal is a monument of multiplied energy and co-operation.
"Mind Your Own Business."

(Part of circular issued by Mr. H. C. Higgins, general yardmaster at the Tri Cities, and forwarded to all employes under his jurisdiction.)

COURTESY.

J. B. Andrews, W. S. Foreman I. T.
Division, Haileyville, Okla.

Comrades, are you listed under these headlines of Courtesy?

Courtesy to travelers that travel on steam railways.

Courtesy is a business asset; a gain and never a loss.

Officers and employes above all other things should be courteous.

Use courtesy in all dealings with passengers and patrons and one another.

Remember, officers and employes help the company by being courteous.

Our company believes in courtesy and the Golden Rule.

Even the discourteous like to be shown courtesy.

Smooth the way for all inquiries by being courteous and patient.

You will find your value increased by courtesy.

The officers and employes of all steam railways should be courteous because a steam railway is a semi-public institution.

Those who patronize the company expect and should receive courtesy and respectful treatment.

Courtesy is our work as good railroad men.

The railroad should expect their officers and employes to be courteous in all their dealings with passengers and patrons and with one another. It is asked in turn that they be treated courteously.

Courtesy is catching—it makes friends and smooths over the rough places.

Emerson says life is not so short but there is time for courtesy.

Comrades, let the above sayings be our underlying principles and make our lives what they should be by being courteous.

We should always be courteous to one another. Let's start in a new year right by being courteous to all mankind that we may meet while in the walks of life.

The seven-coach special, with the engine puffing and blowing, looked like it was anxious to get started on its mission of going some, and in the bustle and confusion, Photographer Gates got a picture that does his camera justice for accuracy in reproduction.

The train pulled out at 7:35 amid the yells of the enthusiasts who did not go any further than the depot.

The band played as the train whizzed by every station en route to Trenton without a stop.

One of the passengers had this to say: "From Richmond to Lathrop, Conductor Carl Walker and Brakeman Roleson of Richmond, were personally known to almost everyone on the train, and everybody felt constrained to do just about as he pleased and all regretted to part with that genial pair of trainmen who gave way to substitutes at Lathrop. However, Conductor Young of Trenton and Brakeman Cox of Cameron were fully as accommodating in every way. In fact, they seemed more like a reception committee to make all have a good time than a train crew and much of the enjoyment of the trip was due to these two gentlemen, the former even wearing Richmond colors at the game.

Service as given by these men not only reflects on the personal, but helps towards making the entire system worth talking about. Do your share.

Station Master Kane of Des Moines has his share of foolish and odd questions to answer. But the following query he regards as one of the strangest.

A well-dressed elderly woman approached him and asked with some asperity, "Will you please tell me when the next boat leaves for St. Louis?"

Mr. Kane told her that to the best of his knowledge there was no steamer line between the two cities.

SUPERANNATED
ROLL OF
Rock
Island
EMPLOYEES
HONOR

PENSION DEPARTMENT.
 Established January 1, 1910.

Ernest Warren Cline, right-of-way agent, Topeka, Kan., whose application for pension was approved December 21, 1916, was born in Salladasburg, Pa., November, 1853. In 1886 the Rock Island was engaged in the construction of its line west of the Missouri

the time of his retirement. With thirty years of long and faithful service behind him, Mr. Cline, although now retired from active duty, feels he is still one of the great Rock Island family and desires to be regarded as such.



E. W. Cline.

River, and in that year Mr. Cline resigned his position as city clerk of the city of Trenton, Mo., to take charge of the town and land matters of the old Chicago, Kansas & Nebraska Railway Company, whose president at that time was Mr. M. A. Low, and treasurer, Mr. C. F. Jilson, with offices in the city of Atchison, Kan.

In 1887 he was appointed to the active management of the land and town companies and as special right-of-way agent. In 1902 he was elected secretary and treasurer of the land companies and also appointed right-of-way agent in the real estate and tax department, and was so connected at



Thos. Gordon Knight.

Thos. Gordon Knight, locomotive engineer, whose application for pension was approved at a meeting of the Board of Pensions, December 31, 1916, was born at Buffalo, N. Y., February 3, 1851. He first began railroading on the T., S. & M. S., at Buffalo, N. Y., in 1869, and came to the Rock Island under H. F. Royce, superintendent, and C. S. Binkley, master mechanic. He was employed on the Iowa Division for five years when he left the service for several years. He returned to the Rock Island as brakeman on passenger run but again left the service to enter the employ of the Wabash, and Chicago and Grand

Trunk. He re-entered the service of the Rock Island on the Kansas Division at Herington, Kan., and later transferred to the Texas Division (Southern Division), where he was located for twenty-five years, when he was retired account incapacitated.

Wm. F. Gilmore, locomotive engineer, Des Moines Valley Division, whose application for pension was approved November 21, 1916, was born in Napa, Cal., March 24, 1853. When but thirteen years of age he moved to Rock Island with his parents, arriving in New York on January 1, 1866. He attended school in Rock Island until he entered the service of the Rock Island in 1872, being employed in the capacity of fireman. March, 1880, he was promoted to engineer, running from Rock Island to Brooklyn, Ia. In the spring of 1905 he was given a passenger run between Des Moines and Indianola, where he remained until retired account incapacitated, August, 1916.



W. F. Gilmore.

Michael Crotty, crossing flagman, Chicago, Ill., whose application for pension was approved November 21, was born September 29th, 1846. At an early age he, in company with his parents, emigrated to America from County Clare, Ireland. A short time later his father passed away and the son took employment in a woollen mill in the State of Vermont, in order to assist in the support of the family.

At the age of twenty his desire for adventure took him to the sea, where he sailed before the mast for fifteen years. One of his cruises lasted over five years, during all of the time being absent from his home port, and on another cruise he was gone

four years. During these years he had many adventures, the last one nearly costing him his life, his escape seeming miraculous.

He then came to Chicago and secured employment with the Rock Island railway, his services extending to the present time. He was stationed at 81st street crossing as flagman for thirteen years and takes great pride in the fact that during this time no accidents occurred, which bespeaks much for his faithful service. Mr. Crotty is well over seventy years of age and still retains the best of health.

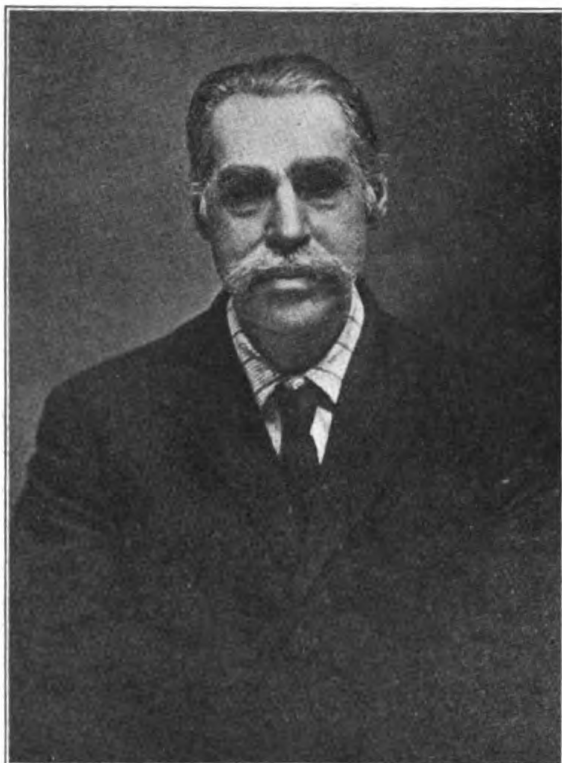
He and his wife now make their home with one of their three children in Chicago. He is always happy and pleasant and makes friends quickly among his associates, who will be glad to know that his faithful services with the Rock Island are to be rewarded.



Michael Crotty.

Benj. Franklin Weir, section laborer, Letts, Iowa, whose application for pension was approved November 21st, 1916, was born at Portsmouth, Sciota county, Ohio, May 27th, 1848, where he remained until eight years of age when he came to Letts, Iowa with his parents. He entered the service of the Rock Island as section laborer, Letts, Iowa, April, 1869, and continued in that capacity until November, 1916, when he was retired on a pension account incapacitated for further duties, having been employed for forty-seven continuous years, during which period he requested but one pass from his employing officer, same being

furnished him to go before medical examiner at Chicago.



Benj. F. Weir.

CONTINENTAL CASUALTY COMPANY PAYS MRS. LAFOLLETTE \$3,000.

The friends of Freight Conductor John H. Lafollette of Herington, Kan., who met with a fatal accident November 22, 1916, will be pleased to learn that he left his widow, Margaret Lafollette, provided for since he carried an accident policy for \$2,000 with the Continental Casualty Company, which has collection privileges with the Rock Island System. Mr. Lafollette was insured through Mr. Fred Patt, who is well known throughout the state of Kansas.

Although Mr. Lafollette was only 48 years of age, he was, in the way of continuous insurance, one of the oldest policyholders the Continental had on its books. Most of the policies which the Continental sells allow accumulations to the extent of 50 per cent of the principal sum if renewed from year to year, a portion of the increase being allowed each year. The principal sum of Mr. Lafollette's policy was \$2,000, but since he had renewed it a sufficient number of times it had earned the full accumulation of \$1,000. It took ten years for Mr. Lafollette's policy to earn the full accumulations but he had kept it in force for more than two years after the full accumulations had been earned. The result is that Mrs. Lafollette received a check for \$3,000 instead of \$2,000.

MONTHLY MEETING OF THE ROCK ISLAND RAILWAY CLUB.

The Rock Island Railway Club held their regular monthly meeting with a dinner at Ft. Dearborn Hotel, Tuesday evening, December 12, 1916, the principal event of the evening being an address by Mr. H. H. Germain, superintendent, special service, of the Rock Island. His subject was: "What a Special Service Department Stands for on a Railroad and What One Has Accomplished."

It was admitted by a majority of the club members present that they never really understood just what a "Special Service Department on a Railroad" stood for. At the close of Mr. Germain's address all freely acknowledged that they now had a far better opinion than ever before of just what such a department as handled by Mr. Germain could accomplish on a railroad system such as the Rock Island. Mr. Germain at the conclusion of his remarks was urged by Messrs. Weaver, Searle and Yocum as well as others to deal reminiscently with some of his cases. In doing so he surprised the club members with some interesting information as to some cases handled on our own line.

Messrs. Weaver, Searle and Yocum attested to the efficiency of the special service department in conservation and recovery of the company's revenue earnings as well as the prevention of claims by unscrupulous persons.

All were agreed that Mr. Germain gave the club one of the most interesting addresses with which they had been favored for some time. All voted that he be urged to again favor the club with another address at no distant date.

The last meeting and dinner of the club was held at the Great Northern, Tuesday evening, January 9th, 6:30 o'clock. The principal speaker of the evening was Mr. L. M. Allen, passenger traffic manager, on the subject of "Co-operation."



ROCK ISLAND FIRE BRIGADE AT ESTHERVILLE HELPS CITY DEPARTMENT.

About 2:30 p. m., January 8th, fire broke out in Graff's Cafe and they called for the assistance of the Rock Island department. Our alarm was sounded and the boys immediately went to the fire. The fire was caused by an explosion in the basement and on account of the excessive amount of smoke, it was impossible to determine the location of the fire. But through the efforts of our boys, combined with the city department, the fire was prevented from spreading to adjoining buildings although they were damaged considerably by the water.

This was one of Estherville's best buildings, consisting of a theater and cafe, and had only been running about three months. It was a great loss to the city of Estherville as well as the owner, Mr. Graff.

