


AUG 9 1915

ROCK ISLAND EMPLOYEES' MAGAZINE



AUGUST
1915

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AND LESBIA, N.M.

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My Overalls
Wear Like
The Pig's Nose

FINCK'S
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OVERALLS
"Wear Like a Pig's Nose"

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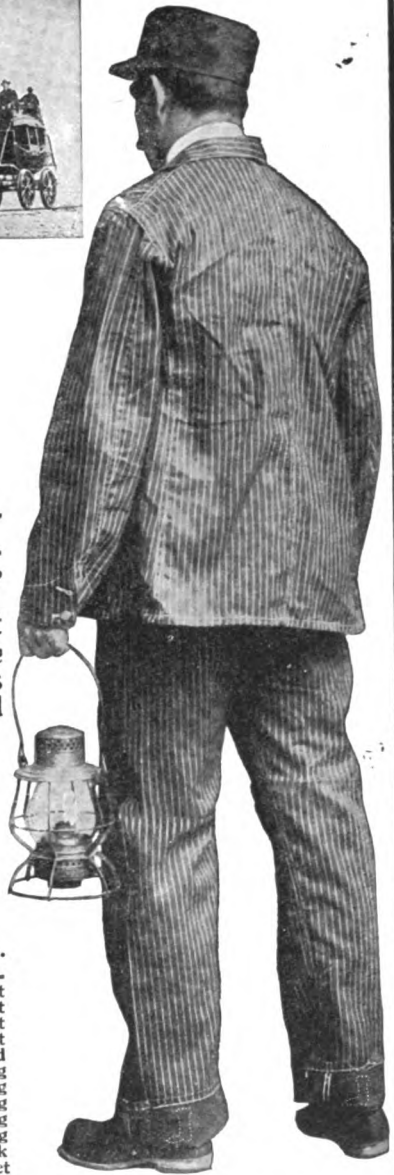
To three generations of railroaders it has demonstrated that *it's the cloth in the garments that gives the wear.* Stifel's Indigo wears like leather and looks good as long as it lasts.

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ST. JOSEPH, MO.....	Saxton Bank Building
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No Matter Where You Are Located—you can get the finest Piano or Player piano you ever hoped to own at the lowest price you ever expected to pay. **Your Own Terms.** We have been in business over fifty-six years. Thousands of Sweet-Toned Schmolzer & Mueller Pianos and Player Pianos are in use in all parts of the country. We save all middle profits—all agent's commissions, profits and expenses.

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SEND TODAY—RIGHT NOW and read all about this remarkable offer. **We pay all the freight from the factory to your station.** Use the instrument you want in your home for **five weeks**, then decide whether or not you want to keep it. If you don't find the Piano or Player piano we select for you the **Biggest and Greatest Bargain** you ever expected we take it back at our own expense.

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We ask for no references—there is no red tape—you don't need a bank account, neither do you have to be a property owner, in order to deal with us.

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Resources \$1,000,000

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Send me full information about your Factory-to-Home Selling Plan. I am interested in a (Piano) or (Player Piano).

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Rock Island Employees' Magazine

Edited by Harley E. Reisman

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

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

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

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

THE ROCK ISLAND EMPLOYEES' MAGAZINE
La Salle Station, Chicago



George Hastings Lee, General Passenger Agent, Lehigh Valley Railroad.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

AUGUST, 1915.

No. 2.

THE RAILROAD AND THE RAILROAD MAN

By D. W. COOKE, Vice-President and General Traffic Manager, Erie Railroad Company.

(Address delivered before the Railroad Men's Improvement Society Semi-Monthly Meeting, held at the Meridian Club Headquarters, New York, City.)

To us tonight that portion of the world's history which was devoid of railroads is without interest. Our genesis was that old "Rocket" of Stephenson's. Then things really began, and the thing—the railroad—has grown until it is a Colossus that no one is capable of understanding in all its great undertakings, and whose future no one can foretell.

It argues well for the handling of this giant in the days to come, that men like you are unwilling to merely draw wages for the day's work, and are determined, if possible, to know what it all means. Don't be discouraged when I tell you, you will never know; but rather take heart from the fact that your occupation affords one of the most fascinating studies in the whole world. It may be said, primarily, that, by the investment of capital, a thing called a railroad has been created to transport people and property; a thing that must be accountable to its owners and to the authorized representatives of the people and property it transports.

The right of eminent domain, which is given it, is merely the application of the inexorable law of compensation. "What will you have?" quoth God. "Take it and pay for it." This thing is not a person, an individual with personal rights, although it is human enough to wear the fine trappings of wealth, or the rags of

poverty, as the case may be. It is a gigantic slave, that both pays and draws tribute; but for the most part it pays, and pays dearly. Its making, even in the earliest days, became too great for individual effort, so the corporation, the body without death, carried out cumulative dreams of its builders.

The railroad, then, is a great machine, owned by thousands of partners, who are, in a large measure, unacquainted with their property, which is worked by you and me.

Broadly, the thing that concerns the world is not what the railroad is, but what it does; and, first, it transports passengers.

True, the greater aggregate revenue derived from freight traffic makes the railroad officer, in many cases, regard the freight traffic as of greater importance; but those who travel so greatly exceed in number those who ship that the chief function of the railroad in the public mind will be determined by the view of the majority who use it. It thus becomes personal and is infinitely closer to the individual who travels than when it has to do only with the shipment of his freight.

Think of what the railroad does in its passenger service. It carries the workman to his job, the clerk to his desk, the business man to his office, the banker to his bank, the commercial traveler to his

customer, the bride and groom on their wedding journey, visitors to their friends, show companies to their engagements, immigrants to their homes in the new world, and transports parties of sad-eyed people, thinking only of the long box in the baggage car. It has made possible, in a large way, the personal intermingling of nations, and the country lawyer, riding a few miles to his country seat, sits side by side with the holder of a through ticket to the Orient. Gentile and Jew, Teuton, Slav and Briton, are gathered in the railroad's tireless car and transported as the errand or life's work calls him. In the mail car ahead, the letters that a few hours before were dropped in boxes by the writers, in blind confidence, are being carried unerringly to each address, no matter where it may be.

The crack express train, driven by the biggest and best thing in the shape of power, with mail, express, coaches, dining and sleeping cars, is not a mere blur on the landscape in the daylight, or a flash in the night. It stands for the railroad, the railroad that you and I work for, next to agriculture the biggest and most important thing in existence. It is exhibit "A" in the definition of the word "transportation," which gives us a living world instead of one that would otherwise be dead.

Exhibit "B" is the freight train. It typifies the part of the railroad in the world of barter; and so essential is that part that it is no exaggeration to say that the very lives of the inhabitants of all of our large cities are absolutely dependent upon it. A loaded freight car does not mean to you and me an ugly brown box, bearing a name and a number in large white letters. We know it contains something on which something else is dependent, and everything depends upon our transporting it. It may be flour for the starving people of Belgium, or it may be flint pebbles from Copenhagen for grinding cement at Chicago. It may be refined sugar for Cincinnati, or it may be salt for the Newfoundland fisheries. It may contain Pontianac gum from the Malay Peninsula, or agricultural implements for South America, for this is the world's commerce, and our part in it extends to the uttermost parts of the earth.

Take a copy of the Official Classification and look it over. How many of us know of the origin of the great majority of the commodities there listed and their commercial uses? Our only hope is, when the time comes to move some of the things, we may have the opportunity to look them up, for, as a well-known firm of law book publishers states in its advertising, "It is not so much to know the law as to know where to find it."

Still, trade goes on, quite assuming that the railroad will be prepared to handle whatever is offered, and that the rate of transportation will be low.

In this somewhat general idealization of the railroad I have not, by any means, overlooked the element of Federal and State control, that has such an important part in the working of the property. These are mere influences indicating conditions, more or less burdensome, under which the work shall be done, and placing certain limitations upon, among other things, income. It will never be permitted to seriously interrupt the great scheme of transportation, which is to move persons and property, whether the railroads are owned by private capital or by the government.

In the carrying out of work of the railroad, in the securing of its traffic, in the ceaseless toil of its operation, in the law, the accounting, the engineering and all of its various departments is found the heritage of

THE RAILROAD MAN.

An inquisitive little Irish woman, the wife of a British army officer, once asked me what my business was. I told her I was a railroad man. She looked at me a moment with a puzzled expression, and said: "What is a railroad man?" I confess I was perplexed for a moment, for I suddenly seemed to feel a sense of unworthiness, but she seemed satisfied when I told her I was an officer of a railroad. Many a time since then I have said to myself, "What is a railroad man?" and my conclusion is that he is any man who works for a railroad, whether he be Mike Benedetto, of the section gang, or the person who has the word "President" printed below his signature. No one knows it all. No one can do it all. The giant is too big, too unwieldy for any human being to master single-handed. It can be done only by

the fine co-operative effort of these thousands, each of whom tries to do his job well and is proud to call himself a railroad man. Again, the public view determines the name "Railroad Man" in its general application. Were you to ask nine people out of ten what such a man is like, the description would, doubtless, fit some conductor in brass buttons or an engineer in overalls. Faith is strong where the object is seen, and those devoted servants of the ticket punch and oil can represent the visible action of the railroad man to the majority of people. But, let us begin at the first impulse. The men who did the actual work of building the line may not have been railroad men. They were laborers, contractors and engineers, who, for the most part, left the job when it was completed. There was, doubtless, in the beginning a very limited general office staff, who started by getting together the necessary material to operate the line and prepare suitable freight and passenger tariffs, through the medium of which the company's revenue might be measured. They also prepared a system of accounts and appointed a treasurer. These were the first railroad men, and when the first passenger train was run a real railroad man lifted the ticket window and took in the first money—not as a tax upon the public, but as a compensation for a service to be rendered. The report covering the sale of the ticket was devised by and checked by a real railroad man. The money collected was remitted to and disbursed by other railroad men. A box is brought to the station. A railroad man signs the bill of lading, another makes the way-bill, another loads it in the car. At destination another unloads it, another makes the expense bill, collects the money and remits it. Then, those indispensable railroad men at headquarters, the patient, painstaking, accurate fellows in the accounting office, carry the transaction to its conclusion. The great machine is in motion, a mammoth servant of mankind, ceasing to exist only when there are no longer any railroad men. Do I make myself plain? The railroad isn't anything but scrap without us. We are the brains of the thing, the blood in its veins, the power that enables it to run and distribute its millions. Do we like our job? Have we any occupation in the

world where the men engaged in it, from president to laborer, are as devoted to their work as our fellow railroad men? All are overworked, *most* are underpaid, but the feeling of personal interest in "our line" carries everything before it and brings into railroad service a degree of devotion to the cause that is unparalleled.

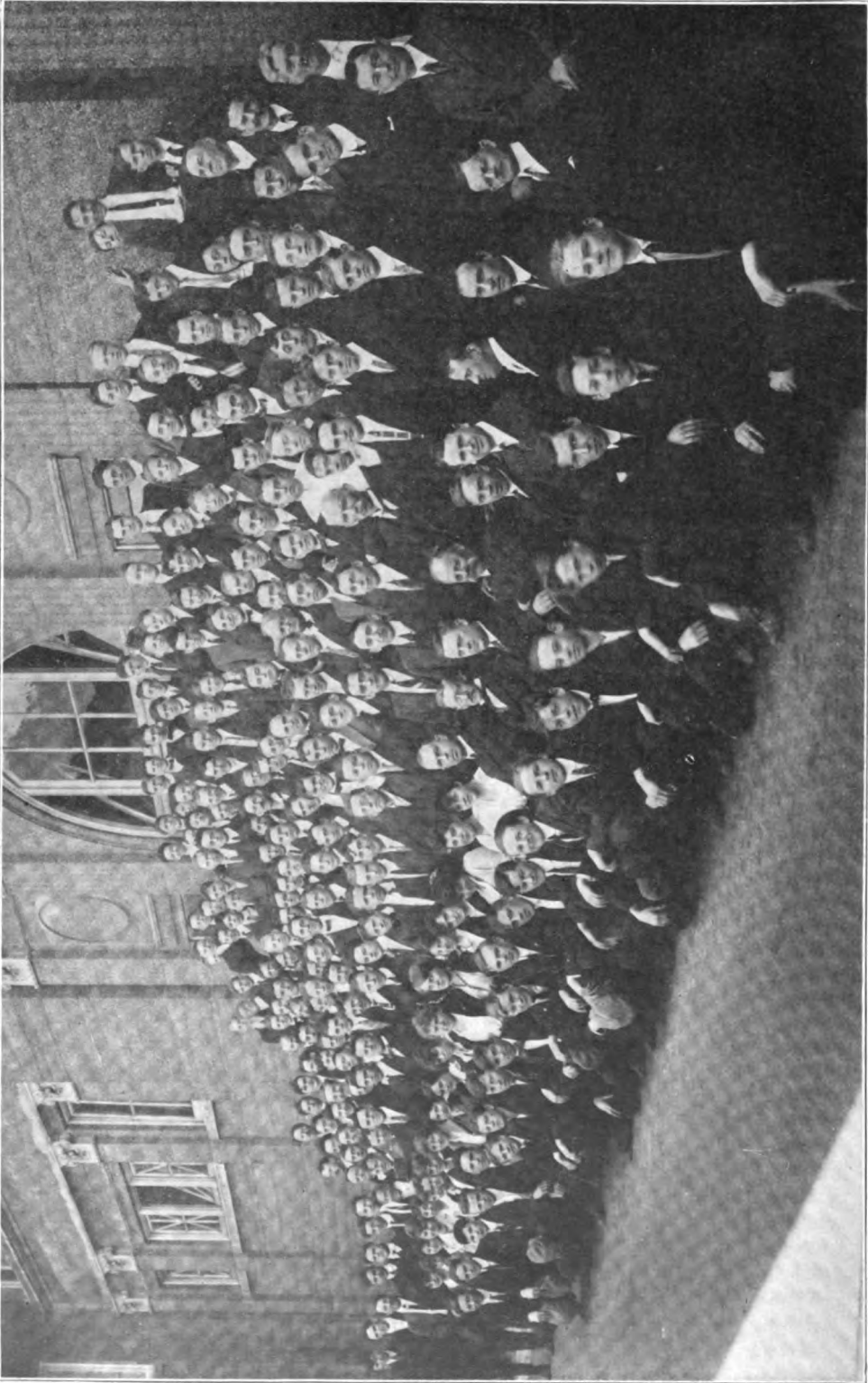
Never was there a time when brains were more needed in railroad work than they are today. I do not mean super-brains, for they are scarce and not always successful—but *applied* brains, willing brains, to know your job, and as much as you can absorb of what goes on around you. Balzac says, "Mediocrity wages incessant warfare against superior men," and success is bound to attend persistent and well-directed effort, regardless of the competition. You will recall in Lew Wallace's masterpiece how Ben Hur, pulling at his oar in the galleys, asked that he might be shifted occasionally to the other side, so that he would not become one-sided. Try, if your field will permit, to round yourself out, and don't shirk the job you don't like if the job must be done.

Opportunity is a great factor in the career of any man, but, instead of knocking on the door, opportunity will come right in if you have foresight enough to have the door open. Think of the changes a period of ten years makes in the men around you. Will your opportunity find you prepared?

And what is the opportunity you want? Not a soft job, surely, or you would not be here.

What you want is a chance to show what you can do, and having by hard work done it well, feel the satisfaction of the conqueror. Don't be discouraged if no one comes around with a laurel wreath to crown you for your achievement, but be well satisfied if, when some one at home who cares more than any one else, asks how you came out, you can answer quietly, "I won it, dear."

Clean living, consideration for those around us, honesty and the canons of good taste, are fundamentals of character, and character, I maintain, is nowhere better exemplified in any field of endeavor, than by our fellow worker—the Railroad Man.



FORCE OF AUDITOR FREIGHT TRAFFIC HAMILTON PARK.

Second row, seated, right to left—F. T. Williams, in charge of Claim Checkers; H. G. Nicholson, Trav. Rate Clerk; H. A. Doncyson, Chief Clerk; C. A. Ross, Head Revising Clerk; Wm. Peterson, Head Tracing Clerk; A. H. E. Grant, Head Miscellaneous Clerk; P. Roettigen, Head Inter-line Clerk; H. Ammen, in charge of Office Boys; J. Wood, Head Abstract Clerk.

MEETING WITH ENGINE-MEN AT SHAWNEE

At Shawnee, June 18th, Mr. H. Clewer, Superintendent of Locomotive Operation, of Chicago, assisted by Supervisors J. L. Curry and F. Merideth, and Road Foreman B. J. Bonner, held a meeting with the enginemen with about forty in attendance.

Mr. Clewer talked to the men, discussing the operation of superheat engines and uniform pumping of engines; lubricating the superheated and saturated engines; the water level in saturated and superheat engines; throttle and lever control; cushioning of engines; the value of a pound of coal; the gain and loss from proper and improper firing and the elimination of black smoke. The talk was very interesting as well as educational to the men and a great deal of interest was taken by all present.

In addition to this, Supervisors Curry and Meredith also Road Foreman Bonner, made short talks, as did Master Mechanic O'Neill, who was also present. There was also present in addition to the above, Master Mechanic G. M. Stone of Chickasha, C. S. Yeaton of the Oklahoma Division, Master Mechanic W. J. Eddy of El Dorado, and General Foreman C. L. Sharp and C. F. McWilliams, round house foreman of Shawnee.

Mr. Clewer then also held a meeting with the enginemen at Haileyville, Monday, June 21st, at which time he had present about 30 of the enginemen, as well as the entire staff of the Indian Territory Division. The subjects discussed by Mr. Clewer at the meeting were similar to those at Shawnee. In addition to this, the matter of testing out 2½" screened coal on yard engine at Haileyville was discussed at length by Mr. Clewer and he pointed out to the men as well as the staff how the best results would be obtained in the handling of this fuel.

It is conceded by both the staff and the enginemen that, if the points are carried out as outlined by Mr. Clewer, vast improvements can be made, not only in the saving of fuel but other supplies used in connection with the operation of locomotives. Mr. Clewer is al-

ways a welcome visitor in this vicinity as it is realized by all employees of the company that his lectures are beneficial to all, and it is hoped that Mr. Clewer will pay us more frequent visits in the future.



GEORGE H. LEE PROMOTED

George Hastings Lee, who has for the past five years been General Passenger Agent of this company at St. Louis, in charge of the Third District, has been appointed General Passenger Agent of the Lehigh Valley Railroad with offices at New York City. Mr. Lee is one of the best known passenger men in the West, and his many friends will be glad to hear of his worthy promotion.

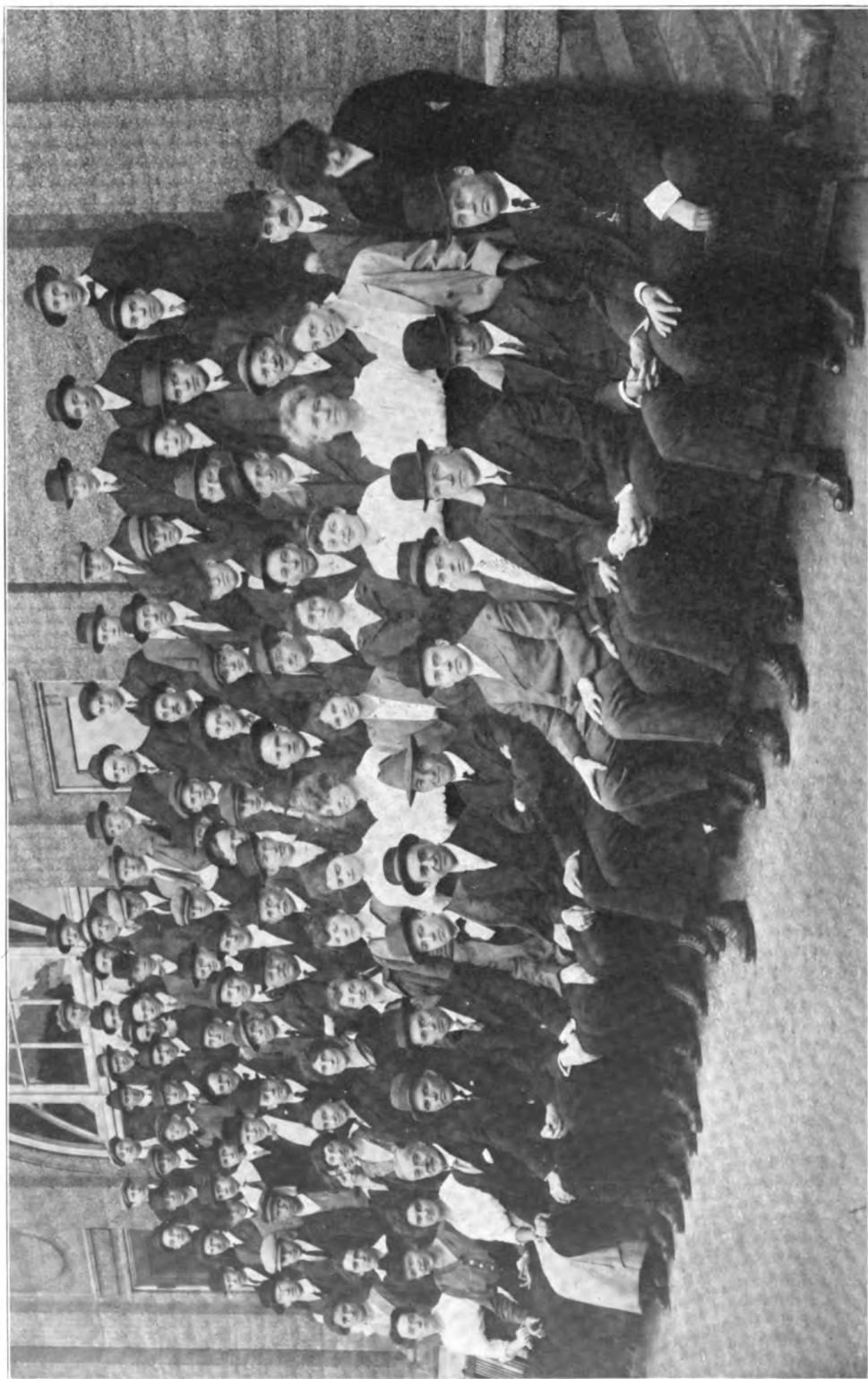
Mr. Lee was born at Mount Morris, New York, and graduated from Hamilton College at Clinton, N. Y., after which he entered the railway service with the Little Rock & Fort Smith Railway at Little Rock, Ark., as clerk in the Auditor's Office in January, 1885. In October, 1887, he was made Chief Clerk to the Auditor of the Little Rock & Memphis Railway, and two years later he left railway service, and in 1893 he returned to the Little Rock & Hot Springs Railway at Little Rock as City Passenger and Ticket Agent, leaving that position in 1898 to accept a similar position with the St. Louis & Southwestern Railway at Tyler, Texas, and in 1899 he returned to Little Rock as Chief Clerk to the Traffic Manager of the Choctaw, Oklahoma & Gulf Railway. Subsequently he became General Passenger Agent of that line, which was later taken over by the Chicago, Rock Island & Pacific Railway, and in January, 1910, he was transferred to St. Louis as General Passenger Agent of the Rock Island Lines, in charge of the Third District, which position he held until his recent appointment as General Passenger Agent of the Lehigh Valley Railroad in New York City.



HANDICAPPED.

With but three minutes to catch his train, the traveling salesman inquired of the street car conductor, "Can't you go faster than this?"

"Yes," the bell-ringer replied, "but I have to stay with my car."—*Harper's*.



AUDITOR DISBURSEMENTS AND FORCE, HAMILTON PARK.

Bottom row, right to left—A. Hermans, Auditor Disbursements; R. H. Carleton, Asst. Auditor Disbursements; A. C. Middleton, Chief Clerk; R. E. Sloan, Trav. Accountant; G. A. Olander, 1st Fuel Clerk; J. F. Morrison, 1st M. C. B. Clerk; E. R. Holmes, 1st Accounts Clerk; J. D. Reale, 1st Voucher Clerk; A. Rau, 1st Claim Revising Clerk; J. D. Brown, Trav. Accountant; E. A. Rider, 1st For. Line Bill Clerk.

TO THE TRAINMASTER'S CLERK ON THE ARKANSAS DIVISION.

Of all the girls you ever saw,
Of all the girls in Arkansas,
A girl without a single flaw,
(The Trainmaster's Clerk)
That's her."

She's on the job from morn 'til night
"Investigations" are her delight (?)
She's never cross, nor cuts you short
She is never too busy to be polite.

A pleasant word for every one,
No matter who they be
And loyalty is her motto
That we can plainly see.

She has a host of friends
And no matter who they be;
She is just the same to everyone
And stands for "loyalty."
"That's her."

❖ ❖

"So you don't call on Miss Bright any
more. Quarreled with her?"

"Well, not exactly, but I told her I
preferred to have her kiss me before and
not after she kissed her pet dog."

"What did she say?"

"She said I evidently forgot that the
dog might have his preferences, too."

❖ ❖

Professor—What is a vacuum?

Student—Well, I have it in my head,
but I can't express it.

"PREVENT INJURY" A REALITY IN 47TH STREET BLACKSMITH SHOP.

Our blacksmith shop at 47th street, Chi-
cago, is watched over by a gentleman who
is determined that the "Prevent Injury"
movement shall win, a fact not to be dis-
puted. Foreman Ed. O'Shaughnessy is
alert to every danger that lurks in a place
as large and as busy as this shop is, and
the record made there is hardly conceiva-
ble, yet a fact just the same, and if in doubt
either call upon or write the "boss" and
he will verify the statement that not one
injury has occurred there in the past eigh-
teen months, that exceptional record only
broken by one having a finger pinched
when a draw bar turned as several were
handling it, an accident that might have
happened at any time and to the most care-
ful lot of men.

This blacksmith shop is an exception to
any I have ever been in. The very appear-
ance gives one the idea that it is a place
of "business," and where everything has a
place, everything in its place and in addi-
tion, a force that co-operates on every hand
with each other and with those in charge.
Everybody is always busy and at the same
time careful. The floors are "spick and
span," the walkways are NEVER obstruct-
ed, and as one of the old and faithful ex-
pressed it, "The boss won't stand for any-
thing else."

The men in 47th street blacksmith shop
are to be congratulated on the splendid ap-
pearance of that shop, as well as Mr.
O'Shaughnessy, and their interest in the
"Prevent Injury" movement needs no ar-
gument to convince. If you want to see a
model and a carefully handled, busy, up-to-
date blacksmith shop with a good loyal
bunch of fellows and a wide-awake, careful
foreman, visit 47th street shops and you
will be amply repaid for the effort.

LIST OF EMPLOYES PENSIONED.

Name.	Occupation.	Location.	Pension effect.
Frank Kirkpatrick,	File Clerk Supt.'s Office,	Fairbury, Nebr.	4-1-15
Adolph Burger,	Passenger Agent,	Chicago, Ill.	7-1-15
Barney Gordan,	Shop Laborer,	Cedar Rapids, Ia.	4-1-15
Chas. Edw. Miller,	Frt. Collector,	Peoria, Ill.	4-1-15
Wm. Doyle,	Sec. Foreman,	Nebraska Divn.	6-1-15
Wm. D. Underhill,	Cross. Flagman,	Wichita, Kans.	3-1-15
John Holmquest,	Master Carpenter,	Cedar Rapids, Ia.	5-1-15
Chas. T. Ruble,	Sec. Foreman,	Des Moines Val. Division..	3-1-15
John Cluen,	Loco. Engineer,	Iowa Division	1-1-15
Isaac Lester Lacey,	Station Agent,	Traer, Iowa.	6-1-15
Harrie B. Horne,	Loco. Engineer,	Missouri Division	5-1-15
Henry H. Woolf,	Jt. Tr. Baggage & Exp.	Chicago, Illinois	12-1-14

PENSIONERS WHO HAVE PASSED AWAY.

Name.	Occupation.	Location.	Died.
John Conway,	Crossing Flagman.....	Davenport, Ia.	4-5-15
Lauris Lawson,	Agent.....	Rome, Illinois	3-2-15

SYSTEM OF DAILY BAGGAGE REPORTS.

The General Baggage Department on April installed on the entire Third District, and at a selected list of stations on the First and Second Districts, a system of daily reports from each station of baggage received, delivered and on hand.

Its value having been demonstrated, this system is now being installed at all stations on Rock Island lines. Instructions fully covering in detail the operation of the system have been forwarded and the assistance and co-operation of every agent and every baggage man is earnestly solicited to insure its successful operation.

The daily reports have proven most valuable to the General Baggage Agent, resulting in reduction of correspondence and telegraphing, the lessening of difficulty in tracing astray baggage, and increase in revenue.

The active co-operation of every employe in making the new system a success is asked for and expected, which must result in increased efficiency in the baggage department.

SUSPENSION OF TARIFFS.

Agents and other employes interested should understand that I. C. C. Tariffs filed with the Commission to become effective March 1, 1915, and which were suspended until June 29, have been further suspended until December 29, 1915. The current Tariffs should be used until further notice, and the suspended Tariffs filed carefully for future use. If the suspension notice is withdrawn and Tariffs made effective, in which event it will be practically impossible to furnish extra copies on short notice.

Effective Intrastate Tariffs are shown in Supplement No. 2 to Circular No. R-598.

INDEX OF TARIFFS AND CIRCULARS.

Complete List and Index of Passenger Tariffs and Circulars published by this Company and its authorized Agents, filed with the Interstate Commerce Commission and other Commissions is contained in Circular No. R-597, I. C. C. No. A-2026, all Agents should see that the necessary Tariffs enumerated therein are on file.

POTASH DEPOSITS ON ROCK ISLAND LINES.

Further confirmation of the presence of potash deposits in Rock Island territory comes in the shape of a bulletin just issued by the Bureau of Geology, State of Texas, bearing out indications found in company wells at Adrian and Glenrio, to which attention was called by Mr. Carl Scholz, manager of the Mining Department, some months ago. The bulletin gives the results of analysis of samples found in well borings at Boden and Miller, two points in the vicinity of Amarillo. Notice concerning the new discoveries has been sent to the press of the United States by the Passenger Traffic Department, creating wide comment, which undoubtedly will result in active prospecting to determine the exact location of the deposits. Everything now

points to their being in immediate proximity to the company's lines between Amarillo and Tucumcari.

The fact that the bulk of the world's supply of potash comes from Germany, and that the war has shut off all exportations, which amount to as high as \$11,000,000 a year to the United States, has given the search for a dependable potash supply renewed incentive. If this find should bear out present opinion of its importance, it will give the Pandangle of Texas an industry of gigantic proportions. The following figures concerning the German potash industry will be interesting in this connection:

Number of men employed in the mines at Stassfurt, 35,000.

World's demand for potash amounts to over 11,000,000 tons a year, the bulk of which is supplied by the Stassfurt mines.

Importations by the United States in 1911, 1,002,326 tons for fertilizer purposes, and 22,828 tons for industrial use.

Chemical works are located at the mines to refine the crude salts and prepare the product for its commercial uses, which include besides fertilizers, the manufacture of carbonate of potash, caustic potash, nitrate of potash, chloride of potash and other compounds used by doctors, photographers, dyers, cleaners, bleachers, weavers, soap makers and electricians. The mineral, in one form or another, is used in the manufacture of fireworks, gunpowder, matches, glass, paper, aniline dyes and in the extraction of gold from ores.

Various methods of extracting potash from other substances have resulted in supplying only infinitesimal quantities, and the commercial world has been on the hunt many years for a dependable source that would relieve the drain on Germany's diminishing deposits.

SECRETARY HOUSTON IS ENTERTAINED AT DENVER.

Recently a meeting was held in Denver under the auspices of the Chamber of Commerce and other organizations, at which the speakers were Hon. David F. Houston, Secretary of Agriculture in President Wilson's cabinet, Prof. H. M. Cottrell, Agricultural Commissioner Rock Island Lines, and George W. Martin, General Agent at Denver. There were no other speakers; in fact, the meeting was arranged for the purpose of acquainting the Secretary of Agriculture with the company's plans for development of Eastern Colorado, and his address proved to be an emphatic endorsement of the policy that has been followed by the Rock Island during the past five years. This policy lays stress upon livestock production, and discourages exclusive grain farming. The fact that the views of Secretary Houston coincide with those embodied in the company's official literature on the dry farming regions will have its effect on the prospective settler, who appreciates truthful information and is not often deceived, nowadays, by exaggerations that come from sources which have only selfish ends in view.