ALL SUPERINTENDENTS, ALL TRANSPORTATION INSPECTORS.

Chicago, Nov. 24, 1916.

Affixed hereto is photograph of a car of wheat wrecked at Burnside, Ill., September 24, 1916. As a result of the derailment and a later made attempt to lift the car in clearing track, entire contents consisting of 87,000 pounds was spilled from car, the photograph giving better description of conditions then existing than can be put in words. The wheat was not badly scattered, nevertheless every bit of it was out of the car and mixed with the trucks and other parts of car. Care was exercised in removing car body and trucks to prevent scattering wheat more than was necessary and keeping people from walking in it.

Two empty box cars were spotted on sidetrack opposite the pile of wheat, grain doors applied to far side door and one placed against truss rods beneath other door to catch and hold in the pile any wheat that dropped when shoveling from edge of pile into car. In shoveling the wheat into car three men were placed at door of car, three back a little beyond the



center of pile and the balance around the edges of pile, the ones placed back from the door and at edges of pile shoveling wheat to men stationed near door by whom it was then thrown into car. Care was used to remove all splinters and to see that men did not touch the ground with their shovels. The shovelers were instructed to keep their shovels approximately three inches from the ground where ground was level and six inches away from ground where uneven and all of the wheat so picked up and put into first car passed inspection and was sold without even being cleaned. Bulkhead was built in second car, into one end of which was loaded such wheat as could be shoveled up, just keeping the shovels clear of the ground and into the other end was loaded what was left as scraped up from the ground.

The net freight claim loss because of the accident was a shortage of 220 pounds, for which we paid \$5.60, plus the cleaning charge of \$3.63, on contents of second car, total expenditure being \$9.23.

While unquestionably the conditions were favorable for good showing in picking up

the wheat by reason of the fact that it was not badly scattered and the right-of-way was well cindered and perhaps more than ordinarily level, less carefully supervised handling could easily have resulted in many times the amount of loss that was really suffered and the incident is brought to your attention to show what can be accomplished in the way of claim loss prevention by well directed supervision.

Yours truly,
(Signed) W. O. BUNGER.



PREVENT CLAIMS MEETING AT DENVER.

By P. J. Quinn.

Saturday, Jan. 20th, a prevent claims meeting was held in Denver at the Oxford Hotel, where covers were laid at luncheon for twenty-five. Officials attending were G. W. Martin, Gen. Agt. Denver; J. A. McDougal, Supt. Colo. Divn.; F. L. Park, Trainmaster; A. S. Rau, Transportation Inspector. Representative station agents and employees in the train service were present at the meeting. Gen. Agent Martin made a fifteen-minute talk treating on cause and effect of claims. Mr. Martin brought out a point that has probably been overlooked in relation to claims so far as the train crews are concerned. As an illustration Mr. Martin cited an instance where a car of box fruit was being handled into Denver and at some point on the line the car received rough handling, causing a dozen or more boxes of fruit to fall over, where the damage was evident. However the claimant in making his claim included the entire contents of the car in his claim, stating that while there was an evident damage to the several boxes, only yet at the same time the entire load had shifted, jarring the fruit and causing damage to practically every box that made it necessary for him to present a claim for a percentage of damage to the entire car. Strictly speaking the damage to the entire car outside of the boxes which were broken over was slight, and the Company could not reasonably be expected to pay a claim on them. Regardless of the contention of the Company the claimant took the arbitrary view with the result of the loss of valuable business amounting to several thousand dollars per year to the Company. Mr. Martin explained that while he realized that the majority of cases of this kind the rough handling was accidental, but at the same time he felt that the enginemen and trainmen should know that the matter did not end with the rough handling but kept going on and on with the results to the company as mentioned.

Supt. McDougal made an interesting talk on co-operation along general lines which was appreciated by the meeting.

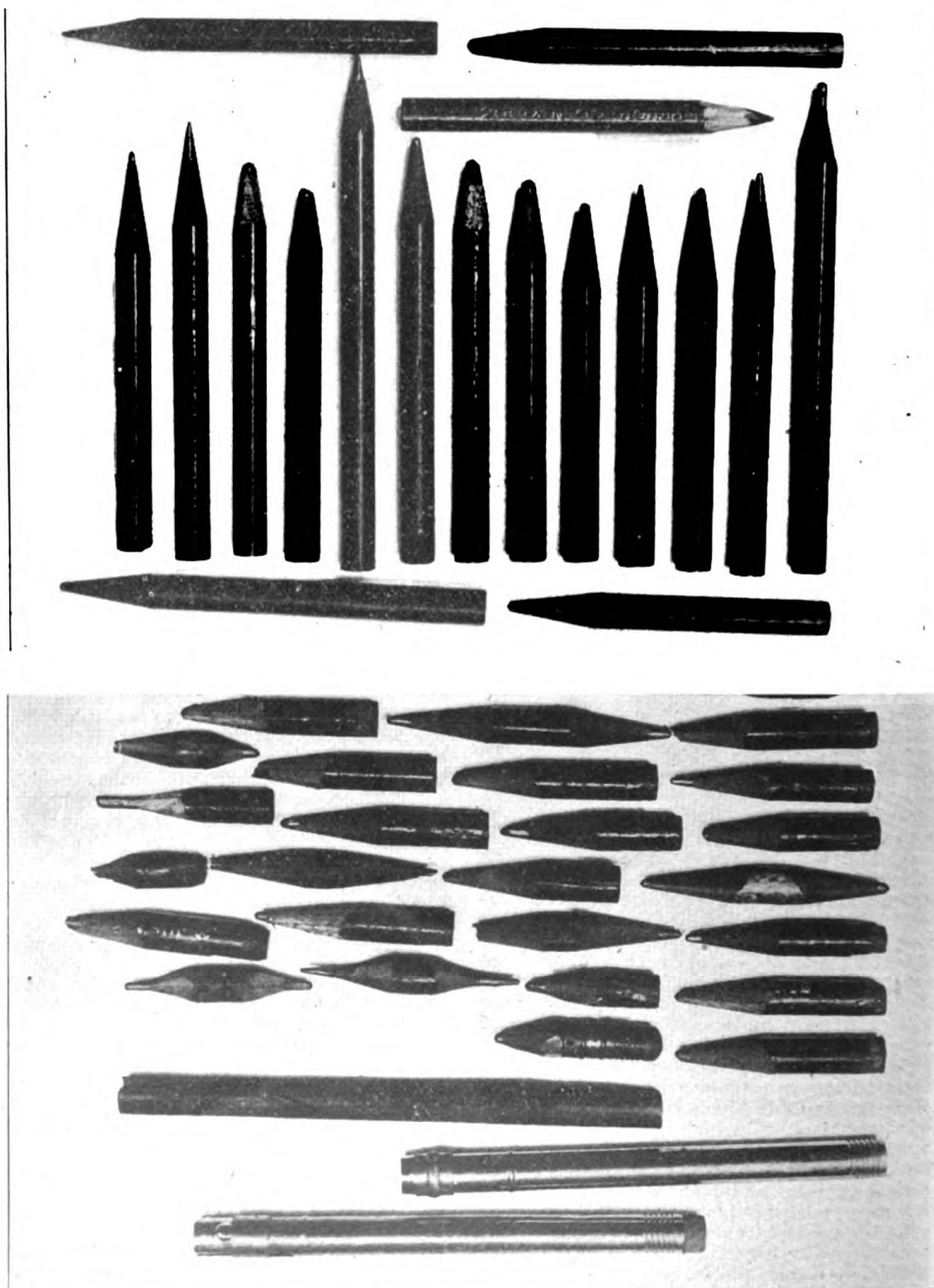
Every one was given an opportunity to express himself and the meeting will undoubtedly be productive of much good and of great benefit to the Company.

USE PENCIL HOLDERS

The accompanying photographs show what a wonderful saving can be effected by the use of a pencil holder.

Mr. Pat Portel, our Division Freight Agent at Oklahoma City, had these pictures

taken for the benefit of the entire system. Too many of us are prone to be lax with pencils, envelopes and like articles. To prolong the use of a third of every pencil would mean a considerable saving over the system.



ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

A PERSONAL QUESTION:—ARE YOU DOING YOUR PART TO “PREVENT INJURY”?

By L. F. SHEDD, General Safety Supervisor

To every employe of the Rock Island Lines, regardless of rank or location, the caption of this article is personally addressed, and it is the desire of the safety bureau that each and every one so addressed will note this personal question and conscientiously decide for himself whether or not he is doing everything possible to “prevent injury” to self and others as far as in his power lies. Whatever may be the answer, whether a negative or an affirmative one, be honest with yourself and think the question over.

The close of 1916 presents to the thinking world the decided contract between the desires and efforts to conserve life and limb in our beloved America, and the desire to maim and kill in the “lands beyond the seas,” and unless we stop long enough to consider how fortunate and well favored we have been as compared with our suffering and bleeding brothers in the land of strife and misery beyond the great Atlantic, we do neither ourselves nor those who have given us certain golden opportunities to advance our welfare, due and proper consideration and credit.

How many of us would exchange our “prevent injury” movement for mobilization of troops? How many of us would believe that we are not a favored people when we pause just for a moment to realize or to read the bold headlines in our newspapers that another 10,000 soldiers had perished in battle? How many of us, who with our families, in our homes where a warm fire glows and where all the comforts as well as many of the luxuries of a home are in evidence, would dare to answer the question as to whether or not we are a fortunate people in any other manner than with a positive and an unequivocal “We are.” Yea, men, we are a fortunate people; we are a fortunate body of railroad men, fortunate enough to be classified among the employes of one of the best railroads in the country, and yet, in contravention, how many of us lose sight of these blessings and fortunate conditions, and in an instant of thoughtless chance-taking, might place ourselves among that same class we read about in the trenches, maimed or killed,

our families left without our support and untold strife for existence the lot of a good wife and loving children who are left to mourn either our death or our crippled condition.

In a moment of thoughtful composure, kindly ask yourself if you are doing your part to “prevent injury.” Is it not incumbent upon you that **YOU DO YOUR FULL PART?**

Are you doing your part to “prevent injury” when you—

Kick a draw bar as the cars approach and are near enough to catch you? When you attempt to adjust a knuckle when there is any possibility of being caught? When you board the footboard of a switch engine as it approaches you, without having the engine stop? When you fail to observe the rules in the handling of your train orders or in any other instance?

Are you doing your part to “prevent injury” when you—

Fail to wear your goggles while at work where your eyes are endangered, when a pair will be given you for the asking? When you use a defective tool, machine or appliance? When you take a chance today because you “got by” with it yesterday? When you erect a scaffold or use a ladder without knowing it is safe?

Are you doing your part to “prevent injury” when you—

Jack up a car and fail to use tripods under it to hold the weight should the “jack” trip and let the load fall? When you commence to work on a “rip track” without knowing that you are properly protected with a blue flag as the rules require, and the switch locked? When you use a tool with a defective or dangerous handle, head or point? When you take any chances of being crippled or killed?

Are you doing your part to “prevent injury” when you—

Permit a machine to remain unguarded? When you permit men to work with defective or dangerous tools, machines or appliances? When you fail to know that scaffolds, ladders, walks, steps, elevator shafts and other dangerous places are not properly constructed and safely protected with rail-

ings or otherwise? When you fail to do your part to have men wear goggles when eyes are endangered? When men are required to work in a dark place for the want of an electric light bulb? When you fail to know what your men are doing and how they are doing it?