ROCK ISLAND EASTERN COLORADO BOOSTERS MEET WITH SUCCESS.

At a rousing meeting held in Denver June 30th, the efforts of Rock Island officials, and particularly those of General Agent G. W. Martin, Denver, and Agricultural Commissioner H. M. Cottrell, were rewarded with success. The meeting was called for the purpose of cementing the business relations of eastern Colorado and Denver people and was advertised as "Eastern Colorado Day." The meeting, while held primarily for the purpose of creating closer relations between the eastern part of the State and Denver, brought out the information with a punch that eastern Colorado is becoming more and more Denver's greatest asset, and that the possibilities of that great area were scarcely realized before. With a two-fold increase in population in the past six years and with the same number of years of bumper crops and the unparalleled advancement in live stock raising, dairy production, and poultry and egg business, eastern Colorado today occupies her proper position in the minds of Denver business interests, and from now on greater efforts are to be made to secure for Denver the business from this territory that has been moving from the larger cities of the east. In every section of eastern Colorado representatives of large eastern concerns have been active endeavoring to secure for themselves the large volume of business which this country transacts yearly. Eastern Colorado day has opened the eyes of Denver to the future of this territory, and in that has served the purpose which the originator of the idea of holding an "Eastern Colorado Day," G. W. Martin, general agent of the Rock Island, intended that it should. Mr. Martin placed before the Denver Chamber of Commerce the proposition that a day should be set aside to bring in the settlers from eastern Colorado, entertain them at a luncheon and allow them to tell for themselves what they knew about their country and what the future held for them. Ably assisted by Prof. Cottrell, who fully explained the wonderful resources of the eastern part of the state, the idea was adopted by the Chamber of Commerce and a day decided upon for holding the meeting. Five hundred farmers, bankers and business men from eastern Colorado attended the meeting and were allowed to make speeches boosting their country and tell of their success over the great odds which confronted them a few years ago.

A rate of a fare and a third for the round trip was provided for the visitors and the attendance shows that this action on the part of the Rock Island and other lines into Denver was appreciated by the people of eastern Colorado.

* * *

SUMMER TOURIST TICKETS.

If in doubt as to proper forms of tickets for Summer Tourist business, Season 1915,

see Passenger Traffic Department Circular No. 911, dated June 1, 1915.

This circular contains complete information as to stopovers on and validation of round-trip Summer Excursion Tickets, also Special Tickets to and from the Pacific Coast.

* * *

RECORD OF RECEIPT OF TARIFFS.

The Interstate Commerce Commission recently issued Order, effective July 15, 1915, that every carrier subject to the provisions of the Act to Regulate Commerce, require its Agents or other Representatives at every station, warehouse or office at which tariffs are required to be posted, to maintain and preserve a separate record by I. C. C. numbers and supplement numbers of the receipt of each tariff or supplement to a tariff, showing the date received and the date posted.

The Order also stipulates that the date upon which the tariff or supplement is received should be written or stamped upon the title page of each publication. Agents have been furnished with a book in which to keep the record of the receipt of tariffs and supplements.

* *

CEDAR RAPIDS DIVISION ENGINEERS AND THEIR WIVES ENTERTAINED.

The beautiful home of Mr. and Mrs. Bert Strauss in Kenwood Park, was thrown open for a garden party in compliment to the engineers and their wives of the Cedar Rapids Division of the Rock Island Road. About eighty responded to the clever invitations which were written in a train order blank as follows: "On July 1st, yourself and wife run extra, Cedar Rapids to Kenwood Park and return. Wait at 292 East 4th street. 7 p. m. till 12:30 a. m. R. S. V. P." Signed, Bert Strauss, Operator.

The large lawn presented a picturesque sight with its adornments of Japanese lanterns and a variety of garden flowers, and a large headlight to help guide "the boys." Here, also, were small tables, each decorated with flowers, where dainty refreshments were served. In the house the living-room was used for dancing, music being furnished by "Billy" Buckton and son Harold, Joe Hervert, Frank Norris and F. K. Parmeter. The parlor on the second floor was arranged with tables for those wishing to play cards.

Assisting the host and hostess in receiving and entertaining were Miss Florence Bishop of Chicago, sister of Mrs. Strauss, Mrs. William Buckton, Mrs. L. A. McFarland and Mrs. F. A. Kinch.

Mr. Strauss is road foreman with headquarters at Cedar Rapids, and Mrs. Strauss is a member of Mercy Division No. 51, and the kind and generous hospitality of these splendid entertainers will always be a pleasant memory to those privileged to attend.

MERITORIOUS SERVICE

Mr. Ben Montgomery, fireman Arkansas Division, was given five merit marks for assistance rendered when No. 93 was derailed at Brittain, on January 24.

Mr. O. Turner, conductor on Arkansas Division, was awarded five merit marks for assistance rendered in derailment at Brittain on January 24.

Mr. E. C. Armstrong, conductor on Arkansas Division, was given ten merit marks for assistance rendered in re-railing car at Malvern on Nov. 19. This car was blocking the main line.

Mr. W. P. Bargion, agent at Germania, was given ten merit marks for discovering a brake beam down on train 631 on June 5. This train was pulling out of station, and he notified the crew, who stopped and repaired the car, which only delayed the train about thirty minutes.

Mr. J. O. Stitt, conductor; Mr. A. R. Cannady, engineer, Mr. J. L. Warford, fireman; Mr. R. E. Carter and Mr. S. C. Richards, brakeman, on train extra west 1504 coaled their engine by hand at Centerville in order to save delay to train in running for coal. For this they were each given five merits.

Mr. W. Teegarden, conductor; Mr. D. Breitenbucker, engineer; Mr. B. A. Forrester, fireman; Mr. O. M. Miller and Mr. H. W. Coulter, brakemen, were each given five merit marks for coaling engine on their train, Extra west 1658, thereby saving delay to train in running for coal.

Mr. G. W. Smith and Mr. T. F. Whalen, engineers; Mr. G. W. Reigel, conductor, and Mr. H. W. Ross, fireman, of the Des Moines Valley Division, were each given five merit marks and Mr. A. W. Hall, steam ditcher engineer, given letter of commendation for valuable service rendered in putting engine 816, which has been derailed, in condition for movement to shop, at Beech, Iowa, on June 14.

Mr. G. B. Dowell, conductor of the Des Moines Valley Division, has been credited with five merit marks for valuable assistance rendered in re-railing four cars which had been derailed in train 835, west of Keota, June 15. This was a freight train and Conductor Dowell's train, No. 429, was waiting at Keota account of derailment, and Conductor Dowell walked out to derailment and rendered valuable assistance. His loyalty and interest in the company's welfare is to be commended.

Mr. C. F. Nichols, cashier, Yukon, has been credited with five merit marks for service rendered this company in discovering and reporting broken rail at Yukon, on June 27.

THESE GENTLEMEN ALL DESERVE SPECIAL MENTION:

Mr. A. Ray, brakeman, of Trenton, voluntarily fired engine 1699 from Altamont to Trenton, June 27, when the regular fireman was prostrated. For this service he was written a letter of commendation.

Mr. C. A. La Rue, conductor; Mr. S. Newton, engineer, and Mr. D. P. Crowe, brakeman, of Pratt, Kansas, have been commended for discovering that brakes were tight on rear trucks of coach 656, train No. 752 at Arkalon, and assisting the passenger train crew to loosen the brakes.

Mr. J. C. Graham, fireman, Dalhart, Texas, took engine from roundhouse to train and tested air when Engineer McNickle was given a short call for fruit train east, thereby enabling train to leave on call.

Mr. F. T. McAuliff, fireman, Chicago, on June 7, while moving north on Track No. 5, discovered a broken frog on the cross-over from west bound main to 47th Street roundhouse. This being a spring frog and the spring rod and springs were gone and point was out of line, he called the attention of the Towerman at 44th street to this fact, thereby avoiding possibility of accident.

Mr. A. B. Roberts, conductor; Mr. D. A. Fortney and W. M. Priest, brakeman, of the Missouri Division, on train extra 1617 East July 3rd, discovered a car in their train with two yoke bolts broken. The car was chained up and taken to next station, where these gentlemen secured bolts and made necessary repairs. This was a car of high class freight and their action prevented a serious delay.

Mr. J. C. Vinson, fireman, Amarillo, Texas, on train No. 92, June 27, picked up C-170736, hogs at Shamrock, destined Ft. Worth. While the car of hogs were being loaded he noticed one of the hogs was crippled and called our attention to it, which will put us in a position to defend ourselves in the case of a claim.

Mr. F. E. Moore, engineer, and Mr. Wm. Crum, fireman, Pratt, Kansas, on June 10th, train 92, left Pratt with fire door opener on engine 2023 in defective condition and knocked bolt out of door liner and put wire in to operate door with.

Mr. H. H. Hearn, Mr. G. W. Smith and Mr. V. Wolfe of Des Moines, have been commended for services performed on train extra June 23, when they were stopped at old filled bridge No. 22, west of Keota, account of bridge being settled so badly that they could not go over it, took shovels and tamped up the track and moved train over, consuming 35 minutes in doing so.

Mr. Fred Elder, brakeman, and Mr. Lee Stump, conductor, on extra 1911 east out of Liberal, June 19th, had ten cars cattle to unload at Arkalon, with but one man in charge to handle, and assisted him in unloading the stock, thereby saving considerable delay to train.

Mr. J. C. Hilboen, section foreman, Groveland, Kansas, on June 13, discovered brake beam dragging on car in extra 1922 east, and stopped train so necessary repairs could be made.

Mr. F. A. Tisher, conductor; Mr. C. Rubec, brakeman; Mr. W. W. King, brakeman; Mr. C. B. Knowles, engineer; Mr. A. C. Agnew, fireman, of Iowa City, and Mr. Geo. Brock, B. & B. foreman, Nichols, have been commended for prompt action in extinguishing and repairing fire in roof of the Riverside depot.

Mr. L. T. Sloan, Des Moines, has been commended for service rendered July 10, when car 89315C was in bad order in ditcher train and necessary to send same to shop for repairs, and in order to save delay he transferred triple valve from C-89315 to C-97407 at Beach.

Mr. R. Woodruff, brakeman, Arkansas Division, was given a letter of commendation for leaving his train at Madison and going down the track to crossing west, and driving a bunch of horses and mules from the right of way, for a considerable distance down the country road.

Mr. G. T. Shrader, conductor, Arkansas Division, was given a letter of commendation for assistance rendered in extinguishing a fire which damaged bridge No. 108 on March 29, 1915.

Mr. O. D. Fults, fireman, Arkansas Division, was given a letter of commendation for assistance rendered in extinguishing a fire which damaged bridge No. 108 on March 29, 1915.

Mr. Crawford Bourne, Brakeman, Arkansas Division, was awarded a letter of thanks for interest displayed in the prevention of killing stock on the right of way by notifying section foreman with stock notices regarding stock on right of way, open gates, bad fences, etc.

Mr. Ed. Jones and Mr. Matt Durst, engineers, Arkansas Division, were given letters of commendation for the great interest taken in the movement of preventing the killing of stock on the right of way. Mr. Jones brought his train to full stop at switch just east of Lonoke on June 25, to keep from striking a horse, and Mr. Durst brought his train to a full stop one-half mile east of McCreanor on June 25, to keep from hitting a horse. The action of these two gentlemen is very commendable and highly appreciated by the management.



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

Mr. T. F. Clancy, conductor of the Illinois Division, discovered two passengers on his train July 23 who were coming into Chicago to buy tickets to the Pacific Coast over another railroad. After a little conversation he brought them to the Passenger Traffic Department and they succeeded in selling them two round-trip tickets, going via Rock Island Lines through El Paso and returning via Rock Island Lines through St. Paul.

Mr. Emil Nordman, in the employ of the custodian's office, La Salle Station, organized a party of twenty-six members of a Finnish Club for our line, Chicago to California, July 16th.

Mr. J. L. Stephenson of the Oklahoma Division, on June 12th was instrumental in securing two round-trip tickets, El Reno to Denver, Colo., and these people were en route to Oklahoma City with view of taking another line from that point.

Mr. T. A. Foy, cashier, Enid freight office, was instrumental in securing two round-trip fares to Richmond, Va., and one one-way fare to Toledo, Ohio.

Mr. Roy Wallace, transfer clerk, Enid freight office, was instrumental in securing four passengers to Pittsburgh, Pa., via the Rock Island.

Through information furnished by W. C. Sundergard, engineer, Dalhart, our ticket clerk at Dalhart was able to secure passenger, Dalhart to Phoenix, fare amounting to \$39.10, although passenger contemplated taking another line from Amarillo.

Mr. Frank Holloway, conductor, Cedar Rapids, picked up two passengers at Cedar Rapids recently and took them in and assisted them in buying tickets via our line to Chicago.

Through the efforts of Night Officer David Chatman at Englewood, June 25th, we routed two passengers, en route to Grand Forks, N. D., over our line from Englewood to St. Paul.

Through the efforts of Mr. H. H. Martin, operator, Hartford, Ark., on the 18th inst. agent at Hartford sold a round trip summer tourist ticket to Chicago over the Rock Island, via Memphis and the Illinois Central, and inasmuch as the party had intended making the trip over another road his good work is appreciated.

Mr. Elmer E. Jenista, boiler shop clerk, Cedar Rapids, is entitled to favorable mention for interest shown by securing five passengers, Cedar Rapids to St. Louis, via our line. Party had planned trip via another line and Mr. Jenista learning of this persuaded them to alter their plans and take our line. This resulted in purchase of five full-fare tickets leaving Cedar Rapids on train No. 62. July 3d.

Mr. Joe Myers, engineer, Little Rock, secured for the Rock Island two tickets, Little Rock to Colorado Springs, July 21st. They intended going via competing line, but Mr. Myers met them and ascertaining their destination, brought them to our depot in his car, showing a very commendable disposition to give both time and attention for the benefit of the company.

Mr. A. L. Anderson, conductor, Missouri Division, June 8th secured two passengers for our line from Kansas City to Manhattan, Kans. He was given a letter of commendation expressing appreciation for the interest shown.

Mr. C. M. Martin, conductor, Missouri Division, June 18th secured a party of five passengers for our line from Kansas City to San Francisco.

Paint Gang Foreman F. B. Thompson, Nebraska Division, has been written a letter of commendation for collecting fare from three men whom he had picked up at Omaha and taken to Courtland, Kans., to work in gang and after arriving at Courtland they left to work in the harvest fields. After finding that the men had left Foreman Thompson went to the trouble of going to the country after them, bringing them back and making them pay full fare, Omaha to Courtland, Kans.

Mr. M. C. Einwalter, a Minnesota Division man, recently directed a Chicago passenger to our depot ticket agent at Cedar Rapids, resulting in our getting the business from our competitors.

Conductor Francis of Cedar Rapids is to be credited with picking up Chicago passengers the first of this month for our line.

Mr. George Sullivan, brakeman, informed the traffic department of parties contemplating a California trip. Traffic representative called on them and sold two round-trip tickets to San Francisco and return via our line to Denver.

Conductor F. B. Shepard, Oklahoma City, was instrumental in securing passenger to Birmingham, Ala., for our line.

Mr. B. M. Webster, engineer, Arkansas Division, secured for the Rock Island a passenger, Little Rock to Chicago, who had been in the habit of using a competing line, incidentally learning the destination through a business transaction and setting forth the advantages of the road so persuasively that ticket was purchased over our line and connections.

Mr. E. A. Grimes, brakeman, Little Rock, secured ticket from Hot Springs to Oakland, Nebr., via our line by explaining to passenger the advantages of our through service without transfer at Memphis.

Mr. W. L. Robinson, brakeman, of the Louisiana Division, whom we have commended before for his activity in the passenger service, has secured for our line one passenger, Ruston, La., to Alexandria, en route to New Orleans, and three Eldorado to Little Rock, en route to Pine Bluff, all of whom had intended to use competing line.

Mr. H. Inglis, operator at Booneville, secured passenger from El Paso, Texas, to Bigelow, Ark.

Mr. R. H. Harrington, cashier at Booneville, was given a letter of commendation for securing passenger from Booneville to St. Louis via Rock Island.

Mr. John Ryan, engineer on Arkansas Division, was highly commended for securing two Colorado passengers from Hot Springs on June 10th, via Rock Island.

Mr. Lee Ross, fireman on Arkansas Division, was given a very appreciative letter of thanks for securing two passengers from Hot Springs to Dennison, Texas., via Rock Island, as far as McAlester, and also for interest displayed in prevention of killing live stock on right of way.

Mr. J. M. Finley, engineer, Arkansas Division, secured a passenger from Little Rock to Memphis, as well as several others from

Searcy to Memphis. Such efforts are very commendable and highly appreciated by the management.

Miss Edith Foster, stenographer, superintendent's office, Little Rock, was highly commended by the passenger department for her loyalty to the business interests of the company. She secured fifteen round-trip tickets to Hot Springs and ten one-way tickets Hot Springs to Little Rock. This was in competition with another road who was after the business, and Miss Foster is to be highly congratulated.



APPOINTMENTS.

Mr. George H. Lee, general passenger agent, third district, having resigned to accept service with another company, the following transfers and re-assignment of territories become effective August 1, 1915.

Mr. C. B. Sloat, assistant general passenger agent, Little Rock, Arkansas, will have charge of passenger traffic on the third district, reporting directly to passenger traffic manager, Chicago.

The jurisdiction of Mr. J. A. Stewart, general passenger agent, second district, is extended to include St. Louis territory and headquarters removed to Kansas City, Mo.

Mr. Phil A. Auer, assistant general passenger agent, is transferred to the second district with headquarters at St. Louis, Mo.

Outside agencies in territory east of Chicago and St. Louis and north of the Ohio river will report to Mr. W. J. Leahy, general passenger agent, first district, Chicago.

Outside agencies south of the Ohio River and east of the Mississippi River will report to Mr. C. B. Sloat, assistant general passenger agent, Little Rock, Ark.

Outside agencies in territory west of the Missouri River will continue to report to Mr. J. A. Stewart, general passenger agent, second district, Kansas City, Mo.

Effective August 1st, 1915—R. L. Loy is appointed Adjuster at El Reno, Okla., taking place of F. M. Short, Adjuster, resigned. He will report to Claim Agent A. G. Morrison, El Reno, Okla.

Effective Aug. 1st, 1915—Herman L. Freeze is appointed Chief Clerk in the office of Claim Agent A. G. Morrison at El Reno, Okla., taking place of R. L. Loy, promoted.



MURINE EYE REMEDY.

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



J. H. Hirsch & Co., Chicago, the popular manufacturers of uniforms, have started there representative over the line for the purpose of taking measurements of employees for winter uniforms.



AMARILLO DIVISION. By "Sorghum Bill."

The trap at the gravel pit at M. P. 8435 is turning out a nice bunch of track material and already it's beginning to show up that that is what we need, only faster and more of it.

Erick, Okla., passing track has been lined to a 14-foot center, necessitating in setting back the cotton platform. This gives a good clearance and was a matter of "Prevent Injury."

Cotton platform, 32x48 feet, has been removed at Hext, Okla. Account of gins going out of business it was no longer needed.

Ditcher No. 4 has been cutting a swath down in the "Bad Lands," and now up to M. P. 825 ditching and widening cuts and banks that needed it badly and the boys are all doing good work, something that will stand for years to come and was badly needed. Although wet weather blocks them out at times, they find some place to work.

A. F. E., No. 10484, to reconstruct a ballast deck bridge at M. P. 6445 in place of Bridge 6445, the last of old oak pile structures on this division.

Engineer Burrows came near losing a couple of his children on account of eating canned fruit with ptomaine poisoning in it. They however recovered.

W. E. Scote, water service foreman and pioneer of Glenrio, took sick and had to make a hard fight to keep out of the "horsepital," but he is back at the "timers and spark plugs" again.

Mrs. McDaniel, wife of Section Foreman McDaniel, of Yarnall, Tex., is now spending a few days at Adrian, having just recovered from a spell of sickness.

Mr. M. E. Havens and family were called to the bedside of Mrs. Havens' father at Geary, Okla., who was very sick. Mr. Havens is section foreman at Conway, Tex.

Mr. D. A. Davis, of Adrian, is to be the agent at Conway, Tex. Wires have been cut in and it is now a full fledged railroad station and going to make a good one. The wires in and a place 25 miles out of Amarillo on the plains to get information is worth a good deal to railroad men as well as the public.

Last month's Journal made mention of Howard Sherman (now down on the Arkansas country) getting married. I knew that "by" when he was just a "by" and he worked for me good and hard, and it was a college of hard knocks, but I forgot to give him a "sheep skin." But now that he is married and set right, I am going to give him my best wishes and many happy years with his sweetheart. You done the wise act, Howard, and Sorghum has a good "grip" waiting for you, and my home is in Amarillo, Tex., and more, you and yours are as welcome as the flowers in May. Don't delay.

Mr. W. P. Williams, claim agent from Fort Worth, Tex., for the C., R. I. & G., was at Tucumcari one day this month, going through the old routine, looking well and full of jokes, as usual.

July 7th Mr. F. T. Beckett, engineer of maintenance of way, of El Reno, was a visitor over the division and made the trip from Tucumcari to Amarillo on "Maud" 4400, and was well pleased with the progress of track work and ditching, and the words were certainly encouraging after such a discouraging spring. The work is going on, so is the rain, and we have slipped back about as much as we gained, yet this is not going to block progress a bit. He

knows what the elements can do and seemed to appreciate our efforts, for which we can only be thankful. Only like to have the men above come oftener.

Our genial dispatcher and division operator has taken a trip to "Jersey" to visit his son-in-law and daughter there. There is no man on the railroad more tied down with everybody's grief than this man, and he certainly earns his vacation.

W. D. Hinkle, section foreman, Saylor, Okla., is laying off a couple of weeks to visit the folks and rest up a while.

Mr. D. Van Hecke, superintendent, made a trip to El Reno on business.

Geo. Glinos, section foreman, Endee, made a trip to Albuquerque, N. M.

We will agree that if the picture in the magazine of the writer of "Herington Flash Lights" is real, the little lady is entitled to all the good things said of her. Anyhow, her items are clean and entertaining.

Ever since Jack Ames has been monkeying with the corkscrew on Maud 4400, pulling grasshoppers out of the carburetor, she has been subject to "Fits." Now he's trying a new wrinkle on my car. Just how it will work out I will be better able to explain next issue. But by all accounts she'll stop about some if Jack has his way.

"ABNER'S BRIEFS OF THE ARD-MORE BRANCH." By G. Hiram Young.

Rock Island First, regardless.

Kinsel, the mail clerk on 651 and 652, remarked that it would be a safe bet that the Legislature of Illinois passed the bill to raise their own salary from \$2,000 up to \$3,500 in a hurry. Well, gee whiz, and why not?

Researches have found the Original Paradise on Earth, says a headline in a new paper, and the agent at Holdenville says he is sure glad of it, as Europe and Mexico has a monopoly on the other place.

After seeing where a Certain Proff. states that when a man is struck suddenly by a bullet and killed, there is no pain, Slat's of Halleyville wants to know if a bullet ever strikes any other way but suddenly. Don't know, Slat's, ask a man by the name of Morgan.

The agent at Red Oak tells us of seeing on the map a town in Texas by the name of Gasoline, and to think that it is so close to Mexico where there is one thing blowed up after another. This for the benefit of Ford owners.

"You can't always tell how dangerous a proposition is by the size," says Hugh Thompson, engineer on 651 and 652, "that is when we consider the size of Russia, but how about a chigger?" O, well, keep off the grass.

Brakeman Ray Pence tells us that he is making money right off the reel. No wonder, he is down in Arkansas in the moving picture business.

Shirley, the opr. at Shawnee Yards, tells us of a gink up in Kansas that is about to get a patent on an umbrella that can't be opened by no one except its owner. Now, wouldn't it be awful for one's girl to be out with you and forget the combination right when there was need for it?

One-third of the people, according to Conductor Mills, think they can beat a lawyer expounding the law, and the other half believes they know more about the Bible than a preacher. Yes, and all of the whole bunch are under the impression that they know all about running a railroad, Sam.

The German that is about to invent "near milk" won't have no luck selling it round the Chink Beany at Ardmore, as per Engineer Fitzgerald. Besides there is a law on infringing on other's ideas.

Engineer Wm. McNerney finally persuaded his fireman, Mr. Mathews, to eat ham and eggs, and will vouch for the fact that he only lost two trips, account having that much at one time, also he believes that if he can "work it just right" he will get Si Bryant to try it, being as how Mathews got by that easy.

The Sphygmometer is a—a, O, shucks, don't you know what it is? Well, it is supposed to tell when a man is lying, according to the inventor. Brakeman W. G. Olds wants to know how it would work on a woman.

Honest to goodness, Frank Graham believes that Zeb Mansfield is the best doctor in the world. You know Frank, who is braking for Herman Howard on the work train, got sick and Uncle Zeb put out the medical advice to the extent that Frank admits that his recovery was complete, and he experienced no pain, also he didn't know just when he commenced to get better, and—Oh, well, let Herman tell the rest, we can't.

Such co-operation with the honest efforts of everybody to "help out" cannot be more exemplified than by the actions of both the section foremen at Calvin a few Sundays back, inasmuch as they didn't call the section hands to bed a stock car as instructed. Instead they, Mr. Frank Murry of Section 60; Mr. T. T. Senschamer, Section No. 59, volunteered and did the work themselves. In other words, they are not satisfied of saving the company merely a nickel a day, they make it dollars.

George Green, our Shawnee conductor, is still worried for fear that the style for men's shoes will finally be "laced up the back." Don't cry, George, that's easy. What's getting our Angora, is the women might get the transparent hat off on to us before this hot weather is over.

Our friend Mr. Sally, the operator, is back from his visit in the east. He tells us that with that "front" he had on, and while his money lasted, it was easy to take such "hick" towns as St. Louis and others. There's no use talking, you can bet he was 'round there, all right.

THINGS THAT ARE EASY—

To go broke; to stay that way; to have a thin time; to start a war (in Mexico); to keep it going, and Hiram.

Charley Harden, the opr. at Wewoka, just had to take a vacation. Every one noticed that he was looking bad, and he admitted he could not rest good at nights, also couldn't eat much. But we didn't know what the trouble was until Mr. Wycott of Calvin told Harden that if he loved the girl, why didn't he go on and marry her. We pass.

The longest way isn't the best way home, if it is via Europe, but it is if via the Rock Island.

HOW TO—

Win an argument. Run.

Save money. Don't spend it.

Get fat. Run, walk, swim, don't get wet, eat, do a little fasting, sleep, stay awake more, sweat, and keep cool.

To get thin. The same as above.

Mr. Weeks, the general car foreman at McAlister, let a big chunk of ice down on his little toe. Not because he intended to, as we understand it, but for some reason the man that invented ice made the first model slick, and the rest has been that way ever since.

A Health Hint; DON'T. (Chicago Examiner). Meaning, we suppose, go to Europe.

A switchman at Boonville said the other day: "I never notice how broke yer friens all are when you air too?" and "A boomer with a job is as indupendent uz a hog on ice, but when boom' in he will eat right out uv yer han?" Yes, and just about the time he is getting ready to "bunch" the job, those that are sleeping in cabooses wishes he would hurry and finish, from the way he let's her hit.

A Hint to Husbands: "Send your wife on a vacation," Burny Shelton.

Brakeman J. L. Stephens spent thirty-one minutes trying to find a collar button he dropped while trying to make the early car to the park, he missed it and had to walk which was the reason he swore to never buy another pair of white sox and canvas shoes. He got there only in time to see the last car leave,

and had to walk back. Next time you had better make a positive "meet" with her, Steve, instead of a "wait."

Billy Douglas, who got his finger cut off, says that he didn't mind it half so much as he thought he would. Now, what Dug means he could stand another if—if—er, well, we noticed he was very prompt in coming to Dr. Blickensderfer's office to have the office girl tie the "poor" little finger up, with the "DO be careful" advice.

A report from Ardmore says that Conductor Tod Hughs is having lots of business around Cook's Laundry here lately. Guess he wants to start into the laundry business himself. Been a long time since we had some real good segars, so here's hoping.

When a steno. is out walking around Ardmore with her best fellow, and there is an investigation to be pulled off in which she has to take the testimony—why, that's AWFUL. But later we was advised a settlement had been reached, and all smiles once more, maybe more se-gars.

This is how it is: Snowden is a brakeman's name, who also plays a lover's game.

There is the girl, Mary Jane, helping this brake on to fame.

He is tall, and she is low, when down the street you see them go.

It would be hard to forget, our dear old friends, Mutt and Jeff.

A little quarrel was all it took, to give them both a gloomy look.

A box of flowers, a little note, say, now this got Snowden's goat.

Henry Moyer, of the Palace barber shop, bought himself a pair of striped breeches and stands out in the street as much as the hot sun allows, advertising, not his pants, but the shop, as the spring washed all the paint off the other barber pole.

QUESTIONS—"When a woman gets the habit of going into one's pockets how would be the best way to deal with the situation?"—Chisel Chin. Carry your fish hook's in the same pocket with your money.—Ed.

Dear Abner: "What is meant by a 'communication' whistle?"—W. J. O. Why, that is a little whistle supposed to be placed in the cab of passenger locomotives and near enough to the engineer to be heard while running in response to a cord operated by train crews back in the train. It has been known that these little whistles have a habit of sneaking out of the cab and getting plumb under the running board. In those cases it was never learned why or when, but for your information, such whistles that are so mean as to do it ought to be reported to the Kaiser, as he might be able to use same on submarines, for they are no good to the Rock Island in that position. Can't be heard, don't-chin.—Ed.

Dear Hiram: "Why is it, every time a woman rides home in a cab, there is nothing said, and when a man is seen getting out of one, the whole neighborhood knows he has been soused?"—Eddy McQuary.

Eddy, you being a fresh married man, you should understand that dear old Father Adam was a victim of circumstances, and none of his sons has ever been able to get over it, what I mean is, we have to bear our part of the blame, by being the subject of discussion, pertaining to our actions.—Ed.

Dear Abner: "As I am a full-fledged brakeman now, and want to look like one, how long should I wear my pants?"—Ray Danvers.

By all means, Ray, wear them as long as you are on the road, while off duty we decline to discuss what you should do.—Ed.

For once in all his eventful career, Conductor Dandy Fox made an awful mistake, inasmuch as he wired Shawnee to change the triple on a coach on the arrival of No. 43, instead of asking the car men to be on hand to turn the handle down on the retaining valve, which was causing the brakes to stick.

Dr. Blickensderfer says he will never forget the good old times he had back in old Missouri while down on the dear old farm; that is, if one could call it having a good time peeling the bark off of one's shins, and making blood blisters on them Ozark Mountains with your sore toes while playing the part of Barefoot-boy. He adds that science has done wonders,

but there has been no one that is smart enough to figure out why it is always the sore toe that gets "stumped" instead of one of the other nine.

According to the agent at Seminole, Cleopatra might have got mixed up in a Houseboat-On-the-Nile Scandal, but she saved lots of our nickels by doing it before movies got to be the fashion.

The question now, Mr. Thaw, is: Have you really got any cents left? We don't want to know ourselves, but Frank Gilstrap of Wewoka was wondering.

We haven't been able to find out her name yet, but if actions speak for anything, it may be that we can report a Mrs. Sally before long, from the way our friend Sally, the operator at Shawnee Yard, has been seen walking with a little brunette here lately—slow and slower he goes to make the longest way 'round—Oh, shucks, you know.

The call boy, "Red," was seen out looking for his girl the other evening, and if you happen to get a short call you will excuse him, as he says he 'haint had no luck here lately because of the night baggageman.

Sam Lambert remarks that it is a funny thing to him one can find a penny most any time, but the occasions are few and far between that one can pick up as much as a dime.