Are you doing your part to "prevent injury" when you—

Fail to sound the whistle and ring the bell as the law, the rules and safety require and when human lives are the price paid for not doing so? When you overload a tank with coal so that it can and may fall off and injure or kill someone? When you permit the tank to overflow and make slippery conditions on engine steps and elsewhere?

We know that there are THOUSANDS among our numbers who are doing their FULL PART to advance the safety of themselves and their fellow workmen through interest in the "prevent injury" movement, thoughtful and careful consideration for their own personal SAFETY and the safety of OTHERS and through their good advice to the end that it pays to BE SAFE; but we are forced to admit the converse, also, that there are still some among us who have not grasped the opportunities offered them through the safety movement to better their own and their fellow workmen's condition through the exercise of those high qualities that characterize the SAFE AND CAREFUL man and contrast him with his UNSAFE and CARELESS co-laborer. Eyes have been saved through the use of goggles; eyes have been LOST when we verily believe there was no need for such loss if goggles had been worn. Injuries have been prevented through thought and care; injuries have occurred, are occurring, and will continue to occur through lack of thought and care, and it is with a full knowledge of every existing condition, past and present, that we address you, fellow employes and co-laborers, with the question that heads this article.

If you feel that you have done your part, continue to do it; if you feel otherwise, decide to do YOUR PART during the year on which we have just entered; be of service to SELF, to FAMILY, to community and to the railroad in whose employ we all are, and to accomplish all these, let "Prevent Injury" be your watchword, and SERVICE the "Star That Guides You," and at the close of the year, look around and about you and let the plaudit "Well Done" be yours.

LET'S SAY "WELL DONE" TO THESE COMMITTEEMEN.

The following committeemen were put on the Roll of Honor for 100 per cent attendance. Mr. L. F. Shedd, general safety supervisor, felt very gratified at this wonderful showing.

Members of the several safety committees on First District whose attendance during last six months of 1916 is 100 per cent:

Iowa Division—G. W. Heggenberger, M. S. Crouse, F. W. Thompson, A. N. Peiffer, J. P. Pinkerton, C. R. Bauman, G. W. Taylor, C. A. Farris, M. J. Murphy, J. Smith, C. Tunnell, L. Green, G. C. Clardy.

Valley Junction Shops—W. T. Abington, chairman; H. F. Martyr, chairman; H. Stone, J. Sherbo, J. Ewing, C. Hanley, E. Farnham.

Des Moines Valley Division—C. Flynn, J. Dulin, R. E. Nash, M. McGrath.

Missouri Division—O. O. Hawk, J. H. Hudson, Thos. Grimes, W. R. Votaw.

Chicago Terminal Division—W. S. Zinc, E. C. McCandless.

Illinois Division—T. P. Maroney, W. A. Heller, Wm. Kennedy, Thos. Lynch. Missed account not receiving notice in time to get relief: J. J. Saunders, M. F. Quinn, C. S. Riley, G. E. Davidson.

Cedar Rapids Division and Shop—W. L. Pauley, J. L. Sullivan, A. H. White, C. Kelly, J. J. Hervert, I. E. Brown, E. J. Sevier, G. Chyba, Joe Havelena, J. R. Haynes, L. T. Rush, O. O. Sites, E. Donisthorpe, C. S. Mahaffy, B. M. Sibley, W. J. Smith, W. E. Bennett.

Minnesota Division—W. E. Warren, J. McNulty, C. B. Wilson, C. E. Rioth, J. C. Prantle, J. G. Wright, Geo. Hubbard, R. F. Wright, O. J. Wulff, N. Lutgen, S. A. Duke, E. F. Manson.

Dakota Division—F. E. Martin, S. P. Perkins, E. W. Knight, W. A. Heidke, R. D. Soper, Wm. Fahey, H. A. Huston.

Nebraska Division—J. A. Hamm, J. Archer, W. E. Brown, R. R. Bragg, J. E. Odey, Carl Brown, C. W. McCary, W. H. Ogelvie, J. P. Edwards, G. L. Ensign, F. A. Jourdan, Leonard Slater. Missed one meeting each account not advised in time: W. H. Jones, C. M. King.

Colorado Division—None.

ROCK ISLAND MEN'S CHORUS ELECTS OFFICERS.

At the recent election held December 28, 1916, of the Rock Island Men's Chorus, the following were elected for 1917:

President—W. L. Bax, general superintendent freight claims.

Vice President—W. H. Johnson, real estate department.

Secretary—A. M. Weaver, auditor, freight traffic.

Treasurer—P. W. Spruit, auditor, freight traffic.

Librarian—G. M. Cree, general superintendent, freight claims.

Executive Committee—E. A. Thomas, auditor, disbursements; F. Ryan, auditor, freight traffic; F. A. Werner, general superintendent freight claims; O. Jesina, auditor, freight traffic; W. R. Arthur, general auditor.

Musical Director—W. B. Ross.

We've had some wonderful entertainments from the chorus and hope that 1917 will be their banner year.

LOST

On Rock Island Lines

During December, 1915, March, April, July and August, 1916

FIVE (5) "WINDOWS OF THE SOUL" of

ONE (1) Boilermaker Helper.

TWO (2) Boilermakers.

TWO (2) Car. Repairers.

FOUND

A WAY TO "PREVENT" MANY SUCH LOSSES

USE GOGGLES

TO VERIFY THIS STATEMENT ASK

E. L. Crippen, Boilermaker, Cedar Rapids, Iowa.

George Pickering, Machinist, Horton, Kansas.

J. H. Moon, Boilermaker, Cedar Rapids, Iowa.

Stanford Johnson, Boilermaker, Horton, Kansas.

John Martinka, Steel-Car Repairer, 47th St., Chicago.

William Milewski, Boilermaker, Blue Island, Illinois.

L. C. Duffy, Machinist, Cedar Rapids, Iowa.

and

The TWENTY (20) other SHOPMEN whose names are
mentioned in the Employees' Magazine issues of February
and September, 1915, and September, 1916.

WEAR GOGGLES

MERITORIOUS SERVICE.

Elmer Young, section foreman, McCausland, Iowa, on January 13 discovered brake beam down on car C-90575, in train 1055, at Follette, notifying conductor.

Messrs. James Day, A. G. Sturdy, J. H. Baker, J. W. Grisst and C. E. Young of Dalhart, Texas, on January 8 voluntarily unloaded and reloaded stock car RI-73384 at Pratt to unload one dead cow in shipment moving from Meade, Kan., to Kansas City.

C. M. Arendts, conductor, Minnesota division, on December 22 credited with ten merit marks for voluntarily pulling down coal at Nevada, train 913, in order to avoid stopping for coal passer, thereby saving a bad delay to the train.

G. T. Crowe and William Tilzey, brakemen, Minnesota division, credited with ten merit marks each for the reason that train 904 was unable to pick up coal passer at Faribault and could not take coal at that point on account of none in chute, and in order to avoid delay to train Crowe and Tilzey volunteered to pull down coal from Faribault to Albert Lea.

P. Hynes, engineer, Minnesota division, discovered a bad order switch at the east end of Greasers siding and reported the matter to roadmaster so that repairs could be promptly made. He was given a letter of commendation.

W. D. Solomon, brakeman, Minnesota division, fired stock special engine 2061 from Saco to Manly on account of Fireman L. V. Lowrey incapacitated on account of getting cinder in eye. He volunteered to do this in order to avoid holding up the train waiting for fireman to take Lowrey's place.

T. E. Carner, brakeman, Pratt, Kan., when on extra 1956 December 27 discovered bent axle on Southern car 14894, and by promptly notifying conductor it was possible to dispose of car without what might have been a serious accident.

A. Lynott, conductor; C. B. Iosty, engineer, and T. Calkins, engineer, of Cedar Rapids, have been highly commended for the work they did in repairing angle cock on train line of stock car at Riverside, enabling car to be used that day for stock to Chicago, which otherwise would have been impossible to load, and would have disappointed a good patron of the Rock Island.

C. W. Harris, brakeman, Pratt, Kan., on extra 2004 December 21, fired engine from Bucklin to Mineola, account of regular fireman taking sick.

Messrs. George Gebhart, engineer, and W. L. Parker, brakeman, Pratt, Kan., on January 2 voluntarily fired engine 934 from Hutchinson to Turon, on account of fireman Chapman being sick, thereby preventing what might have been serious delay to train.

Alfred Thiede, brakeman, Blue Island, Ill., on October 24 voluntarily fired engine 1970 from Rockdale to Blue Island, on account of Fireman Snow being injured.

Mr. H. L. Lockwood, foreman, Mr. J. C. Stewart, helper, Mr. H. L. Coon, helper, Mr. P. Waterman, engineer, and Mr. P. Behrens, fireman, have each been credited with ten merit marks for their promptness and good work in extinguishing fire in car C 98503 about 3 a. m., on the South Chicago Team Track on October 16, 1916.

Mr. Geo. Petersen, B. & B. foreman, Cedar Rapids, Ia., and his men, are to be commended for action in regard to fire at stock yards at Postville on December 5. There is no doubt but what you saved the stock on this date by being on hand and taking the proper method immediately to extinguish the fire.

Mr. C. H. Witte, Engineer, Trenton, Mo., while on train No. 11 November 17 deadheading from Eldon to Kansas City, voluntarily flagged from Eldon to Kansas City, regular flagman getting left off train at some point east of Eldon.

Mr. W. P. Farrell, brakeman, Pratt, Kansas, when switching train 82 at Kismet on October 25, discovered broken flange on car CNOTP 12066, and reported same, thus preventing a derailment.

Messrs. H. Laird, conductor, A. L. Courtmet, brakeman, and T. H. Walker, brakeman, Tren-

ton, Mo., on October 31, in order to avoid blocking the passing track and also avoid delay to a car, assisted in unloading about three tons of coal from a car at Donovan.

* * *

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

F. C. Barber, engineer, Cedar Rapids division, recently brought into Cedar Rapids office two passengers whom our ticket agent sold tickets to Lansing, Mich., via our line to Chicago.

S. B. Hubbard, conductor, Colorado Springs, secured two passengers via our line.

H. H. Barsby, conductor, Colorado Springs, secured one passenger for our line.

Edward Mounger, porter, Pratt, Kan., while on train 4 December 21 was influential in securing two passengers via our line who had intended purchasing a ticket through another company.

C. E. Johnson, ticket agent, Iowa Falls, Iowa, has secured twenty-one California tickets so far this month.

J. W. Albright, agent, Traer, Iowa, through unusual effort in keen competition of another line was successful in securing for our company three winter tourist tickets, Traer to Jacksonville, Fla., and return.

F. J. Moore, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City the 25th, turned over to Mr. Howard party who purchased ticket to Colorado Springs via our line.

W. W. Beavers, chief clerk to master mechanic, Chickasha, Okla., was instrumental in securing two and one-half fare tickets from Chickasha to Indianapolis, Ind., routed via St. Louis. These parties had expressed a desire to go via another route.

Geo. Richert, usher at La Salle street station, secured one ticket for Winnipeg, Manitoba, on January 2.

D. D. Hughson, conductor, Illinois division, secured one passenger to Colorado Springs.

S. O. Delgado, dining car steward, secured one passenger for Sacramento, Cal.

Sherman Ihde, Liberal, Kan., recently submitted prospective business card advising that a party of Hill City, Kan., would return to Liberal. This will enable us to secure the business.

E. Bethard, conductor, Pratt, Kan., recently submitted prospective card advising that a party of Pratt, Kan., contemplates trip to Portland, Ore., and we will endeavor to secure this business.