You can see them everywhere, sitting around street corners chewing their Star Navy, in the workshops slowly shaking their heads doubtfully, standing here and there whispering under their breath. Bunched up and ganged up, peevish and (tanked up), in fact, the road of the pessimistic crowd is indeed a rough row of stumps to plow. But as we haven't the heart to wish them as they predicted our fate would be, we are prone to believe that if sad disappointment would be injurious to anyone, why there would have been lots of places for us to have gone, especially where there is slow singing and slow walking with a few flowers if, through manner's sake, someone had thought of them. First our poor mouths were going to water in vain for the Heaven sent fruit, but they missed their guess. Next it was going to be such a late spring that there would be no oats sowed, but they missed again. Then it was nothing but common sense to derive at the fact that there would be too much rain for a corn crop. The wheat would head out before getting high enough to cut. After all bungling bunk of prediction fell through and down to nothing, they settled down to wait for something else to frown, fumble and fuss about. In the sky a cloud would show up and the bunch would too, not to give thanks that the coming rain would perhaps help some one, but to dance with the "I told you so" musical wooden-legged (and headed). Prophecy that even though there was a BIG crop raised, it would rot before it could be gathered. The wheat would ALL rot in the shock. The corn was running straight up without a sign of a "nubben," and somehow we have learned that to regard such soft, narrow-minded, round-headed Tommy-rot, is no less than real, rotten foolishness—now, ain't it?

Evolution, spurred on by economic demand, has produced hornless cattle, automatic couplers and seedless oranges; so no wonder she goes right on perfecting her masterpiece of all her kingdoms—the optimist. Indeed, for those who walk in the enchanted gardens of optimism, evolution seems to use the minute hand of the clock of time, and keeps at least one jump ahead of those that would have us worrying over the possibility of having the seed from the orange that was made seedless cast upon us as an additional burden.

Taking you farther away from Epicurus, who said: "Ask not what shall I eat, but with whom." Why not turn it around and say: "Ask not with whom shall I eat, but what?" For the bunch failed in their efforts to put us on the blink as for everything we want to eat. We don't have to ask for someone to eat with; we have plenty. Business is fine. The old grouch that would have the brakeman of yesterday believe there would be no more business than could be hauled by a widow woman's watch dog today sees the same "brakie" with a ham and egg sign on his cap reading, "Conductor"—savvy? So you see the odds are

against 'em, the doctrine of chances are all torn up, and to a dead cinch certainty everybody is thankful around here and will expect the same of YOU.

ARKANSAS DIVISION.

By H. L. Howe, Reporter.

CHANGES IN POSITIONS.

Mr. John Burnett, special agent, Arkansas Division, has been promoted to special agent at large.

Mr. N. A. Reicheneker succeeds Mr. Burnett at Little Rock as special agent. Mr. Reicheneker came here from the Oklahoma Division.

Miss Hallie C. Word, stenographer, has been transferred from the car foreman's office, Argenta, to master mechanic's office, Little Rock, filling the position made vacant by Miss Ethel Robertson, who resigned recently.

Mr. W. A. Blankenship has been installed as agent at Blue Mountain, Ark., vice Mr. P. W. Clark.

Mr. L. F. Pearce, Jr., installed as agent at Haskell, Ark., vice Mr. M. V. Orr, resigned.

Mr. C. R. Farmer has been installed as agent at Goodwin, Ark., vice Mr. J. E. Brewer, transferred.

Mr. J. E. Brewer installed as agent at Madison, vice Mr. E. A. Biggers, resigned.

Mr. W. H. Johnson, installed as agent at Heine, Ark., vice Mr. Lee Sims, resigned.

Mr. C. C. Downs has been installed as agent at Tupelo, Ark., vice Mr. J. H. Hodges, granted leave absence.

Mr. C. J. McAninch has been installed as agent at Danville, vice Mr. C. P. Evans, on vacation.

OBITUARY.

We deeply sympathize with Mr. C. D. Bolle, ticket agent, Little Rock station, in mourning the loss of his father, Nicholas E. Bolle, age 61, who died at the family residence, 1914 Scott street, Thursday, June 17th, after a lingering illness. The funeral was held at the family residence the following Saturday afternoon and the body was taken to Carthage, Mo., for burial.

We sympathize deeply with Mr. H. R. Wilburn, O. S. & D. clerk, superintendent's office, over the death of his wife's mother, Mrs. W. H. Bonner, who passed away on June 22, 1915. The body was taken to Aubrey, Ark., for burial.

R. F. OF E. MEETING.

A meeting was called June 12th by Mr. Wm. Germer, road foreman of equipment, for the purpose of discussing fuel and oil economy. Those present were Messrs. A. E. Walker, superintendent; Geo. Firmin and W. A. Hyde, trainmasters. Wm. Germer and a goodly number of engineers and firemen who were off duty at Little Rock terminals at the hour of 10 a. m. The questions of economical use of fuel and oil were gone into thoroughly and there was also an interesting discussion on the matter of preventing the killing of live stock on right-of-way. The meeting was well attended and great interest was displayed by all present.

MATRIMONIAL.

Sherman-Robertson. Miss Mary Ethel Robertson and Mr. Howard Waldron Sherman were joined together in sacred ties of marriage at the home of the bride's parents, 1104 Wolfe street, Little Rock, Ark., Saturday, June 19, 1915. The affair was solemnized at 1 p. m., Rev. F. Boyles of the Lady of Good Council church officiating. Miss Robertson formerly worked as stenographer in the master mechanic's office, and Mr. Sherman is chief timekeeper superintendent's office. The couple will reside in Little Rock, at 1104 Wolfe street, for the present.

HEARD ON THE LOCAL.

We hear that Harold Dever, alias Lena Gainster, is longing to see the day when he can arouse himself from the lethargic state of cachexy, which troubles his being, and hotfoot it to dear old Galesburg, for someone there waits for "heem" patiently and pathetically.

Our friend, W. H. Booth, R. F. of E., Louisiana Division, was in a peck of trouble recently. Now, gracious reader, think not that this was Brother Booth's fault. Far from it. But some graciously kind and condescending individual assumed the temerity and audacity

to send Booth a genuine submarine fish hound (canine species). The station agent at El Dorado ignored it, and Chief Dispatcher Jett absolutely refused to accept it. But somehow the poor little fish hound was relegated to a dark and damp corner of the baggage room and left there to pine and perish. Then, lo and behold! the fates visited the bunch around there with a peculiar malady known as "enlargement of the heart!" and the carnivorous canine was fed and groomed for a week. But this only complicated affairs worse. A board bill had accumulated, amounting to one bone and fifty centavos. A friend of ours was down there recently and said that a notice had been posted to the effect that on a certain date this submarine fish hound, guaranteed to never sulk or sweat, would be sold to the highest bidder on the court house steps. What's that? You ask why Booth didn't take it? O, he was too dry.

Most everyone knows Geo. Jones, who works at Argenta. George is an old-timer. He has been with the company since 1879, at which time he says there were only two engines using coal; all others in this territory burned wood. He has served the company as wood-cutter, brakeman, wreck foreman, track inspector, switchman, hostler, coach cleaner and office man. George said that he was presented with a brick once for disobeying domestic orders, but he lived over it all right. "Old man," says his better half, "don't you ever get tired showing off?" "Never do," says George.

Stationmaster Smith, that indefatigable worker at Little Rock station, is contemplating buying the Kronprinz Eltel Frederich, which happens to be an auxiliary cruiser. He will cruise on the Arkansas river and Bayou Bartholomew during the summers hereafter.

Hart Reeves, the invincible eagle who dominates in a perspective personality which stands a chance of culminating at the impossible, has been duly elected and matriculated into the O. O. R. A. B.

Who was the conductor on 612 and 613, L. R. to H. S., that got his clothes sewed up? Well, we think it's a terrible tragedy to do a fellow that way. It wouldn't have been so bad if no one had seen it, but to think that a dozen or so would lay in wait until he started to don his "citizens" and then laugh—actually laugh at the unfortunate friend, who finally got into his clothes and in attempting to swap his watch and pocket appurtenances, discovered in his delirium that the confounded pockets were sewed tight and fast. Cigars, please!

THE LADIES' WORLD.

By Violette Greye.

The Suffragetic Flag unfurled
Will symbolize the ladies' world.

Miss Anna Mae Patterson is working in the car foreman's office at Argenta.

Miss Florence Kelly enjoyed a visit with friends at Corning, Ark., recently. She was highly entertained while there.

Miss Edith Foster and Miss Eugenia Kiblinger were in Chicago recently attending committee meetings of the Federation of Federated Women's Clubs. They report that Chicago is somewhat larger than Little Rock.

Did any of you girls ever hear of a party by the name of Plunkett? We are trying to locate it.

Anyone who wishes to acquire a good typewriter real cheap, please call on Mrs. Chilton, superintendent's office.

Girls, you will have to get busy and start something soon. We must keep up the interest in cowbells, rice, old shoes, etc. The last of our midst to take on an additional cognomen writes as follows: "Dear Violette: Well, here we are now, right down to old married life, but if it wasn't for my husband, I wouldn't be married. I can cook some of the hardest biscuits that ever floored a person, and bake—why I am some baker. I nearly baked my brain last night while making a cake. Have been busy sewing lately—sewing seeds of kindness on my hubby's head."

The late models in Phorde gowns and dresses have some very striking matchless effects from a gasoline standpoint. The waists are trimmed with magentos of various designs and are plugged with sparks of diver's colors. Skirts are made of tin interwoven with alfalfa, and

all decollette is decorated with Detroit Jewels. Suits seem to be out of date. Every suit has a radiator and is hemmed in by circumstances.

Mrs. Lorraine Carr, full of anticipation the day Vice President Marshall visited RK, was seen on the roof of the train shed just before the train "drove up." But anticipation and realization turned to deprivation and indignation, respectively. How could the visitor be seen from her point of view? The train shed roof is not equipped with any X-ray apparatus.

WANT ADZE.

By C. H. Oppen.

FOR SALE—One infidel watch, stem-wind, consolidation type, only four years old. Terms to suit. Owner leaving the works. Apply to C. P. Rather (rough).

WANTED to know the answer to this: If the political ocean was full of Bryan and Daniels was Lansing the boat. Do you think Wilson Woodrow? Send all answers to C. H. E.

LOST, STRAYED OR STOLEN—One Brown Beauty cigar with mud-rings. When last seen it had a good fire but was pounding badly. Return to L. D. R. and reward will be duly appropriated.

"THE COL., DOC AND MAJOR."

The Colonel, the Doc and the Major
Once rode on the "Old Rock Isle."
And the three of them put up a wager
Before they had traveled a mile.
The question that came up was this:
"How best to have a good time."
And the two going farthest amiss
Were to forfeit a whole big dime.

The Colonel said it was fishing.
Or a camp out in the wildwood.
And then he proceeded in wishing
For the balmy days of his childhood.
Now the old Doc wiped his glasses
And said: "An automobile
Has furnished good time for the masses,
And a ride I fain would steal!"

But the Major up with a sequel,
Just beamed a genial smile.
Said he: "There's nothing equal
To a trip on the Old Rock Isle."
So the Colonel and Doc consented
To the Major's idea of a "time,"
And the two of them kindly presented
The Major with a whole big dime.

Then the Major bought each a cigar
With the whole big silver dime;
And they smoked in a palace car,
Thus having a bully good time.
So the Colonel, the Doc and the Major
All beamed a genial smile
About that little dime wager
And a ride on the "Old Rock Isle."

ANCIENT RELIC.

Here is a love song recently unearthed which was sung by the aboriginal cavemen:
O, Child—O, Daughter of Eve!
I loveth like unto much. Like a
Dynosarus munching on tassels of
Gigantic forestry. O, Stonehatchet!
Be my woman and cometh, for with my
Club I dislocate ferocious Mammoth!
An excavation party has discovered a Phorde in the ruins of Ft. Smith, Ark., bearing the following inscription: "Cleo Tinwillie—B. C. 41144."

Over 5,000 Ford jokes were recently unearthed near Searcy, Ark., which about forty centuries ago flourished exceedingly.

TOO LATE TO "CLARIFY."

Why should I seize a pencil stick to scribble about a more suitable subject in our little social set around the general office at "RK" than what happened Saturday afternoon, June 19th, when Howard Sherman took his bride, Ethel Robertson Sherman, on the "proverbial" and customary honeymoon. The "bunch" had been laying for the happy pair and showed them a good time at their departure on "46." The bride-elect had been given a linen shower on the Saturday before at the home of the Misses Kelly by the ladies of the general offices. Miss Robertson was induced to sign a will, which was read at the shower and no rain checks were issued. In the meantime, Mr. Sherman was navigated toward Main street and landed at Doc Howe's residence, where Doc prescribed

old shoes and cowbells for Howard, who then gave us an imitation of "Cheema of Hong Kong" eating rice. On the evening of their marriage the Rock Island employees and friends presented them with a beautiful silver tea service and also sent Howard a nice, fresh, green, juicy and odoriferous head of cabbage. He also received an anonymous package, which he refused to open. Dear reader, space forbids telling what the bunch did when the couple started to leave town. Rice, confetti, junk, etc., big cowbell padlocked to hand grip, circulars distributed informing passengers that they were "on board the Romeo & Juliet Limited," submerged with rice and submarined with old shoes—well, the candy and cigars passed around afterwards tasted and smoked "very good," respectively.

"PHIZICAL KOMMENT."

Geo. Hiram: Young as you are, Doc agrees with you about swatting house, horse and butterflies. But not "timedies." The latter should be discouraged. (Aside, Hiram's remarks are well chosen and witty, don't you think, Weatherford? lenjoyem.

The article in July issue by Mr. Shedd about the misuse and abuse of "Safety First" slogan is very timely. We should bring all pressure to bear on dealers and manufacturers to "cut out the rough stuff" on the Safety First idea. If everybody refused to use articles that bore this inscription—but will they? Could not a national bureau get the slogan "Safety First" copyrighted?

Don't be harsh about "small town stuff," Mr. Racy Wolf. Remember, Chgo. was once a 4th classer. Too bad she's built on sand, though. However, it takes "Little Rock" to furnish the "ballast."

"Auf Wiedersehen" seems to be a 40-hp. poet. Yes, if Memphis cops the pennant she may play "qui-nine," but if Little Rock keeps on winning, ere long Memphis will play Cas-carets!

Rock Island, Ill., appears to be in quite a glorious "muddle" lately.

Monthly fillings by the file clerk stands ace high and is very logical as well as witty. Presume the boy is over-educated.

KRISPY KRUMS.

"Dear Doc: As a Block-head you are simply 'lignum vitae.'—A. T. Randum."

Friend Klenkship proclaims in "cacophony" that he can masticate a gallon of "I-scream" in ten minutes.

Ever hear of "Percy of Pocahontas?" He will graduate this summer with a high degree of heat.

Mr. S. G. Ekstrom, chief rate clerk, has been seriously ill.

Mr. W. O. Bunker, general freight claim agent, was in Little Rock recently.

Mr. R. L. Stewart, mechanical superintendent, is seen quite frequently around Little Rock terminals.

Mr. Frank Roblin, general foreman of electricians, was in Little Rock recently.

Mr. N. G. Rowland, brakeman, is the haughty "daddy" of a bouncing baby girl, born July 16th. Regards to "it" and its mamma. (O, yes, I smoke most anything.)

WAR SUMMARY.

(By auto via Sayville Station.)

Gen. Von Nesser Beanberg, commanding the main squadron at "RK," has purchased a "Studybaker," 24 cylinder, 75 hp., 8-wheel drive and guaranteed to be impervious to bollweeills and cutworms.

Later reports are to the effect that said "Studybaker" has been confiscated by the Imperial Government. Still later reports say that Gen. Nesser has gotten out a writ of habeas corpus superseded by a supersedeas alama-goozalum and will furnish "a mensa et thero" with hocus pocus for 35 cts.

On one side of the car is the inscription, "Der Wacht am Rhein" and on the other side are the words, "Vive la Italia." Hereafter Gen. Von Nesser Beanberg will serve strictly neutral soup. This is accomplished by utilizing macaroni for noodles. If you should perchance order sauerkraut the waitress will be pleased to serve spaghettl et cetera. The General will hereafter follow a policy of retrenchment in the trenches. We expect to hear of his new car being in the trenches every day.



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BLUE ISLAND SHOP NEWS.

By E. Schneider.

THINGS WORTH KNOWING.

Mr. E. G. Chenoweth was a shop visitor on July 14th.

If Bill Haskell had any modesty about him he would keep his hat on. When he removes his hat he is half undressed. You ought to be ashamed of yourself, Bill.