A. W. McDonald, engineer, Pratt, Kan., secured a passenger from Herington to Waukegan, Ill., and return.

W. I. Roney, engineer, Pratt Kan., advised us of prospective passengers from Pratt to Hot Springs, and we will endeavor to secure this business.

C. E. Mitchell, engineer, Cedar Rapids division, on the night of December 15 secured two passengers from Cedar Rapids to Chicago via our line who intended to go via another line.

John Von Diepenbrok, night baggageman at Herington, recently secured a passenger over our line from Herington to Fort Worth en route to Rosenberg, Texas.

Geo. Skelton, engineer, Kansas division, recently secured two tickets for our line from San Jose, Cal., to Kansas City in one direction via El Paso, returning via Colorado Springs.

William Leonard, conductor on Suburban division, secured one passenger for our line to Kansas City, Mo., passenger having previously decided to go over another line.

Walter R. Turpen, Partridge, Kan., recently submitted prospective business card advising that a party at Hutchinson, Kan., proposed to ship car of horses. This will enable our company to get in touch with this party and undoubtedly secure the business.

R. A. Foy, cashier, Enid, Okla., recently gave our agent at Enid information to the effect that

a salesman at Arkansas City, Kan., for the Lippincott Company of Cincinnati was figuring on a car of preserves, olives and apple butter to be distributed from Enid to move soon. This enabled us to go after the business.

E. G. DeWitt, conductor, Kansas division, was instrumental in having a passenger purchase ticket via this line to St. Paul December 12.

H. S. Janes, conductor, Kansas division, was instrumental in having passenger purchase ticket via this line to Chicago December 5.

B. E. Carroll, conductor, Kansas division, was given a letter of commendation for having a passenger purchase ticket via this line en route to Portersville, Cal., December 18.

G. H. French, conductor, Kansas division, has been given a letter of commendation for having passengers purchase tickets via this line to St. Louis en route to Columbus, December 16.

H. T. Modeland, conductor, Kansas division, was instrumental in having passengers purchase tickets via this line to St. Louis December 22.

F. Rooney, conductor, Kansas division, has been given a letter of commendation for having a passenger purchase ticket via this line to St. Louis en route to Knoxville.

E. K. Scott has been given a letter of commendation for having passengers secure tickets via this line en route to Joliet and Chicago.

J. C. Todd, conductor, Kansas division, has been given a letter of commendation for having passenger secure tickets via this line en route to St. Louis.

J. O. Thompson, conductor, Kansas division, was instrumental in having passenger secure ticket via this line, Kansas City to Englewood, November 21.

W. E. Cordrey, conductor, Kansas division, has been given a letter of commendation for having passenger purchase ticket via this line, Kansas City to Chicago, en route to Grand Rapids.

N. D. Sprague, conductor, Kansas division, was instrumental in having a passenger purchase ticket via this line en route to Fairfield November 21.

H. H. Thompson, conductor, Kansas division, was instrumental in having three passengers purchase tickets via this line to St. Louis November 12.

W. A. Pike, conductor, Kansas division, has been given a letter of commendation for having two passengers purchase tickets via this line to Hutchinson December 11.

W. L. Gane, conductor, Kansas division, was instrumental in having six passengers purchase tickets via this line to St. Louis December 21.

G. W. Skelton, engineer, Kansas division, was instrumental in having two passengers purchase tickets via this line en route to San Jose, Cal.

T. E. Skelly, engineer, Kansas division, was instrumental in having passenger purchase ticket via this line, Salina to Chicago, November 25.

J. VonDiepenbrock, station baggageman, was instrumental in having a passenger purchase ticket via this line, Fort Worth en route to Rosenberg, Texas.

G. Davis, of the valuation department, Chicago, Ill., for securing two automobiles for movement over our rails, Chicago to Kansas City, Mo.

A. R. Sullivan, yard clerk, Joliet, Ill., for securing one car castings moving from Joliet to Macon, Ga., one car castings moving from Joliet to Little Rock, Ark., one car castings moving from Joliet to Birmingham, Ala.

E. Schatchell, clerk, local office, Chicago, Ill., one car wine, San Francisco to Chicago, carrying routing through El Paso gateway.

R. S. Torrington, C. P. A., Colorado Springs, Colo., for securing L. C. L. shipment household goods, Colorado Springs destined Louisville, Ky. Also less than carload shipment household goods, Colorado Springs destined Palm Beach, Fla.; less than carload shipment household goods, Colorado Springs destined Philadelphia, Pa. One steam shovel, Bucyrus, O., destined Colorado Springs. One car emigrant movables, Colorado Springs to Winona, Kan. Less than carload shipment machinery, Colorado Springs to Miami, Fla. Less than carload shipment household goods, Colorado Springs,

destined to Bar Harbor, Mich. One piano, Colorado Springs, destined to New York, N. Y. Less than carload shipment household goods, Colorado Springs, destined Springfield, Mass.

Harry Huneke, clerk, superintendent's office, Colorado Springs, for securing less than carload fish, Chicago to Colorado Springs.

T. J. Dixon, fireman, securing one horse, Colorado Springs, destined Siloam Springs, Ark.

W. D. Fernald, clerk, agent's office, Kansas City, Mo., for securing two cars autos, Chicago to Kansas City. Also four cars linseed oil, Minneapolis, destined San Francisco.

Paul Hewitt, clerk, agent's office, Kansas City, Mo., for securing two cars oil, Minneapolis, destined San Francisco, Cal.

J. R. Cox, city passenger agent, Kansas City, Mo., for securing one car pianos, Chicago to Kansas City.

C. L. Lanner, clerk, agent's office, Wheatley, Ark., for securing two cars rice, Wheatley, Ark., to Chicago via Memphis.

R. E. State, clerk, mechanical department, Peoria, Ill., for securing one car household goods and one automobile, Peoria, destined Jacksonville, Fla.

BOOSTER LIST OF PASSENGER BUSINESS BY EMPLOYEES OF C., R. I. & G. RY.

Mr. Paul Traweck, General Freight Office, Ft. Worth, Texas.

Miss Winnie Slawson, General Freight Office, Ft. Worth, Texas.

Mr. John McNeeley, General Freight Office, Ft. Worth, Texas.

Mr. Orville E. Patty, Local Freight Office, Ft. Worth, Texas.

Mr. Chas. D. Grimes, V. P. & G. M. Office, Ft. Worth, Texas.

Mr. W. N. Foster, Conductor, Ft. Worth, Texas.

Mr. F. A. Ingraham, Conductor, Ft. Worth, Texas.

Mr. C. H. Plumb, Conductor, Ft. Worth, Texas.

Mr. H. C. De Arment, Switchman, Ft. Worth, Texas.

Mr. Gibbins, Section Foreman, Groom, Texas.

Mr. Ted Randolph, General Passenger Office, Ft. Worth, Texas.

This is indeed gratifying to see so many of the Rock Island Family pulling together for the success of their road. Be a Booster first, last and all the time.

The business secured by the above parties has been to competitive points and for long hauls, but we want to assure you that all business secured by the employees of the Rock Island, whether local or competitive, is indeed appreciated and in all cases means more earnings.

If you are unable to get in touch with parties that you know are contemplating a trip of any kind, would be pleased to have you advise the passenger department and we will have one of the representatives see them.

Be a Booster, ask your neighbors and friends where they are going this summer, give us their names, addresses and information they desire and we will secure the business.

If you are fortunate and secure a passenger via the Rock Island, don't fail to let the passenger department know and we will put you on the Booster List, in order that your fellow-worker will get busy and try and secure some business as well as yourself.

APPOINTMENTS

J. A. O'Connell has been appointed adjuster at St. Joseph, Mo., reporting to W. C. Cartledge, claim agent at Topeka, Kan.

J. E. Aldrich has been appointed clerk and adjuster at Chicago, Ill.

E. W. Scharn has been appointed clerk and adjuster at Chicago, Ill.

Effective January 6, 1917, G. S. Allen was appointed agent at Caldwell, vice P. Lewis.

Effective January 4, 1917, F. M. McNamara was appointed agent and operator at Athol, Kan., vice E. J. Cronn transferred.



AMARILLO DIVISION.

By "Sorghum Bill."

More snow, more wheat. That is what the Panhandle farmer likes to see. Good judges say there is a fine season in the ground now, and we are only in the middle of January. The amount of acreage in now means more elevators and box cars.

A. C. Kidgeway made a trip over our territory this month. J. G. Bloom, superintendent; A. E. Danver, master mechanic, and Jas. Burrows, roadmaster, accompanied him as far as Sayre, Okla.

Geo. W. Stone of El Reno, Okla., paid us a visit in the fore part of the month and had his eye on the new gravel pit. He has loaded a good many yards of it for us.

The la grippe seems to be taking a fall out of us all. Hardly a man on the force has escaped this winter. Too much nice weather sprinkled with Panhandle blizzards now and then gets them all the time.

Not in a long time have we lost a man by death accidentally. January 5, while riding the back end of a switch engine over Buchanan street at Amarillo, about 8:30 p. m., he saw an automobile spinning along at a high rate of speed, evidently trying to get over the crossing ahead of the engine, which had just come out of a switch moving at a low rate of speed. Seeing there was no show, George dropped off alongside of his engine tank, only to be run into by the auto. The driver, seeing his fix, tried to turn with the engine and mowed George down and he died two hours later. He was rushed to the hospital, but his injuries proved fatal. Mr. Howell had been in our employ just a year and was a good man. He had taken the yard engine for a short time to be at home, expecting the stork, which showed up a day or two too late with a baby girl. Mr. Howell's body was sent to Columbus, Ohio, for burial. Mrs. Howell and baby are doing very well under the circumstances, but it leaves it still a very unfortunate affair. Mrs. Howell has the sympathy of all.

Joe Pagano, extra gang foreman, and a bunch of 30 odd men blew in from Missouri to help ballast the division. He is very much taken up with the country and thoroughly on the job.

Conductor Dickey, who has been on his annual lay-off, has returned just in time to see a fine, big snowstorm. He looks good and will be all business again.

Dan Booth and wife made a little trip during the holidays down to the Arkansas country. Mr. Booth seems to speak well of his holdings which he says are underlaid with a good grade of blacksmith coal. Here's hoping it's a gold mine, Dan. Some of us must be lucky in life.

We finally got moved into the new office building and settled down. The last man in was Mr. Barnes and his fleet, and the music of the instruments makes us feel at home. The general agent, Mr. Peterson, has also moved in and seems to be at home, like the rest of the family. Somewhere in the Journal you will see a picture of our new home—the only one in existence like it in America, and a credit to the Rock Island. Mr. Nelson, the builder, and Amarillo are proud of it. C. A. Mason, chief clerk, deserves credit in the way things are organized and the moving carried on, which alone is a big job, and let's all hope for no more burnouts.

C. A. Mason, our general chief clerk, and wife, are taking a vacation and visiting friends in El Reno, Okla. Charley has been pretty steady at the "bat" in moving and all, and a good rest will do him good.

M. P. Riley and Roy Leas, engineers from El Reno, Okla., were out most of a week setting surface and outer stakes into Amarillo on the new ballast program, which will be completed February 1 if too much bad weather does not prevent.

Another good old scout was called away the 13th—Frank Covalt, formerly engineer on the Panhandle, later traveling engineer. Mr. Covalt had the misfortune to get hurt in a fall off a bridge, which finally proved fatal. Many of the boys out this way who know Frank will be surprised as well as sorry to learn of the news. He was an unusually good man in every way and the best we can do now is to wish him peace in heaven.

Probably as good a thing as any to do nowadays is to watch automobiles. They are killing more people than the railroads. Brake-man Reese Eubanks got a bump at Sayre, Okla., some time ago that put him out of business for a couple of weeks. Too many careless people handling these cars. They have got no book of rules and some no judgment; others no experience, with their minds on some business of their own; some forget that there are other people on earth and ram into them like a house on fire. Just what remedy to apply is hard to decide, but one sure thing, don't take a chance at the other fellow's game, stay into clear. Stop, look and listen. The number of accidents will bring condemnation on themselves in some form. The sooner the public looks into who and what is running these cars recklessly and apply some form of discipline, the better.

Our old faithful pumper at Amarillo, Proctor Cunningham, finally gave us all the slip and got married and did a good turn for himself and his helpmate, and has the congratulations of all the boys along the line.

Conductor Madearis of the ballast trains got a spell of grippe and stayed shady for a few days, but is better now. He couldn't keep away no time—got to be on the big job, you know.

The new well mentioned in last issue at McLean, Texas, was completed and tested out good. One more valuable addition to this division. This, with the new coal chute at McLean, will put one point in good working order.

Roadway changes to keep the "pot a-boiling": R. A. Burrows of McLean transferred to extra gang No. 2. W. A. Sinclair of Rockledge transferred to Yarnall. J. R. McCurdy swapped with R. M. Gibbons of Alanreed; Mr. McCurdy was at Ramsdell. D. D. Gay of extra gang No. 3 back to Glenno section. Ben Moore transferred from Glenno to Tucumcari. G. W. Brown, having asked for a leave of absence, Robt. Jones placed at McLean temporarily.

General Agent Peterson is the busy man, lining up a string of elevators for next year along our line and several other projects that will be the beginning of more business and developing the country's resources. Since Mr. O'Brien has been promoted to a job out on the road he has a "mitt" full of business and is making good. Those fellows will rush the business till we will have to lay 100-pound rails on a foot of rock to hold them down. Hop to it, Pete.

COUNCIL BLUFFS, IOWA.

By J. A. Logan.

Mr. R. C. Hyde, master mechanic, Valley Junction, Iowa, visited his terminal at Council Bluffs the first of the month.

Our blacksmith, Mr. Hammerstrom, is some-

what disappointed on account of not being mentioned in the last month's magazine, in with the cabbage and free ride through our city with his helper, Lawrence; but he need not feel badly about it, as there will be plenty of cabbage again next year.

Our truck repairman, Chris Christensen, while doing truck work in the roundhouse had a little mishap a few days ago. While running a pair of wheels over the turntable they got away from him and landed in the turntable pit. The car department force turned out and helped him out of his misfortune.

Mr. Jacob Gerstner has returned from his visit in Missouri, and he still admits that he is in the ring as a wrestler and would like to take some one on.

Storekeeper Smith is now back on the job after a few days' sickness. Too much quinine and cold tablets. Too bad the health officer had to send him home.

Division Storekeeper Roberts and Pricing Clerk Clardy visited Council Bluffs January 21.

Mr. Finch, roundhouse foreman, has been complaining of a cold, but is now feeling better.

If Car Inspector Massey keeps on he will retire some of the dentists here.

Car Foreman Paulson would like to know who the fellow was who disturbed his peaceful slumber the other night about midnight, asking for 610 Sixth avenue. Whoever he was, he had better look elsewhere in the future.

Cigars have been passed by Peter Petersen on account of the stork visiting his home and leaving him a little daughter.

Edward Parady is asking how he can prepare for rainy days. Get a top for your flivver.

General Car Foreman C. Pence and Accountant Clyde Fayne were here concerning the A. F. E. work at this point.

The installing of the new machinery in the carpenter shop has now been completed and will be in running order as soon as the place can be wired.

One of our esteemed friends, "Paddy" Shea, has been working under some very disagreeable conditions of late. He must have fallen on the same old chair he did in the summer, as a skinned place shows up under his eye. Give an account, "Paddy."

We can boast of the smallest B. & B. foreman on the road, our little William Haines. Come on around, Bill, and tell us a new one. We haven't seen you for some time.

Mr. William Nickell complains: "I have been a user of tobacco for thirty years, but desire to 'swear off.' Do you think I could?" Ans.: I certainly think you could. There is no law in this state preventing a man from swearing, provided he "swears off."

Car Clerk Walter Paulson comes back and states that the Ford is about ready for work. Here's wishing him good luck in his speed contests.

Coach Cleaner Herman Peterson is trying to raise a mustache, but apparently it will fall, as his wife is boss.

DAKOTA DIVISION.

The "Trio" Editors.

Surprised? What? Estherville had a few items in last month's issue. We have started now, and the readers will continue to know what is going on.

Business is good now, even if we did have a few feet of snow last Sunday; and all trains have full tonnage from terminal, so our pretty white-haired chief dispatcher, E. B. Callender, doesn't have to worry about pickups for them.

G. H. Morse and Joe Orvis are working the day trick dispatcher, while "Knut" Turner and Ed Broms are holding down the night stunt.

The first trick operator, Selby Broms, has forgotten all about the pretty females Estherville affords now, and joined the bowling team and now is the champion; and not only that, but is one of the stars in the basketball team. Can't keep down a good man, can they, Selby? When are you going to start going up Ninth street again?

Cliff Hatch, our comical little fat second trick operator, is also a "go-getter," and he

can be found most any time outside of work at the movies, as he is a great lover of girls.

"Lefty" Lefether, third trick operator, doesn't want to be forgotten, as he is on the job as regular as a Western Union clock, but since he is batching he doesn't have much to say, and outside of work is always out of sight, and nobody knows where.

Our friend, "Dutch" Peterson, the "prize winner" roadmaster, is still keeping up his reputation, and things are running smooth.

S. P. Perkins and J. Link can be seen riding up and down the line most any day, as they are a busy pair just now.

Miss Marie Gallay, steno, spent last Sunday at home in Cedar Rapids, returning Monday. Marie, where is the little fat boy now?

Our friend, I. W. Hutchison, day switchman, slipped one over on the boys and was married on January 18. "Hutch," we all wish you a happy married life.

Miss Bertha Paul, steno to the M. M., has been making several trips north of late. What is all of the attraction up there, Bertha? Doesn't the letters do?

William Hahn, messenger on train 419, January 21 had the misfortune to have his hand smashed by a side rod falling on him while doing his duty. Harold Kuehl, our extra messenger, is relieving him during his absence. Harold, you had better save all your extra change while you are in Cedar Rapids, as you know house rent is going to be high this spring.

Gene Kriebs, engineer, left for the Sunny South yesterday afternoon to spend the rest of the winter.

Conductor C. L. Mudge was called to Moorhead last Thursday on account of the death of his daughter.

Bert Walters and D. H. Adams, passenger conductors, have been on the sick list for the past two weeks.

C. D. Nurss is a very busy boy now, as he says the O. S. D. can be found most any time or any place you look. But cheer up, Cliff, as you know those little trips to Lake Park make up for all this worry. How about it?



DAKOTA DIVISION.

Engineer Haller, who was knocked down while on his way down to work in Cedar Rapids, is rapidly improving and his many friends will be glad to see him back on his run, 419-20, between Estherville and Cedar Rapids.

Elmer Pearsons, of the store department, and Albert Rose, boilermaker's helper, spent several days recently at Minneapolis taking in the sights. This was Mr. Rose's first visit to the city and he was kind of shy at seeing the big lights, but Elmer says that he will be all right the next time.

Mr. Tweedy and wife spent New Years in Albert Lea with their son Robert.

Engineer Tom Brand, who took runs 419-20 between Estherville and Cedar Rapids, has now taken runs 419-20 between Estherville and Cedar Rapids, temporary vacancy made by Engineer Dickinson. Mr. Brand will move to Cedar Rapids in the spring.

Engineers W. A. Dickinson and Ed Donovan have been granted a leave of absence and have gone to California to spend the winter months.

J. Delfenbach, chief clerk in the Master Mechanic's office, and wife, spent several days in Chicago recently. They report the weather conditions most delightful and ~~Jake says~~ that he didn't even have to wear an overcoat.

Edw. Bond, pipefitter in Estherville roundhouse, left for his old home in Hot Springs, Ark. His many friends are sorry to hear of his departure and will be glad to see him back when the weather warms up.

Wm. Gentle, who has been employed at the roundhouse for the past 8 years, during which time he has officiated as foreman at various times, left on January 4th to accept a position in Chicago. The good wishes of his many friends and fellow workers go with him.

Walter Wratten, Jr., who served his apprenticeship as machinist at the local roundhouse and shop, has been appointed assistant

roundhouse foreman on the day shift. Mr. Wratten formerly held a position as foreman at Ellsworth, Minnesota. He is one of the popular machinists on the Dakota Division and his many friends will be glad to hear of his rapid advancement.

Frank Roy, the popular steno in the Master Mechanic's office, recently motored to Fort Dodge in his Ford. During the real cold snap Frank went so speedy that he didn't pay any attention to old kind winter. However, when he embarked from his "Universal Car" he discovered that his ears had frozen during the trip. He has now adopted the following New Year's resolution: "Not to flirt with long distance journeys in zero weather."

DES MOINES VALLEY DIVISION. (W. C. H.)

Conductor C. E. Brown, who has been off few days account illness, has returned to work. Conductor Bride was on his run.

Hostler Athy, Indianola, has been ill for several days, but has returned to work.

The son of Car Clerk Westlake, who was severely injured by falling from a train some weeks ago, has recovered sufficiently to be brought home and is now rapidly regaining his former health. Nothing quite so good as the parental care in combating illness.

Assistant Accountant Henry, this office, will be glad to receive all the older numbers of the Magazine. He finds them exceedingly good reading; in fact he can not tell them from the current number unless his attention is called to it.

Chief Clerk Hynes delighted his parents at Pella (and surprised them as well) by spending Sunday with them. Tom gets to Pella so seldom that he had some difficulty in locating the old home place.

General Clerk A. E. Swanson is making a collection of dogs. Any kind of a dog is welcome; never mind the return tag.

Operator Barber has been checked in as agent at Millertom relieving Ross Marsh, who has decided that railroading is not to his liking and has responded to the "back-to-the-farm" call.

Mrs. Lucille Hagler, operator, has returned to duty at Winterset after a few days' vacation.

Operators Roy V. Smith and J. A. Flood were our new operators for a while, but tiring of their work, they silently "folded their tents like the Arabs and as silently stole away."

Hugh H. Johnson, after a few months' service on this division as rodman, has accepted a position as county engineer of Lucas County with headquarters at Chariton. Good luck to him.

Former Engineer Van Dyke has been visiting with the family of Agent Sandmeir at Otley. Mr. VanDyke pulled trains on this division for a number of years but is now on a farm in Oklahoma.

There is considerable wild talk about two of our assistant accountants whose first names are Lee and Raymond, going to a burlesque

last Sunday. Considerable surprise is manifest at their action. My! my!

Our master carpenter, F. D. Whaley, is being patted on the back on the expeditious manner in which he handled the ice harvest this year. Frank is "there" when it comes to this kind of work—don't have to break it up for him to handle.

Ed. Metz, for several months assistant time-keeper in this office, has accepted the position as cashier at Pella, a newly created place, and was checked in to-day—23d. We will miss his flaming locks, and the vibrant warblings in which he indulged frequently.

Fireman J. A. Johnson has left the service.

Operator T. J. Joyce has been transferred from Evans, to the Illinois Division, permanently.