Waldemar Kich, our assistant M. C. B. clerk, spent his vacation week in Blue Island.

Burke, who is Katie Shields? Kindly explain this matter immediately.

We hereby credit Care Inspector Steve Cope-land with the ten merit marks he is entitled to account of his finding a broken rail on track 11, northeast yard. How is that, Cope, are you satisfied now?

Well, Silvis, how did you enjoy that game we played on the 11th.

Roy Rohde has succeeded Phillip Harris as file clerk in our office.

Emil Sogren painfully injured his ankle on June 30th, thereby causing him to lay off for a week. Hard luck, Shoey.

SOCIETY.

I understand that James K. McBurnett, our dandified tinner (we say dandified because he was seen one day last month wearing a cream colored suit of clothes, totine a neat little cane and walking with a swell-looking girl), had better heed the safety first warning after this and not try to get to his room through the back entrance, because he came near spending a night where he belongs (in jail). A police-man picked him up for a housebreaker one night last month, but after explaining the matter to the officer, and bribing him by buying him a drink, he convinced him that he was no housebreaker but a heartbreaker, so the cop let him go.

Frank Suchar and Oliver Burk spent their vacation in Colorado Springs. Both report a good time.

"MORE WEDDING BELLS"

Leo Hall, carpenter, took a few days' vaca-tion last month and when he returned to work

he was a married man. Good luck and best wishes to you and your bride, Leo, but how about the box of cigars you promised to bring out?

MORE GOSSIP.

Henry Peglow, steel foreman, spent his vacation in Lincoln, Nebr.

Fred Brewer, special apprentice, has been transferred to Armourdale, Kans.

Louis Satori, carpenter, was laid up for a few days last month by a draft timber falling on his foot, causing a painful injury.

Cedar Rapids.—Have tried repeatedly to arrange a game with Cedar Rapids shop baseball club. Would like to hear from you on this matter.

OBITUARY.

Henry Zielniski, employed as triple valve tester at 124th street, died Tuesday morning, July 6th, death being due to appendicitis. Henry was well liked by all who knew him and readily made friends with everyone he came in contact with. His family has the heartfelt sympathy of everyone at 124th street.

END OF WAR IN OCTOBER.

Our war correspondent, Leo Pabst, issued the following statement regarding the termination of the war: After a careful study of the military situation in Europe and having served as a general in six wars, I positively predict that the war will be over by October 13th.

P. S.—A personal letter from the Kaiser caused me to change my mind. The last battle will be fought two minutes before lunch on December 3rd.

MORE TRUTH THAN FICTION.

A church bell at least does as it is tolled, even though the congregation may not.

A dentist can take the nerve out of the bravest man who ever faced him.

They celebrate the 4th of July on the 5th, but they never celebrate rent day on the 2nd.

BASEBALL NEWS.

124th street "All Stars" met the Silvis shop team at Silvis on July 11th and easily defeated them 15 to 3. The 124th street boys clouted the ball for a total of 18 hits, while Satori held Silvis down to 4 hits. Features of the game were the hitting of Ritchie, Haack and Shogren of the "All Stars," Ritchie getting a triple, double, and two singles in five times to bat.

SCORE BY INNINGS.

	R.H.E.
124th St. "All Stars".....	1 0 0 1 0 3 3 6 1—15 18 2
Silvis shops.....	1 0 0 1 0 0 0 1 0—3 4 3

Batteries—S. Satori, L. Satori, Roberts, Irish, Belle.

FOUL TIPS.

That's some catcher we had. Keep up the good work, Louie.

Schultz of the Silvis team sure is a bear of a base runner. Did you see him steal home?

Kich got an awful round of applause when he got the man stealing second. Good boy, Kich.

That was some clubhouse we dressed in. Very roomy and airy, wasn't it?

Tony Flowers reports a dry time. All cities ain't like Posen, Tony.

We had the distinguished Mr. Reynolds with us this trip.

Tom McMahon says its lucky we had Elmer with us or we would never found the way.

Shogy ought to go out on a long trip with "Shorty's" bunch on the Emma B. I am sure he would feel right at home amongst them.

Did anyone find this industrial club. Don't all answer at once.

Joe Flowers says he saw eight girls in Davenport. Joe must have kept a close check. I only saw six.

McMahon, Reynolds, Flowers, Cordt and Schneider, say they ate in a Janes restaurant. What do you mean by a "Janes"?

We wish to state that W. S. Murphy of the Silvis team and all of his ball players were the nicest bunch we ever played. A bunch of good fellows.

Ernie, pitching to the boys in practice, sure had their goat. He was harder to hit than the Silvis pitcher.

Who was the person who ordered half of a pie? It couldn't have been Crow?

Ernie Satori is getting quite a reputation as an umpire. There wasn't a kick made about a decision from either side.

We wish to thank Bill Stewart for his earnest efforts in rooting for our team. That's the way, Bill; you helped us win.

They have other things in barber shops besides barber chairs and pool tables, don't they, boys?

Shogy's warcry was, "Bring on the boiler-makers."

ANOTHER VICTORY.

The Rock Island local freight baseball team proved to be easy picking for the 124 street "All Stars," on July 18th. E. Satori of the "All Stars," allowed but 3 hits, while Snyder of the local freight was hit for ten safe bingles. Haack and Steve Satori of 124th street drove out homers. The final score at the end of seven innings was 15 to 1. Another feature of the game was the fact that only 22 men faced the "All Stars" twirler in seven innings.

SCORE BY INNINGS.

	R.H.E.
124th St. "All Stars".....	7 2 1 3 2 0 0—15 9 0
Rock Island local freight.....	0 1 0 0 0 0 0—1 3 3

Batteries—E. Satori, Swanson, Snyder, Fuhs, Bedford.

NOTES OF THE GAME.

You ought to have had a home run, Shogy. Hard luck.

Dick Vogt did some awful clouting. How many hits did you get, Dick?

Art Swanson deserves credit for his catching. Some catcher.

One of the distinguished rooters present was the Honorable Otto Geiger.

The loyal fans, Henry Brandt and Hank Ludwig, were also present.

Snyder, of the local freights, deserves credit. He tried hard to beat us.

Our percentage is still 1,000. Any Rock Island team that thinks they can change it has the privilege of trying.

The "All Stars" are a chesty lot—

A chesty lot are they.

A string of easy victories

They've gathered—so they say.

DID YOU KNOW THAT

Joe Flowers, steel worker, spent his vacation in Pittsburgh, Pa.

The Highland Iron and Steel Company resumed operations on July 19th after having been closed down for practically six months. Hurrah for prosperity.

Memphis.—A certain person at this point says the answer to your apple riddle is one. Is he right?

Frank Suchar was laid up for a few days last month on account of a badly wrenched knee. The question now arises, How did you wrench your knee, Frank?

Harry Davis has succeeded John Hall as switchman at this point.

The following verses apply to quite a few of the boys at this place:

Tell us not in mournful numbers

Life is but an empty dream.

We rise early from our slumbers

Since we're back from field and stream.

We must now be up and doing.

Since vacation days are o'er.

Once again the coin pursuing—

We spent all we'd saved—and more.

Frank Lamore, steel worker, spent two weeks of the month of July camping and fishing at Bureau.

One of the main attractions our office can boast of is the art gallery conducted by Frank Suchar under the glass top of his desk. For the benefit of our readers we will say that all of the pictures in this gallery were taken from the Chicago Examiner. Moral: Buy the Chicago Examiner for the latest in art pictures.

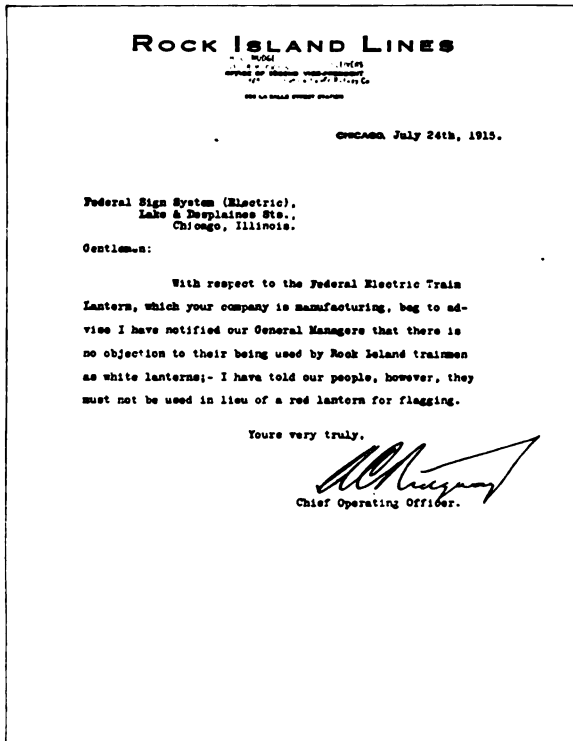


BURR OAK TRANSFERS.

By "Bandy."

Ollie Fay is back with us again and at present is handling George Caswell's job as advance charge clerk. Get 'em down right, Ollie, or you will be in bad with the night force that has to check the sheets. Why not stay with us permanently, Ollie?

Mr. Ridgway authorizes use of
Federal (Safety First) Electric Lantern
 on Rock Island Lines



Letter from Mr. Ridgway to Federal Sign System (Electric)

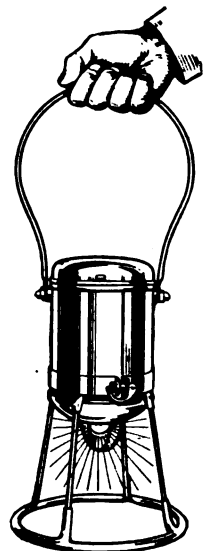
This New Electric Lantern is as far ahead of the old oil lantern as modern locomotives are ahead of early-day engines.

All the boys who are now using the Federal Electric Lantern are enthusiastic about it. They say it's the best railroad lantern they have ever seen.

No oil to leak out and spoil your clothes or soil the floor, carpets or furniture—no matches—burns upside down or right side up, or in any possible position—**can't blow out**—stiffest wind and hardest rain storms cannot affect it—no oil tank to obstruct the light—**throws all the light downward where every other lantern casts a shadow**. Can be seen a mile away. Gives a steady, clear light, always sure, and ready instantly. Economical—reliable—safe—durable—weatherproof. Designed by a railroad trainman particularly for railroad use. Meets every railroad requirement. Cheapest battery cost. Handsomely nickeled. Collapsible. Fits easily into your suit case.

Write today for illustrated folder and prices—write name and occupation in margin and address it to

Federal Sign System (Electric), Desk 128, Chicago
DEALERS AND AGENTS WANTED EVERYWHERE



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

Myrtle Fay, our switchboard operator, would like to know what is the matter with Little Rock. No more cards from that place. Wake up, Little Rock, and drop us a line or two.

It would not have done for our Tom Cruger, chief westbound rate clerk, to have accompanied Mayor Bill Thompson on the latter's trip to the coast, as Bill is not only a Chicago booster but also a Sox man. Tom could not see the White Sox at all as a team. All right, Tom, but wait till the end of the season and you will change your mind. Yours, as ever, J. H. Fuller.

Ed. Schneider.—We have no ball team here that are fish but we have a nice lot of girls here that could make you out a fish. Come on over; the water is fine.

Geo. Buck's window garden certainly looks fine. Understand it looks like a 5 and 10-cent store window. Be careful, George, or Woolworth will get a line on you for a window trimmer.

Ernest Anderson has taken up the work formerly handled by Hilmer Anderson, the latter having recently resigned. Some of our boys better be prepared to back up, as Ernest, better known as "Mutt, the Pest," will make his presence felt, as he is some ladies' man.

The Limberger cheese picnic held by Eames, Gammell and Henricl was a great success, according to Eames. Hope you all recovered, all right.

Fiscal year statement compiled from monthly 406 reports and covering year ending June 30, 1915, shows Burr Oak Transfer with an increase of \$661,000 over the preceding year. We sure had to go some in that year but we got away with the work without increased office organization.

We wonder why Paul Kieffer bought Willie Rohde's bike. Are you going to start a delivery wagon with your delicatessen? How about the extra tire, wrench and lamp?

Wonder who does the kitchen chores now for Cliff Longfellow since he is working overtime. He has been seen with his mamma's apron and dust cap on many times about 6:15 p. m., promenading towards the alley. What is up, Cliff?

G ee! what a time on my vacation,
R esults are told with great elation,
A nd the boys, oh, all quite grand!
C lass to them, A No. 1, and
E ven now I can't quite understand.

Ed Scheider, please note. Whoever heard of a ball club called FISH? Now, Ed, if we were to play you, bet you would be SUCKER enough to quit inside of third inning. 124 St. is O. K. in most things but not everything.

We all thought recently we saw the Aurora Borealis in the morning but we were mistaken after we got our eyes accustomed and had a good look. It turned out to be Helen Lussenhop with a black and white striped middie blouse and La Count with a shirt of the same design. My, what a combination! Herman thought at first sight the zebras had got loose from Lincoln Park.

C that am the way it will begin,
H am the second letter in,
I that am the third, and
C am the season of the bird.
K it am the filler in,
E am the sixth letter, then
N is the end to spell CHICKEN.

Mark Brown, assistant O. S. & D. man, says not to worry about his lottery. He will get the gelt O. K.

"Rosy" Rosenquist asks why they all pick on him. Perhaps because he is so good natured that he can stand it.

Mildred Anderson seemed to get peeved over what we said about her birthday party in the last issue. Don't be angry, Millie, we were only fooling and meant no harm.

Lester La Count says when he gets ready to dictate his letters to a stenographer he will let the editor know. Oh! good night. And what a slam on the editor.

We have recently had completed two steel runways lengthwise our freight platform and the improvement is a great help to us. The runways are 30 inches wide and of one-fourth inch plates and are laid eight feet apart, the right hand runway being always used in the north and south trucking. This scheme speeds up the freight movement and reduces the break-

ages and brings about a more systematic movement of our freight trucking force through cutting out confusion and confining the trucking into defined lines.

VACATION TRIPS.

Major Dan Henricl and Capt. Geo. Caswell are on their way with the First regiment to San Francisco and will help celebrate Illinois and Chicago days at the fair. Understand the boys will stop off at various towns en route for exhibitions. Suppose Caswell will display latest in fancy steps and Dan will show some late stunts in pastry productions.

Claud Harvey and Geraldine Diedrick, yard clerks, both visited recently at Starved Rock. Both report a fine trip but won't comment on their outfits. We understand they were a pair of misfits. Wonder what the Barnacles contributed to outfit the two explorers.

Mildred Anderson left latter part of July for a trip to points in Michigan and to be gone several days. Presume she will break several hearts while away. Wonder if we will again hear her song entitled, "Want to Go Back."

Grace Inman spent her vacation in Canada with friends at Toronto. Did they charge you extra duty, Grace? If they knew your value to our office force they surely would have charged you up extra when you crossed the line.

Bandy and family spent their vacation in Wisconsin with relatives and they had a bully good time. Ed Schneider could interview our editor now and get some stories to help his columns.

Bob Gammell and Scatty Thomas spent their vacations fishing in Michigan and they have some terrible tales to tell, and all you have to do is to press the button to start them.

Our agent and Mrs. Lawhead spent their vacation on the lakes the last week in July. They made a trip to the "SOO" and report a great time with many pleasures en route.

Fred Carlson had his vacation during third week in July and had a good time if he did not go fishing.

Edith Chalfoux is working in Mildred Anderson's place while latter is on her vacation. Hope you like the place, Edith, and we would be glad to have you stay with us.



47TH STREET LINE.

Ray C. Wolf, Editor-in-Chief.

We have seen Mr. Larson's remodeled straw hat, and it now has a wonderful golden hue. It has a place in the sun.

OUR SPEED KING.

Major Smith went out to the speedway June 26th to see the races and took his 30 H.P. Mercedes with him, thinking of competing against Resta; but when he saw that speed it was all off.

Miss Murphy has a pet aversion for June bugs, and some person went and sent her one. Isn't that scandalous?

SOME ROMANCE.

Mr. Robert Kirk, machinist at 47th street went to El Reno, Okla., last year, and while there fell for a dame. She must be some swell gal to make Bob fall so hard, and we understand that the bells will ring in the very near future.