Fireman W. H. York has been transferred to the Missouri Division.

Agent C. R. Hunter who has been at Melcher for a long time, has taken a 90 days' leave of absence and intends making a trip to California where he may locate permanently, or return to Louisiana Division.

C. W. Ames, B. & B. foreman, has returned from Chicago, where he was delegate to the B. of R. E. He came back "unscathed."

Brakeman Glasscock has been celebrating the arrival of a new boy by passing the cigars. They did not get this far.

The many friends of Miss Darner, clerk under Agent Finesey at Ottumwa, will regret to hear of the recent death of her father. We extend our sympathies.

Miss Crowell, chief clerk to Agent Finesey, has again secured two California passengers—making four past 30 days. No use talking; if you are going to California and don't want to use the Rock Island, keep away from Miss Crowell.

Miner McMinn, freight house foreman at Ottumwa, has left the service. He was an efficient clerk and will be missed. Jno. Brody succeeds him, and J. F. O'Daniels of Valley Junction succeeds Mr. Brody and thus the working force is again made efficient.

For the information of the Des Moines Valley Division employees who read this magazine and particularly this column want to say that news of interest is mighty scarce. It was hoped that the circular letter sent out some months ago would result in flooding us with items from all over the district, but not yet. Every employee should take sufficient interest to send at least two or three notes. We should make this column the longest and best in the magazine.

Indirectly we learn that Miss Kelso of Fairbury might consider returning to this division provided there is sufficient "inducement." Well, the market has been mighty brisk for the past several months which seems to be sufficient inducement in itself. Still, like the peace note, the other side has not stated the "terms."

Some of the oldest settlers and employees round about often mention the fact that at one time there was a portion of the line that was known as the Iowa Division. The term sounded new and we went immediately to the

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Magazine, thinking we might locate it, but after looking entirely through we were unable to find any mention of it, so have concluded it must be some more fake news. You know a really up to date division will keep its light burning in the Magazine of its company and anyone wishing to know about it will naturally look there for the information. Very sorry this part of the road has sunk into oblivion. Perhaps some scientist will unearth it in future ages.

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ARKANSAS DIVISION.

Harrison Howe, Editor.

MATRIMONIAL.

EATON-CURL.—Miss Grace Lucille Curl and Mr. Harry E. Eaton, both of Little Rock, were quietly married December 20, 1916, by the Rev. Cato at the minister's home in Little Rock.

Mr. Eaton is shop timekeeper in the superintendent's office and has many friends. He formerly worked as general foreman's clerk at Biddle shop for several years.

Wedding presents being in order, friends from Little Rock general offices, Biddle and Argenta shops got together and gave the happy couple an elegant set of silverware. We might add that the board of control of the Amalgamated Order of Old Roosters sent to Mr. Eaton a letter of "fatherly advice," which it is said that Harry deeply appreciates.

Mr. and Mrs. Eaton are now at home at 708 East Fourteenth street.

"ARCHAEOLOGICAL RESEARCH."

The following is a verbatim copy of a letter which was discovered by L. C. Reed, chief claim clerk, who respectfully submits same for the perusal of the many staunch supporters of this valuable paper:

"Montmorenci, Ind., Feb. 31, 1903.

"My Inspector—Dear Sir.

"The day before yesterday at nune I got word to cum down and have me ise looked after fur culr bilness. I had 45 tise and 10 rales to put down beyant the sand cut and me hands were too short to spare me. The right ly that was first in me head was put out with a blow from a pik and me glas ly is a perfec figger of the ly that was not put out an is sent to you and my watch for the examination. I cud spare the glas one better than the one in me head. If she is culr blin I'll get one what aint.

"ANTHONY DRISCOLL,
"Section Foreman 18."

(Editor's note: The above is purported to be an exact copy of a letter written by a section foreman on the L. E. & W. Ry.)

"GENERAL POINTERS."

By Dr. Philwyth Phumes.

"General pointers" are of little value unless applied in action. Yet there are exceptions to this rule.

Professor Samuel Ray, an authority on hunting, points out that a "pointer" must needs be inactive at certain intervals—e. g., when the pointer points.

According to Sam, the best pointer he ever had on the art of hunting was a common old cur named "Scratch." "However," says he, "the best 'pointer' to give an amateur sportsman when he starts out is a compass."

And this leads us to other things. A certain authority on mechanics recommends a compass as a possible "pointer" for division engineers.

In case the use of the instrument is not understood the "user" may read directions accompanying package, a few of which follow:

"Pointers on use of compass:

"N stands for north. Hold compass in hand, face up, and turn slowly around until hickey points to north. Breathe freely.

"Re sure you are right; then go ahead.

"Keep this off your 'dome.'

"You will find this an indispensable 'pointer' for apprehending 'crooks' along the right of way," etc.

Some time ago the writer received an anony-

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mous "pointer" in the nature of a "carte-postale," upon the face of which was written the following malicious, insulting and scathing criticism:

"Dear Dr. Phumes: The committee on the conservation of space has censored numerous articles edited by you, and has arrived at the conclusion that the space is more to be desired than the contents.

"The same results could be obtained in one sentence that now take columns for.

(Signed) "THE ARGUS-EYED COMMITTEE."

In reply to such indignities I can only say that "a prophet is not without honor save within his own country," and feel prone to imitate the man in the parable who, when kicked by a "jackass," merely considered the source—the latter being suggested to me by a certain stationmaster, who adds that an 'Argus-eyed committee' must have the majority of its eyes elsewhere than the head.

OTHER INQUIRIES.

"Dear Dr. Phil: Would you kindly give me the definition of the term 'petticoat pipe'?—S. T. Patterson."

Answer: "Petty," meaning little, and "coat," a garment: "pipe," a dream. Thus a petticoat pipe is a "day-dream" about a "little skirt."

"Sir Doc: What is an unpaid claim?—C. R. Rush."

Answer: This is a condition that arises when an "I O U" writer becomes insolvent.

"THIRTY-DAY NOTES."

Mr. George Firmin, trainmaster, was loaned during January to the Profitable Farming Bureau of the Little Rock Board of Commerce, to act as commander-in-chief of the "Better farming" campaign conducted throughout the state of Arkansas.

Mr. O. F. Peterson, statistician, superintendent's office, resigned his position January 15 to try his hand at farming in Texas.

Mr. J. F. Patterson, formerly material clerk, has been transferred to Pulaski Station as agent.

Mr. Ed Herring, formerly price clerk at Biddle Store, has been transferred to the superintendent's office, to succeed Mr. Patterson as material clerk.

Mr. Jim Johnson, formerly extra gang time-keeper, is now working in the superintendent's office.

Once more we note with pleasure the pleasant face of Travelling Auditor Kirchhoff in his frequent visits to Little Rock.

Attention, fans: The baseball season will soon be on. The year promises to excel all previous records in the quality and quantity of fascinating and exhilarating sport. The sap is beginning to rise already, and ere long the "commons" will be filled with recruits, bats, balls and gloves in one holy conglomeration. The balmy atmosphere will be permeated with cries of "Atta boy! Little pep! Aw, knock 'em up! Gimme a high one, Skinny! Git outer th' diamon—you're rotten! Take a little lead, Bill. Aw, shure 'es out—w'at? Course 'e is! Never had his foot on th' base a-tall! S'at so? Aw-right—dam 'f I ever play 'nother game s' long 's ah live!" etc.

"FRIENDS."

By Burke Lesley.

When heart is chilled by Fortune's fleeting hand
And tribulation reigns without an end,
What more can help the troubled soul withstand

The loss than solace from a sincere friend.

We travel round the world of passing chance,
With frequent sojourn, helping hand to lend
Some worthy one who in dire circumstance
Rewards us by becoming fast a friend.

How often have we struggled through the night
With bleeding hands. It seemed the storm would rend

Our very soul in twain! But yet a light
Would guide us safely to the nearest friend.

When living in the thoughts of those sincere
A sympathy from heaven's house descends
Upon our being and with earnest cheer
We rally to the aid of needy friends.

Give me the warmth of love from hearts of gold.

And light of wisdom, that the two may blend
Into my life, lest mine be dark and cold—
For what is good without the cherished friend?

"THE COW SLIPS AWAY."

By Ben King, Jr.

The tall pines pine,
The pawpaws pause,
And the bumblebee bumbles all day;
The eavesdropper drops,
And the grasshopper hops,
While gently the cow slips away.

"AS TO HOW IT HAPPENED."

By Stoaene Clifton.

I hope I never experience it again!

It was exactly 6 p. m. on the 24th of December as our train passed Gravel Gap at a speed of about sixty-five miles per hour. It had been raining torrents for some time, and now, with a sudden drop in temperature, the rails took on a coat of ice, which did not help matters any, considering that we were running thirty minutes late.

I had just arisen from my seat and stepped into the aisle near the rear end of the chair car when suddenly I felt the groaning grind of the brakeshoes against the wheels, which checked the train sufficiently to shoot me forward with a vicious momentum and throw me on my face with a violent thud at the far end of the coach.

Then I discovered that the brakes were no longer "grinding," and in my semi-conscious state I felt my time had arrived. It was evident that the air release had been too sudden and I bewilderingly perceived that a cargo of humanity was sliding into eternity on locked wheels and ice-covered steel!

As I lay there it seemed to take ages for us to slide that hundred yards—that sickening, screeching, rasping "skid" unhinderingly into the jaws of death!

No. 24 was to take the siding at Leadhampton, and I surmised that she had in some way misunderstood orders and come on under the impression that we were to wait for her to pass us at Gravel Gap.

And now, during that short interval, which, as I said before, seemed several ages, my mind made a brief review of all that had transpired in my entire life. My childhood days, school days, sweetheart days, working days—all the thousands of pleasures and pains that I ever experienced—passed in rapid introspection before my vision in one awful, gigantic panorama. And now I was to die! Die without finishing my work! Die without seeing or saying good-bye to my loved ones! Die in the prime of youth with life so precious and beautiful!

And not only me, but possibly hundreds of others—babes, mothers, old men, children—helpless ones to whom society owes protection! All these in addition to the able-bodied!

Ah, I thought, war is not half so bad as this! Cruel, merciless fate had willed it so! Were the gods asleep?

Half stunned, I prayed for the end to come now—NOW! And, closing my eyes on the horrible impending catastrophe, I lapsed into sweet unconsciousness.

A seemingly crashing jolt brought me to my senses, and I arose and jumped for the door. "End of the line!" shouted the street car conductor, and I stepped off.

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ESTHERVILLE, IOWA.

The many friends of Engineer Arthur Ammon, who was injured in a wreck eight months ago at Rock Rapids, will be glad to know that he has returned again to work on his old run between Estherville and Sioux Falls.

Engineer Dick Wetherall of the Worthington line has gone south for the winter. Engineer Steve Sullivan is taking his place.

"Doc" Sumpter, the engine inspector, spent several days in Chicago recently looking after business interests.

F. W. Rosser, who at one time was superintendent of the Dakota division and who left to accept a position with the M., K. & T. Railroad, has been appointed superintendent on that road, this being Mr. Rosser's second promotion since he went to work for that company.

Master Mechanic Fitzgerald of the Minnesota division at Manly, Iowa, who was formerly master mechanic at this point, paid us a visit the early part of the month.

One of the worst storms that has ever hit the Dakota division raged last Sunday, with a very heavy fall of snow and a bad wind.

Mr. Ed Donovan and wife, who left for California to spend the winter months, were called back by the death of Mr. Donovan's mother at Emmersburg. They expect to leave again for California.