The pigmy party thinks he is being sat on or held back. Forget it! Nothing can hold a man back but his own limitation.

The signatures of most men indicate that they are ashamed of their names.

A woman may have a poor memory, but she never forgets any of the things her husband promised he'd do for her after they were married.

Wonder if it ever occurs to the conceited chap that while he is spending his time bragging about his ability, the quiet little chap is busily earning his way to another raise in salary.

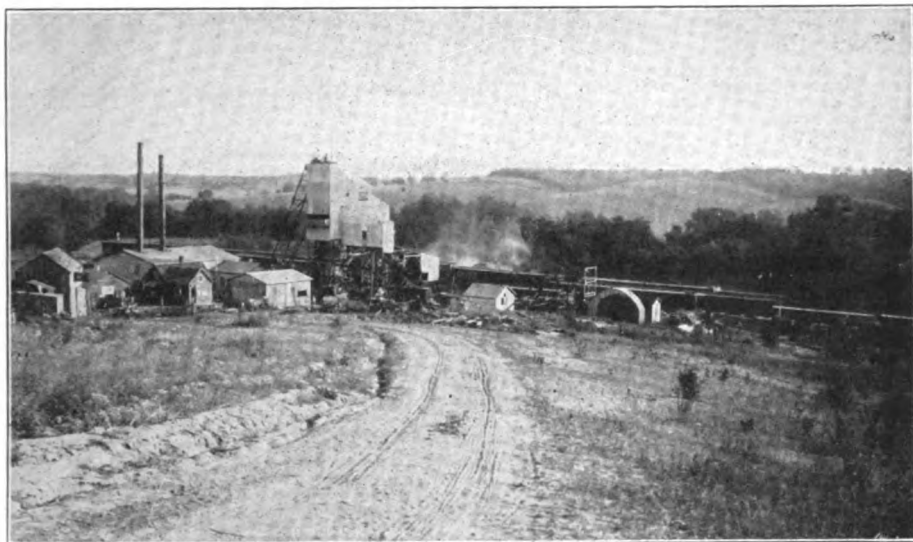
Dying for one's country is fine, but living for it is ever so much better.

It is impossible to flatter some women—they are dead.

Lake Michigan may not be so yarm as some bathers require it, but just see how wet it is.

Jerry Connell says that the general formula for being a reformer is to make people stop

THE CHARITON BLOCK



OUR MINE AT CHARITON, IOWA

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

Mines located exclusively on the
Chicago, Rock Island and Pacific Rail-
road at Chariton, Iowa, the Hub of the
Rock Island System, insuring prompt
delivery.

Give CHARITON BLOCK a trial.
It will please you.

Address

Central Iowa Fuel Company

1219 Hippee Building

DES MOINES, IOWA

whatever they are doing, and if they are not doing anything make them do it.

WONDERFUL.

Dear Sir: While going down Halsted street recently I saw a lady who weighed all of three hundred pounds driving a 1912 Fllver. You should have heard that little car groan.

J. B. F.

With the waning of July this question becomes important: When does the honeymoon come to an end—when the pocketbook is flat, or when the bride's mamma comes to pay the happy couple a visit?

DITTO.

Dear Sir: Somebody ought to start a school to teach vacation travelers something witty to say on the picture post cards they send to the people back home. I received a half dozen cards within the past two weeks with the line, "Wish you were here. Having a fine time."

F. J. O.

Here's to the gal from Arkansas,
She can saw more wood than her maw can saw,
She's neat as a mink
In her brand new pink,
She can chew more terbaccer than her paw can
chaw!

WHAT'S THE ANSWER?

Dear Sir: If it takes a four-months old wood-pecker with a rubber bill nine months and thirteen days to peck a hole through a cypress log that is big enough to make 117 shingles, and it takes 165 shingles to make a bundle worth 93c, how long will it take a cross-eyed grasshopper, with a cork leg, to kick all the seeds out of a dill pickle?

Solution of the above problem by means of algebra, trigonometry, calculus or any old way will be accepted. Address Floyd Passwater, machine shop, 47th street.

All things may come to those who wait—but they are apt to come from the discard.

Although Des Moines calls itself "the city of certainties," only the natives are certain as to how to pronounce its name. He knew the world was speeding to a future in its view,

That stars were sending signals from their stations in the blue,

But contented still he tarried, though his faith and strength to prove;

Joy put him on the rest road, but Trouble made him move!

In dreaming, violet valleys he heard swift Time's farewells,

Joy made a couch of roses and tinkled silver bells;

His faith and strength were idle, but there came a time to prove,

For millions rise to manhood when Trouble makes 'em move.

—Atlanta Constitution.

SQUIRREL FOOD.

Dear Sir: After going over your last batch of squirrel food, I take pains to answer at once, as the great issues at stake demand it. It seems that in this late day of progress that such drastic measures would be unnecessary in the elevation of one of your great men, viz: Mr. _____.

Why not drill a hole at the base of his onion and inject some gas such as used in the ascension of toy balloons? According to your item, it looks like he has considerable space in his upper story that might be filled in this way. Our derricks are all in now with the strain of lifting our fellowmen.

Yours truly,

E. U.

A GREAT GAME.

Dear Sir: A tall youth who golfs, by courtesy, at Jaxon Park has a wig-wag and swing which suggests a combination of St. Vitus, tango and locomotor ataxia. As he was teeing off with much ceremony the other day a Scotch devotee of the game remarked: "'Tis a great game! There's a mon who gets a' there is in it. Before he heets the ba' he's used every mooscle in his body except his ears."

Yours truly,

B. D. G.

CHECK FORWARDED.

Sir: The shopmen have collected 12c towards buying a pair of roller skates for Jack Tiedt, assistant machine foreman, to help him get around. Will you kindly help with a small donation?

Yours,

L. H.

It sometimes seems as if the women who care the most for clothes wear the fewest of them.

Asking Mr. Lipka, our shop authority on the war, what he thought of same, he gave us the following:

Germany.
Russia.
Austria.
Belgium.

France.
England.
Servia.
Turkey.

Read the capitalized letters up and down and you have his opinion.

WHO THREW THAT FORD?

Fred Fasold is in the hospital as the result of being struck recently by an automobile.

SECOND LOVE.

We are advised that King Kinney, former editor of Hamilton Park Krispettes, has fallen in love with the VOICE of an operator at La Salle Street station. As was printed in our column a few months ago, Mr. Kinney was also in love with a young lady he had saved from a watery grave. We would like to warn this operator as the King is very fickle.

People who take pains never to do any more than they get paid for, never get paid for any more than they do.

LOOKS SUSPICIOUS.

Brother Smith saw Brothers Schupert and White, accompanied by their future wives, out in Ogden Park after dark looking for four-leaf clovers. The stone on the finger of the future Mrs. Schupert threw so much light that they didn't even need a moon, and what is romance without a moon? Understand that Brother Jeffery, a recent convert to the cause, is giving them lessons in the art of wife-catching. We wish them all the success in the world.

THE BIG FOUR.

Messrs. Rice, Gabert, Harrington and Fasold, back-shop machinists, famously known as the "drop-pit quartette," attended the flag raising at Comiskey Park Friday, July 16th, and it is said that they helped the "Big Moose" come back with all their singing and noise-making.

Mr. James Jeffery, who was married last month, was presented with a sterling silver salad set by his friends in the back-shop.

Mr. Charles Kennedy, back-shop machinist, and Miss Mattie Hammond, of Kankakee, Ill., were married in the afternoon of July 16th. In the evening a supper was given at the Drexel Cafe to his back-shop friends. The entertainment was furnished by Bull Harrigan, the famous ventriloquist, "Barrel House" Davis did his best on the piano, and "Gesuntheit" Tragnitz gave clever impersonations as a Dutch comedian.

Mr. Daniel Dougherty was toast-master, and Hugh McClory served as best man. The festivities went on until early in the morning, and it was noticed that quite a few of those who attended were on the missing list the following Saturday. Mr. State looked in for a few moments and wished the bride and groom the best of luck in their long journey. "Buttermilk" Lemm was on hand to take Mr. McClory's place in case of any mishapening.

The back-shop men all wish the happy bride and groom the best of luck and happiness and contentment.

BE A MIXER, BUT DON'T GET MIXED.

Mr. E. B. Smith, the now famous Kentucky warbler, has been off for the last two weeks with an attack of quinsy sore throat. This has kept him from many places where he was engaged to sing, and we hope he soon recovers, so that we can again hear his melodious voice.

Received at the house of Mr. and Mrs. Jerry Tauer, a nine-pound bouncing baby boy. The back-shopmen extend congratulations.

Mr. George Mankowsky is appointed round-house clerk at 47th street, effective July 2, 1915, vice Daniel Kelly, resigned.

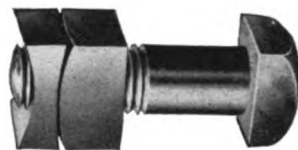
SOB STUFF.

Our own Howard Logman is kind of peeved about that article in last month's issue concerning himself and Miss Edna Renfro. Never mind, Howard, take your troubles to Jerry Connell.

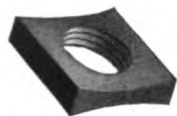
Yes, Mr. Schneider, we do think quite a lot of our Barney—thus the fuss over him. Our James is very entertaining and the trouble with

WRITE IT RIGHT!

"BOSS" LOCK NUTS



When you specify don't say "Lock Nuts"—but "Write it Right"—put it down this way:—



"BOSS" LOCK NUTS



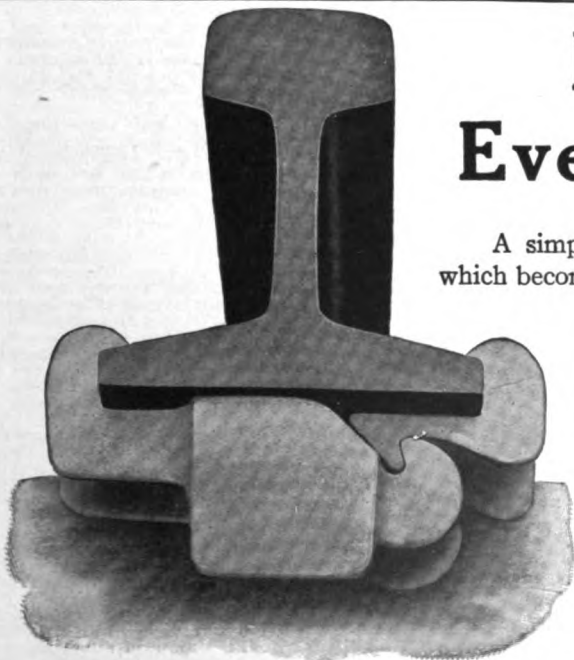
Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "BOSS" Lock Nuts annually?

BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO

In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.



P. & M. Rail Anti-Creepers

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

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

Blue Island was that they did not know how to handle him. We are willing to put him up against any timekeeper of 12th street shops for work, and are positive that he will win the laurel. As Blue Island is just beyond the bounds of civilization, they, of course, cannot realize how much this means.

Brothers Farr and Gebert, the musical members of the Gazock Local, No. 13, have received many calls lately to furnish the musical end of entertainments and parties. As they are kept quite busy they have arranged to hire a press agent and manager, and Mr. E. B. Smith has accepted the position of press agent, and anyone wishing to accept the services of Messrs. Farr and Gebert will kindly make arrangements with Mr. Smith.

A DEEP QUESTION.

Dear Sir: I dislike to write this for fear of annoying you, but the time has come when I must seek your judgment in a serious affair, the thought of which has caused me many nights of anguish, sleeplessness and days of anxiety—you understand my reluctance in writing to you regarding a matter of such singular trouble, but I felt you should know the worst and this is a matter of life and death to me.

I have not communicated my state of mind to anyone except you because of the utmost confidence I have in your judgment. I feel I am asking a great deal of you, but trust our old friendship should warrant your deciding this serious affair for me, and I hope to be able to reciprocate some time.

Please tell me from the fullness of your heart—do you think that Leo Hogan will ever buy that five-cent plug?

Your sincere friend,
FRED FASOLD.

DALHART, TEXAS, NEWS.

By D. C. Batis.

Switch Engineer, Pat O'Connor, who has been on a several months' vacation, can now be seen on the "goat."

Mrs. C. A. Peal and son have returned home and think we can assure the trainmen that their time slips will be handled in better shape, especially freight trains, as Charles has been watching time slips for No. 2 at Tucumcari to see if any overtime there waiting for connection of No. 41.

Loren Rice, son of Dispatcher Rice, returned home from Kansas City June 12th, where he has been attending school.

Dispatcher Higley and family are enjoying a visit from his father, who arrived June 16th from Chicago for a short visit.

Mr. D. L. Klingman, stenographer to chief clerk, resigned July 12th to accept position with wholesale house in Denver. He was succeeded by Miss A. R. Dwinell, passenger and record clerk, and she by Miss Mona McMeel from Meade, Kan. Mr. Klingman has been in this office since June 13, 1913, and his ability as a stenographer can never be questioned and his character is far above the average. He was liked by all who knew him and he is one whom we will miss from our force. He was presented with a remembrance from the office force and others.

Night Yardmaster Harris has been off a few nights account sickness. However, at present writing is back on duty.

Conductor A. S. Herzer and wife, Switchman A. C. Spencer and Agent A. D. Brawner attended the motorcycle races at Dodge City July 3.

Yardmaster C. C. Bradford is talking vacation. Suppose on account of this July sun and the amount of rush business.

Dick Mulvey is the new call boy, vice Paul Worley, going to roundhouse. Gordon Charlton is rounding up crews at night.

Mrs. Julian Kirven left July 14th for Kansas City visiting. Since then we have practically been short one head accountant.

HAMILTON PARK KRISPETTES.

Essanbee, Editor.

Vol. 1. No. B.
Here we are at Mile Post No. 2 and still plodding toward the goal for game. This editing business is surely full of peril. It seems

you get in hot water, no matter what grade of diplomacy one uses. Well, we hope to endear ourselves to our readers for the class of news we intend to publish in time, or just as soon as we get acquainted with the majority of criterions, that bob up which being natural, of course, even in the National Journalistic Field, to settle the question of news according to the spirit displayed by public opinion. Therefore, we hope this protocol will release us for the time to withdraw from the stage with a "Bon Voyage."

THE ROSE AND THE DINNER PAIL.

His hair is gray, and his wrinkled face
Is marked by the fingers of Time,
And his back is bent as he shovels and digs,
Or mixes the water and lime.
But there is an hour that comes each day
When, CARE, lifts her darkening veil,
And he sits in the shade of a near by tree
To open his old dinner pail.

It isn't the food he sees in it,
Which brings the smile to his face,
It isn't the sandwiches, coffee or pie
That he takes from their regular place.
It isn't the dinner that makes his eyes
Grow dim for a moment and fall;
It's a flower that lies on the top of his food—
The rose in the old dinner pail.

His hands are calloused and dirty and red,
Yet he lifts it with tender care,
And kisses it clumsily, if there is none
Close by, to smile and stare.
And he sees, with the eyes of a lover, the wife
Of his youth, whose love does not fall,
Who sends every day, with his noon-day meal,
The rose in the old dinner pail.

And when he has finished the frugal meal
He takes up his tools again,
While a smile that is tender lurks in his face
Where worry and wrinkles have been.
In the torn buttonhole of his faded old shirt
He places the blossom frail,
And wears it there, like a true knight of old—
The rose from the old dinner pail.
—By permission of Penn Publishing Co., Shoemaker's No. 27.

Miss Elma Reiners, of A. F. T. office, and our old friend Bob Black were joined in wedlock on July 17, 1915. Here is wishing them an abundance of happiness and may good fortune always shine their way. Miss Elma left the service on Saturday, July 10, 1915.

Miss Mabel Nelson has left on a leave of absence for three months' rest. We all hope to see you back soon, looking better than ever.

Miss Virginia Fox, of A. F. T. office, resigned on July 17, 1915, and no other news or clue as to the reason of her leaving. We would like to be informed further from our dear readers.

Just received a card from Colorado Springs, Colo. Party includes Messrs. Thompson, De Beauw, Ames, Whitey, Joe Stanley and wife, also the newly wedded couple, Charley Geringer and former Miss Irene Hegelund, all of which relate of splendid scenery, through the Rockies and enjoying the trip immensely among a very sociable bunch.