Mr. Franklin Roy, the high-lived steno in the master mechanic's office, motored to Graettinger to attend a dance recently and on being ushered into the dance hall he caused a most disturbing effect. Why the startling change, Frank? Your beauty is certainly most enhancing, but you must keep away from these small towns without a veil.



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KANSAS CITY NOTES.

Our chief revising clerk, Paul Hewitt, was presented with a big brown-eyed baby boy. His name is John Franklin Hewitt, and he arrived January 18 at 7:30 p. m., and weighed nine pounds.

As leap year is over, I don't think that our little friend, "Happy" Cameron, will have to lose any more sleep worrying about who will be the next girl who will ask him to marry her. "Hap," how many was it? We have lost count.

Our two little crack shots, Walker and Sharp, went on a little hunting trip for a few days near Paxico, Kan., but reported game was very scarce.

Chief Clerk Riley of the warehouse, also Assistant Blocker Buckman, spent a few days in Chicago.

Mr. Nance, in the claim department, is back to work after quite a sick spell of nearly a month.

Miss Keith, stenographer in the warehouse foreman's office, has been promoted to stenographer to the cashier.

Leo Cleary resigned to accept a position with the Frisco as night yard clerk.

Mr. Cary, grain clerk, resigned to take back his old position as auditor in the train service of the Rock Island.

W. B. Ballou, car agent, attended a special meeting in Chicago January 18.

Miss Darrien of the abstract desk is our new chief expense clerk.

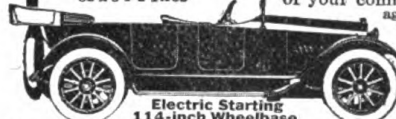
Our chief Dilke, C. P. Dawson, had a narrow escape Saturday night, January 13, when a bullet whizzed through his front door and dropped at his feet. Upon investigating the cause, he looked out and saw two automobiles racing up the street and it looked to him as though the occupants of both cars were firing at one another.

I would like to call your attention to the fact that there are a few pages in this magazine classified under the heading of employees deserving special mention for interest in promoting earnings of the company. Now, there have been a few Kansas City names appeared in these columns. Why can't we have at least one or two names appear in every issue?

Here is a good one: Frank Carlson—in other words, "Popcorn"—the bone swade, reported January 10 that he was held up while on his way home from work the night before. He claims that he talked the bandit out of taking his jewels and money away from him. The following is a little of the conversation held by

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them: Bandit—(As he points a gun in Pop's face) "Give me your rings and money." Pop—"I won't give you nothing. I haven't done anything to you." B.—"I am going to ask you once more to give me those rings or I will shoot you." Pop—"Shoot! I won't give you anything." B.—"Well, if you won't come across, see how fast you can run or I will put a hole through you." And Pop said he sure did run.

Elmer Gordon, our little iceman, was down to see our old friend Bill Dines at Amarillo, Tex. He also visited a few of the boys at Tucumcari.

We were all surprised when we heard of the death of our traveling auditor, G. Fitzgerald, who died January 18 at Wesley Hospital.

MOLINE, ILL.

Albert Cutey Smith is a Monday slicker, once it is Clarion, then Moscow and what is next? Car repairer Wendt is sporting a new hair cut of the colonial model.

Sackett Grafton is again grabbing car numbers and never quits till he gets the book full. By the way, Erie, Ill., no longer is on his route. Traveling Auditor Grout was a visitor on Jan. 11th checking in Agent Hall, who has returned from Goodell, Iowa.

Moline news not appearing herein recently we will in brief try to tell how the freight house fixtures are behaving.

John Harris has been reading California literature and has a collection of Pacific Coast booklets on hand that would do credit to any paper gatherer. To hear John on the phone would make a good graphophone record.

Wallace Arthur, recently returned tough guy from Goodell, Iowa, is now checker champ at the Y. M. C. A.

Carl Larson won two razors on an Xmas push board but still has enough rough stuff on his chin.

Pigskin Lundy is now performing in the local yards.

Monty Sellers, ex-yard checker, writes from Dallas, Texas, that his overcoat is surplus baggage now.

Otto Frank made a hurry up trip to Sparland last week where he was toastmaster at the corner stone laying of Ezra Heckman's new hen house.

Oliver Lewis in his newly equipped office now wears a plug hat and rubber heels.

John Harris, fresh air baby no longer, opens the north windows.

Albert P. Smith is a busy guy trying to get his fur to grow backwards on his bean. He is always pecking away at his food absorber but does not seem to improve upon Nature's work.

Larson, the champion spitting, snorting bill clerk, is still three weeks behind in Xmas shopping.

Larson's mail order suit is some tent. It fits him like Taft's suit would fit Tom Murray.

John Harris, who said he could not use an adding machine, seems to get along pretty good with one now. We all knew he would learn.

Inspector Donaldson in telling of the great care he takes of his Ford, said the wheel base is as good as new and no one can tell it has been used.

The auto shows have one advantage, the foot and mouth disease will not interfere with the exhibits.

Among the recommended lighter occupations we quote:

Pork Inspector at a Jewish packing house.

Horseshoer at any garage.

Weighmaster at Van Meter (Otto Frank please note).

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Mr. F. Kirkpatrick was a visitor in the office this morning. We are always glad to have a visit from "Dad."

Operator Flegle at Richfield is still on the sick list. He has our best wishes for his speedy recovery.

Missouri Pacific motor car was taken over the Nebraska Division from Fairbury to Vir-

ginia by Conductor W. F. Cummins and Engineer C. C. Smith January 18. The passengers in the motor car were Superintendents W. E. Merrifield and E. C. Wills and Assistant Superintendent R. E. Cahill.

We were all sorry to hear of the death of John McGown on January 17 from appendicitis. Mr. McGown was formerly a brakeman on the Nebraska Division and is a brother of E. W. McGown, who is now employed as brakeman on this division. The bereaved family have our deepest sympathy.

Mr. F. C. Parkinson, conductor, has the sympathy of all in the loss of his father January 10. His father had recently come to make his home with the son. It seems that trouble never comes singly and on top of this he was called to Missouri on account of the serious illness of his mother.

While in Omaha on company business Engineer William Costello had a stroke of paralysis. It was necessary to send for Mrs. Costello. We are glad to report that Mr. Costello is improving.

On January 17 Wire Chief John Halpin was married to Miss Agnes Butterbaugh of Fairbury. The bride and groom left on No. 18 that morning for a short wedding trip. The entire office forces from the superintendent's, dispatcher's and telegraph offices went to the depot platform in a body and congratulated the happy couple.

Operator Boomer has left the Nebraska Division and transferred to the Relay Department at Trenton.

Operator Swartout is again at work at Phillipsburg after a short vacation.

O. B. Olson is again at work at Belleville. Our best dispatcher was at work at Fairbury for a while during the holidays, relieving Dispatcher McCoy.

Agent H. M. Gemeny has been granted ninety days leave of absence and is spending the time with relatives in the east.

Car Carpenter Herb Mitchell and wife expect to take a vacation in a short time and will spend the time at Dennison, Texas.

Car Carpenter O. T. Lemon spent a few days with friends in Belleville the middle of January.

I was "called down" by one of our west end operators after the issuance of the last magazine because he objects to my paying more attention to the east end than the west. The neglect was entirely unintentional on the part of the correspondent. We all know the west end men are as eager to work for the good of the company as those on the east end. The best way for every one to get the proper notice in these columns is for each to appoint himself a committee and report all happenings of interest to the correspondent by the 15th of each month.

Road Master W. E. Brown was the successful man in winning the prize for the most improved territory in the last year. The prize winners among the section foremen were F. Fichter of De Witt, F. Peterson of Virginia and J. L. Vanderpool of Lebanon.

Brakemen Bert Shepherd and Bert Thornton should not be overlooked in listing those who are to be commended for meritorious service and bravery. They may be overlooked by Carnegie and not furnished with a medal for saving lives by an act of heroism, but they will not be overlooked and forgotten by employees of the Rock Island, and especially the Nebraska Division, for their brave and heroic acts in saving their own lives at Council Bluffs a short time ago when they were met about 9 p. m. by a "hold-up" man. When the command came to stop and put them up, did they make any outcry or endeavor to protect themselves by resisting and injuring their assailant? No, they thought only of his precious life and those depending upon him at home for support. They not only came to his rescue by putting them up, but insisted he take everything of value belonging to them that he might take cheer to that desolate home and family. In an interview concerning their kindness and actions, both Shepherd and Thornton were embarrassed that their benevolence should be discovered, but it was learned after repeated questioning they had given up everything of value on their persons, even to their Rock Island annual passes. Such philanthropy should

certainly not go unmentioned and all Nebraska Division employees join in extending to these two men their heartiest congratulations for their bravery and generosity to those in need.

Coppersmith Claude McCleary has left the service of this company and gone to Falls City, Neb., to work for the Missouri Pacific. He has our good wishes for his success.

It has been necessary for Coppersmith S. E. Reed to lay off for a couple of weeks on account of illness.

Frank Slater has left his car job and become a machinist apprentice.

Glen Ellsworth has been promoted from hostler to fireman.

Travelling Store Keeper E. A. Ernst from Horton has been checking up on the Nebraska Division the past few days.

Word has been received that Conductor H. E. Mitchell is slowly improving in health. Mr. Mitchell made us a short visit just before Christmas and he certainly looks well.

The following was originally published in the Sabetha Star and quoted in turn by the Horton Headlight and Fairbury News:

HE'S A POPULAR CONDUCTOR.

Henry Duval, the Fairbury conductor whose run ends in Horton, is known as the most accommodating conductor in this part of the country. The Sabetha Star says of him:

"Passenger Conductor Duval, who has been running on the Central Branch for the past few months, is back on the Rock Island and goes thru Sabetha at 8 o'clock in the morning and 7 in the evening as of yore. One Sabetha woman says he is the nicest conductor she ever saw. He helps all the old ladies on the train just as carefully as the young and good looking ones, smiles on the babies and looks after the safety of his passengers with almost paternal care. She hopes his good qualifications will come to the notice of the powers higher up and that by the time he gets gray hairs he will have a fine run at a good salary."

Engineer Lewis Brown has left for his annual vacation and hunting trip in Texas and Mexico.

Fireman B. M. Templin has been passing cigars around to the boys occasioned by his recent marriage to Miss Marie Leusman of this city. Mr. and Mrs. Templin have rented rooms in the John Grathouse residence on Fifth street.

Mr. and Mrs. McKercher visited friends in Chicago the first part of January.

Engineer Uter has moved his family to Lincoln.

Engineer Shepherd has moved his family from Lincoln to Fairbury.

It was necessary for Engineer Chas. Bitzer to lay off on account of illness the middle of January.

Conductor Moyer has severed connections with the Rock Island and gives his present address as Portland, Oregon.

THE RAILROAD GUYS.

At holding my own it's a pretty safe bet; I get all that's coming. I always have yet. But for getting in front and copping the prize I take off my hat to these RAILROAD GUYS.

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AMARILLO, TEXAS

At the lunchroom now for a sandwich or two, I notice my neighbor pays less than I do, "What's the reason?" I ask and the waiter replies "We've got to, he's one of these RAILROAD GUYS."

And then at the gate when the train is soon due, They wont let me out but they let that man thru, "Who is he?" I ask, "Pierpont Morgan disguised?" "Morgan nothing, he's one of them RAILROAD GUYS."

The conductor rambles through collecting the fares, A chap springs a pass with a top lofty air, "Who is it," I ask, "Some prince?" He replies "No, only just one of us RAILROAD GUYS."

A wreck holds us up for an hour or two, Not a passenger hurt, only one of the crew, They say he's hurt bad, and maybe he dies, Ain't it lucky—just one of them RAILROAD GUYS.

But if he does die, he wont have to wait, With the rest of the crowd at the pearly gate; Gives his pass to St. Peter and thru the gate he flies With a wink, St. Peter says, "He's one of them RAILROAD GUYS."

In Washington last week, on business intent, I thought I would call on the President, Did I see him? Not yet but was told on the sly, That he was banqueting a RAILROAD GUY.

50 cents for good leather pass case. Write for catalogue. A. Landa & Sons Co., Dept. R. I. 200, Chicago, Ill.

JOTTINGS FROM TOPEKA.

Late—but never too late. This can also be said of our colleague, Mr. William Franklin Davis, claim investigator, Topeka, Kan. Few would have suspected that after over twoscore years of resistance he would finally fall a victim to old Dan Cupid. However, this is the case, and on December 20 he quietly slipped off with his fiancée to Wichita, Kan., and made the vow to "honor, cherish and obey." Nothing of it was said to any one and the first suspicion arose when a phone call was received wanting to extend congratulations. Mr. Davis, however, has owned up to it, and not being in the class of the T. W.'s, has bought cigars and candy by the wholesale and everybody is enjoying the treat. May he live long and be happy, and all his troubles be little ones.

The painters are here giving the whole lower floor of the depot building several coats of paint. While the painting has so far been limited to the lower floor, the smell has penetrated the entire building and is setting everybody "nutty."

Now that L. R. Holmgren, chief clerk in the claim department, has been furnished a cushion, it requires two additional 48-horsepower engines to move him from his chair.

Miss Taggart, stenographer in the law department, has taken up the art of dancing, and from what we can learn is progressing nicely. Practice makes perfect, as the saying is.

Charles Huber, claim adjuster at Trenton, Mo., was here on business last Monday and everybody was glad to see him.

The rumor is out that L. R. Holmgren, chief clerk in the claim department, and Loyd Smith, stenographer, are seriously thinking of entering the bonds of matrimony. Being a little timid, they are seeking advice from every experienced source. Several days ago they were found in a private consultation with Robt. Hal-

lock, clerk in the law department, who made a vow some time ago. Further progress will be reported from time to time in the columns of this magazine.

Although some relief was expected when Lew Collins, chief clerk in the law department, made a resolution January 1, 1917, to carry matches, we have been disappointed and are daily confronted with the request, "Give me a match." What's the matter, Lew? When is this resolution going to take effect?

We desire to compliment George Kimmerle on the splendid full beard he is now wearing. Recently while on the train he was mistaken for a doctor and summoned to aid a sick person. Don't let that discourage you, George.

Everybody here seems to be affected in some manner by the damp and cold weather we have been having. D. H. Huntington, manager of the Grier newsstand, is carrying his head on one shoulder and seems to have some difficulty in navigating. Is it rheumatism?

SILVIS NOTES.

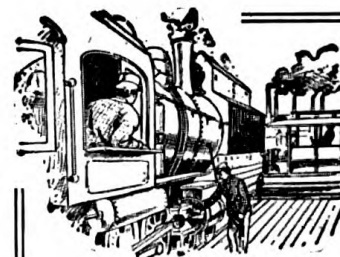
Machinist Jack Dempsey is off work on account of sickness.

Machinist Louis Lindquist has the sympathy of all who know him. His mother died January 14.

Boilermaker Fred Meyers is considering a new stunt to pull with his "Tin Lizzie." His idea is a little trailer car to attach to his auto. He will keep a horse in this car so if he runs out of gas he can hitch the horse up. Some idea, Fred. You can always start a "hay burner."

Pipefitter Helper E. C. Schaffer and wife are the proud parents of an 11-pound baby boy, born January 8. Papa Schaffer is naturally cheery over it, being their first born. Congratulations, Schaffer.

Boilermakers W. L. Specht and Wm. Freeland spent the holidays in "Dear Old Missouri."



Railway Employees Eyes are Exposed to Wind, Dust and Alkali Poisons

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

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

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 50c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



Specht at Springfield and Freeland at Sedalia. "Bill" Freeland left his wife and children there for the balance of the winter. Now the two "Bills" say every time they see a mule it makes them homesick.

Machinist Geo. Guenther didn't forget the cigars this time. A baby girl born at his home December 29. Congratulations, George.

Boilermaker W. E. Green, Jr., not Sr., is wearing a proud smile. The stork visited his home New Year's Day and left a baby girl for Billy to help care for and congratulations on the new year's start.

The toolroom is not forgotten by the stork. A baby girl was left at the home of Machinist Wm. McClure. Congratulations, Mac.

It seems Machinist Earl Herr is saving stamps by visiting Cedar Rapids. The boys suggest you bring her to Silvis and save time traveling as well as stamps.

There is a movement on foot to organize a new bowling league among the boilermakers. Help us. Fred Lorenze is the organizer of the team. The team will be called the "Rock Island Woodpeckers" in his honor. To qualify for the team, you must have an average of 39. For further information, see "Red" Lorenze or E. Bell.

Machinist Nick Carter was overlooked in last month's issue regarding his attention being called to the traffic ordinance in Rock Island. If any of the boys want a ride in a real "Tin Lizzie," just ask Nick for a spin in his, which is only 11 years old. Are we not right?

E. Wanamaker, electrical engineer, of Chicago, visited Silvis shops January 18. Always glad to have him visit us.

H. Yahnke, roundhouse stenographer or clerk, has resigned to go farming near Geneseo. Good luck to him at his new vocation.

Machinist Scott Hammond of the toolroom has resigned to enter the automobile business at Wilton, Ia. We wish him success in his new business.

We are all glad to see Machinist Harry Kurth back to work after a long siege of illness.

Machinist J. E. Webster and J. W. Ball, babbittman, are spending a few weeks on their Florida land.

Some one told us that Mr. and Mrs. Ernest Ford were the proud parents of a new Ford and that it arrived in good condition and was readily accepted, as it has all the attachments that the other Fords have.

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Tobacco Habit Easily Stopped

Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day, with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipes, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, 349 C, Station E, New York City, and get the very interesting free book that will be sent promptly upon application.

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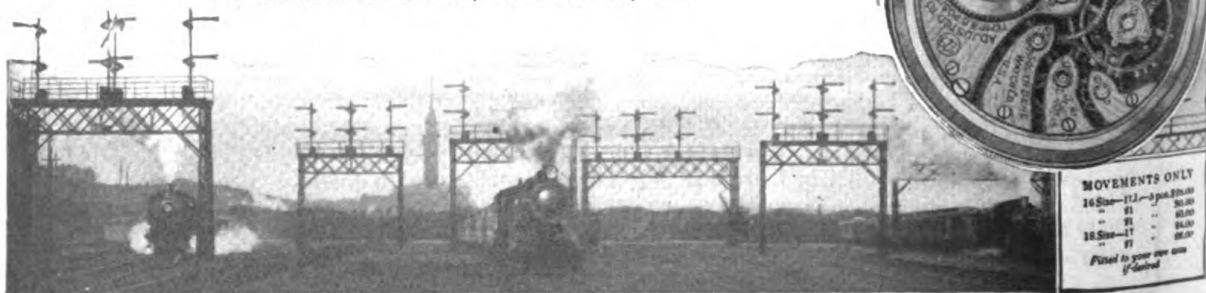
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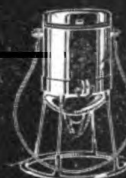
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At the Michigan Railway Sweepstakes held in Detroit recently, gold and silver plated lanterns were presented to two of the visitors, railroad boys, who rode the race as drivers' mechanics.

The boys who won were Delegate R. J. Mann, of Lodge No. 535, St. Albans, Vermont; Delegate C. H. Kelly, Lodge No. 749, Salem, Mass.

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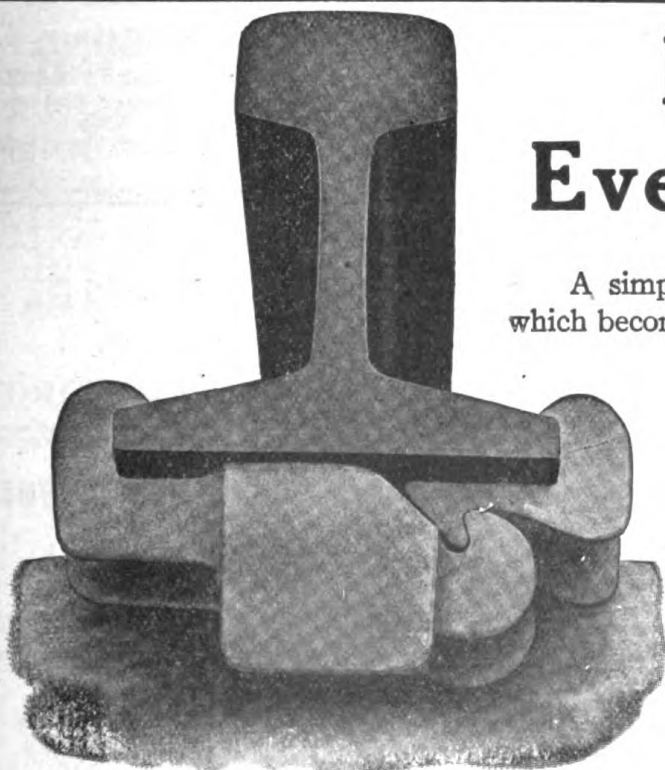
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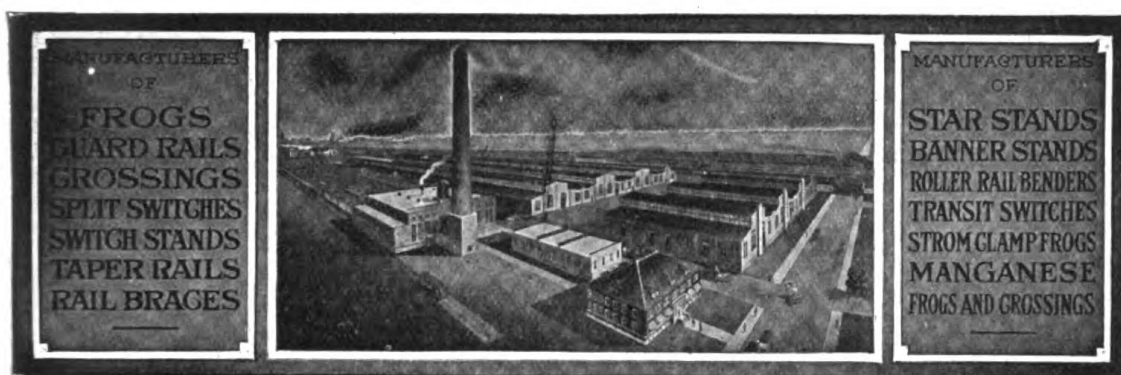
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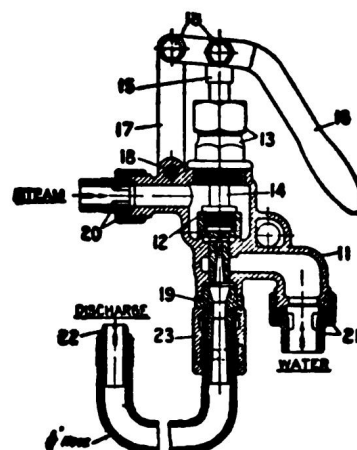
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