C. W. Carlson sends card from Muskegon, Mich., telling of the way the muskies are biting up Musky way.

Miss Carrie Hatch left on vacation on Saturday, July 24, 1915. We are guessing, where to?

Misses Helen Roche and Margaret Hamilton left for a short sojourn thru Cleveland, Ohio. Wonder if Cleveland will forget the visit of our pretty representatives?

Miss Bertha Hegelund is thinking of opening a millinery establishment, and here is wishing her good luck. We hope our A. F. T. girls will not overlook this item.

Edward R. Conrad and family left for a vacation among the town folk of Hart, Mich. Wishing them a joyful time and much pleasure.

Mr. Rathrox has assumed full charge in the absence of Mr. Conrad and you surely can get your information with full measure if it concerns interline switching.

We thought to draw the attention of our dear readers to the fire escape recently in-

Ideal Factory Sites

Offered on our property at
MEMPHIS, TENN.

where every facility for varied lines of manufacturing can be obtained—Raw material in abundance nearby—Excellent Railroad facilities—Low freight rates, are some of the reasons why.

Forty industrial institutions located on our property.

We also have homes for help and residence subdivisions.

Correspondence solicited.

**SOUTH MEMPHIS
LAND COMPANY**

73 Madison Avenue, Memphis, Tenn.

MURPHY XLA ROOFS

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

STANDARD RAILWAY EQUIPMENT CO.

New York

Chicago

New Kensington, Pa.

Some Shooting With The Double Barrel Parker Gun

At the Indian Tournament, Sandusky, O., June 29—July 2, S. A. Huntley won high general average and amateur average, 491 x 500. Woolfolk Henderson second, 488 x 500. Fred Gilbert won second professional average, 481 x 500; Arthur Killam third professional average, 475 x 500.

All of these gentlemen were shooting DOUBLE barrel Parker guns.

WONDERFUL SHOOTING.

Send for catalogue and 20-bore booklet, free.

PARKER BROS.

N. Y. SALESROOMS:
32 WARREN STREET

MERIDEN, CONN.

stalled, so keep awake, select your exit and in case of accident, fire, or other catastrophe, may we all calmly leave without any confusion. Remember the Eastland and what confusion means, so be prepared, is the only warning we can possess ourselves with.

A notable party happened on a moonlight trip recently over on the Steamer Theodore Roosevelt, which included Billy Peterson and (Friend) Edward Morrissey, Lieutenant Schaeffer, as well as the popular team, Maurice Coen and Florence Leavenberg. Good wishes, Maurice.

Jack Kelty's family we hear received an additional member lately, in the person of a baby girl. The editor wonders if the smokes were in order. How about it, Jack?

Ed. Hines, Marshall Muir, Lewis Hurwitz, the Fan Tan Comedian, and George Rauch made the trip to Minneapolis and St. Paul over the Fourth and relate many interesting stories.

A certain young lady, initials I. D., was reported to have been seen coming out of the Washington Park Palmistry Institute on June 27, 1915, with gentleman friend. Wonder what's up?

Handsome "Jawn" Clarke is very enthusiastic about his flat and the "matrimonial bill" that goes with it. He is advising all the single boys to make the jump.

Mr. Dragoo has already purchased a baseball outfit for his "New Boy," "John Morgan."

Miss Wall is still trying walking for reduction; but still appears to be in the middleweight class.

E. T. Ruthenbeck is making a very thoro study of the violin and no doubt will appear at the "Midway Gardens" in the near future.

FROM A. D. OFFICE.

Our baseball team defeated the Purchasing Agent's Office at Hamilton Park Saturday, June 19th, by the score of 8 to 7. The features of the game were long drives by Aud. Disb. team secured off the delivery of Ed. Erxleben, one-time semi-pro twirler. Unfortunately, box score destroyed by defeated team, so we cannot give the facts here, nevertheless they are true, or the card would still be in existence. Tough luck.

Messrs. Beach and McNamara spent a very enjoyable vacation this month in New York and Washington, but they are still for the "Chicago Boys."

Mr. Mason returned after a year of absence in North Carolina for his health and looks himself again. He will spend the summer at "Comiskey Park," then return to work in the fall, and we surely hope he does in perfect health.

Mr. Earl Bockwald, our strawberry blond, spent his vacation in Denver, Colo., with Charley Arens as his chaperon. Some chaperon, Earl, alias Hock der Kaiser.

Miss Lucy Frank, of the mail room, is spending her vacation in Garber and Dubuque, Iowa.

Miss B. Davis has returned from New York and reports a good time among splendid company.

Miss C. Buteau leaves on vacation Aug. 2d. Has not decided where she will spend it, but thinks it will be San Francisco, Calif.

Ralph Becktel after spending a few days at Spirit Lake, Iowa, is now fit for the big fray at Frisco. Let's all pull for Ralph to bring home the bacon.

Absence of Purchase Dept. regular pitcher allowed A. D. men to fatten up their batting averages, and the smiling face of their star first sacker, Ed. Lafaander, was missed very much. The score:

Aud. Disb.—Runs	3	8	7	0	3	*—21
Hits	1	7	8	1	4	*—21
Pur. Agents—Runs	0	0	0	0	0	2—2
Hits	1	0	0	1	0	2—4

The A. D. team defeated the Frt. Traffic Dept. Saturday, July 10th, by a score of 12 to 2, per box score below. We have lost only one game out of five so far this season to the Aud. of Frt. Traffic. The score:

Aud. Disb.—Runs	0	7	1	4	0	0—12
Hits	0	7	1	3	0	0—11
Frt. Traffic—Runs	1	0	1	0	0	0—2
Hits	2	0	1	0	1	0—4

KANSAS CITY, MO.

Rumor has it that there is an animated clandestine correspondence being conducted between one of our fair office girls and an absent office favorite who is now sojourning in the Ozarks, in the vicinity of Van Buren, Mo. File "N" went hither a few short nights ago to spend his vacation month in trying to entice the sinny tribe from its haunts and to investigate the habits and peculiarities of the bold hornets and yellow jackets that abound in that region. Frank is open and above board in all his dealings and will relate to us fully on his return everything that came within his observation while "roughing it."

Eaton Goodrich, our expert performer on the comptometer, has resigned and is going out to the coast for a few months. Eaton has not been very well lately and is going away to recuperate. We understand that Stanley S. Urie will accompany him as far as Salt Lake, where our friend Urie will stop off and visit some of his many lady friends.

MEMPHIS TERMINALS.

"Auf Wiedersehen."

July and its sweltering heat is about to get the best of us all, but we are compensated with a bountiful season of luscious fruits and water-melons.

We notice in the June magazine, Herington, Kan., says they have made several nice improvements by "painting inside and out." What kind of painting was it?

The Rock Island employees at Memphis enjoyed a two-day holiday on the 4th and 5th of July; some spent the time out of town, others picnicking and kodaking in the parks, some took river excursions or sought delight in fireworks, but Expense Clerk Joe Cottingham seems to have found the most novel entertainment in calling on a 13-year-old young lady. You know what they say about "13," Joe?

Mr. J. D. Gresham, car foreman of the E. P. & S. W. System, at Tucumcari, N. Mex., spent July 12th with Rock Island friends in Memphis.

We had regular visits from Superintendent A. E. Walker, Division Engineer A. C. Shields, Traveling Claim Agent L. E. Cato, and the new special agent, Mr. N. A. Reicheneker.

Miss Agnes McAdams (who some of the boys secretly call the "Million Dollar Doll") is doing some extra work as stenographer in the local office. We hope the work holds out some time. Miss Agnes, for you have some faint-hearted admirers.

Won't everybody push on a subscription for a hat-rack. Someone at the local office has a number of hats and no place to put them.

Mr. G. M. Bethel of Nevada, Mo., has accepted a position as trace clerk.

A young man in Little Rock wants to know how Miss Jessie Devine in the commercial office spent the 4th. Let Mr. Conway tell it—he's a good story-teller.

Mr. Pete Conroy, chief car inspector, has been half sick for the last two or three weeks. When half of Pete gets sick that's a good deal.

Mr. H. T. Chavers, disposition clerk, spent the 4th in Helena, visiting his wife, who is ill.

Miss Ola Hafer from the local office in Little Rock and Mr. Smith (?) spent July 17th with her sister in Memphis.

Mr. Timothy E. Babb, our statician, leaves on July 17th for El Dorado, Ark., to spend his vacation in the "peach" territory. Tim cautions us to be careful what we write about him for one of those "peaches" reads this magazine.

Mrs. S. M. Sowell, car record clerk, took a river trip on the 4th, and who said she couldn't dance?

Among the varied qualifications of our chief claim clerk, Julian Cottingham, is his ability as a linguist, and the following is a sample of the letters he translates:

"Dere Sur: I seild the tabel and it was in bod condishon an the railrad clames it was the falt off the pacon I am disconten. The bill 5 dollars for damage an senden you the frate bill to you as tha clame the falt arest in that case at that end off the rod; no if that is not satisfaction I will Re Turn the tabel. It is in bad



**"Here is the Answer;" in
Webster's New International**

Every day in your talk and reading, at home, on the street car, in the office, shop and school you likely question the meaning of some *new* word. This New Creation answers all kinds of questions *with final authority*.

More than 400,000 Words. 6000 Illustrations.
2700 Pages. Cost \$400,000. New Divided Page.

India-Paper Edition: On thin, opaque, strong, imported India paper. One half the thickness and weight of the Regular Edition.

Regular Edition: On strong book paper. Weight 14¾ lbs. Size 12¾ x 9¾ x 5 inches.

WRITE for specimen pages of both Editions.

G. & C. MERRIAM COMPANY, Springfield, Mass.

DAVID RUTTER & COMPANY

Plymouth Building, CHICAGO

Producers and Shippers of **PIRATE COAL**

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

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries

Grades—SLACK, EGG, LUMP AND CHUNK

Rock Island Coal Mining Company

Mines at Alderson and Hartshorne, Oklahoma

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

Coal Valley Mining Company

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

Producers of Sherrard and Matherville
Coals.

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

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

EDWARDS & BRADFORD LUMBER CO.

Coal Producers and Shippers

FISHER BLDG., CHICAGO, ILL.

All Rail and Dock Shipments

McDowell County Pocahontas, "Red Band", Splint, Hocking and Yough

5000 TONS PER DAY of Central Illinois, Indiana and Franklin County Steam Contract Sizes

"HIAWATHA" (Franklin County)

shape, the top and legges ar badly de mird so I will send you a cheek for the balens whis is 747 an the frate bill."

Lem Payne, porter at the local office for the past twelve years, is attending the colored K. of P. convention in Washington, D. C. Ernest Dotson is relieving him.

Someone heard Miss Ada Humphreys tell Operator L. C. Mitchell: "I'll tell you something if you will behave yourself." She never did get to tell him.

Mr. W. L. Stout, local agent, has taken a fancy to poultry; he now has a pen of the rare but famous Ancona chickens, and they have chicken three meals a day—that is, discussing it.

Among those who will spend vacations this summer are Chief Bill Clerk Allen C. Fowler, who will go to Biloxi, Miss.; Outbound Rate Clerk J. W. Harper will accompany him as far as Crystal Springs. Both have made the arrangements very suddenly. Inbound Rate Clerk T. S. Gillooley says he will take a vacation as soon as he finishes reading the tariffs.

Miss Georgia Hafer, stenographer, has returned to her post. She says, "Oh, how good it feels, the hand of an old friend." (Long-fellow.)

Miss Gertrude Green, formerly a stenographer with the Rock Island in Little Rock, and who left the service to live in Denver, Colo., on account of ill health, spent several days in July with Miss Hafer.

If I am weak and you are strong, why then, why then

To you the greater deeds belong, and so again If you have gifts and I have none,

If I have shade and you have sun,

'Tis yours with free-er hands to give,

'Tis yours with truer grace to live

Than I, who giftless, sunless, stand with barren

life and hand.

MISSOURI DIVISION.

R. R. Potts, agent at Eldon, spent June 18th and 19th in Chicago.

Conductor S. P. Combs and wife spent a few days in Keokuk this month visiting relatives.

Conductor B. Coulter and wife are spending a month in Colorado.

Miss Jessie Pringle, clerk in the trainmaster's office at Trenton, spent a couple of days in Cameron, visiting her uncle, Mr. J. M. Pringle, agent at that point.

Miss May Trumbull, daughter of Conductor R. B. Trumbull of Kansas City, left June 20th for a trip through the East. She will visit at Washington, Philadelphia, Buffalo and New York before returning.

Conductor H. H. Boylan suffered a painful injury on June 18th. He is now able to be out again.

Engineer R. W. Silvers and wife made a trip to Rochester, Minn., last month.

J. R. Sloat, machinist at Trenton, injured his right arm on June 22d, laying him up for several weeks.

Engineer G. G. Hoffman, wife and family, are visiting relatives at Boone, Ia.

Mrs. J. L. Norton of El Reno is visiting her parents at Trenton.

W. H. Plum, agent at Edgerton Junction, with his family, is spending a month in Colorado.

We have received advice of the marriage of Section Foreman George Bailey of Letts to Mrs. Mamie Roberts of San Jacinto, Cal., which took place on June 30th.

Mrs. W. E. Winter and two sons, family of B. & B. Carpenter W. E. Winter, left July 6th on a western trip. They will take in the San Francisco fair before returning.

Miss Sue Hume, stenographer in the superintendent's office, spent July 4th and 5th at Davenport.

June 27th we had a very serious accident at Platte River, Mo., a station east of St. Joseph. Trains No. 93 and No. 98 met on the main line at that point, resulting in the death of Engineer L. A. Askew, Fireman J. B. Forester, Brakeman I. B. Berry, and the serious injury of Engineer W. A. Stuart. Engineer Askew was recently married and resided at Trenton. Fireman Forester and Brakeman Berry were single men. At this time hopes are entertained

for the recovery of Engineer W. A. Stuart, who is now in a hospital at St. Joseph.

MECHANICAL DEPARTMENT NOTES.

Engineer "Squire" Mee and wife of the Kansas Division were very welcome visitors at the shops at Trenton Monday, July 12th. He took advantage of the temporary washout.

Fireman John Patnoe has just been promoted to the position of fuel inspector. We are all glad to hear of John's promotion, and wish him the best success in his new field of work. John is going into it with a vim and can't help but make good. We are very fortunate, however, in still having him on the Missouri Division with us, with headquarters at Trenton.

Mr. J. H. Milton, master car builder, was a welcome visitor at Trenton Saturday, July 10th, and Mr. F. Walsh of the Galena Oil Co. was a visitor at Trenton on the same date.

We are all glad to see Mr. Jeff Sloat back to work again after having been off three weeks with an injured arm.

Mr. Fred Wallace has been promoted to the position of Roundhouse Foreman at Trenton, vice Mr. L. C. Neyer, resigned.

We are having all kinds of excitement in the mechanical department of late, having organized two fire drill teams, one in the roundhouse and one in the car department (days), and a team in the roundhouse (nights). Captains, assistant captains, nozzle men and hose men have been assigned, and they are up on their toes waiting for the first call. There is going to be a certain amount of rivalry and competition between these three teams to see which can put up the better performance. Suggestions are offered that when anyone who is not a member of the team hears the fire whistle blow that they get in the clear.

Mr. Harrison McRae, timekeeper, has returned to work after a week's vacation in Tennessee.

ELDON, IA., NOTES.

Conductor G. E. Weaver taking vacation and spending it in the "hay" at Woodward, Okla. "Took his wife to the country with him."

Trainmaster Hawk is a busy man. Oh, you Dakota Division.

J. A. Bundy, yard clerk, has been in Oklahoma hunting. Reports hunting very poor.

Business good. All the boys back on the board and wearing smiles and overalls.

Conductor Gabbie Gaskings has a pair of "ice cream pants." He is the lion of Eldon now—especially since his wife went to Omaha and left poor Gabbie broke.

Popular baggageman, "Greasy Dick," suffering from a serious malady. Dick claims can't trust the girls nowadays.

District Special Agent McGrath was a business visitor at Eldon first part of the month.

Switchman Glasgow is happy. Why? "Wife home from the country?" "Correct; go to the head of the class."

General Foreman Nachtrieb has been accused and convicted of "hocking der Kaiser." The seat of the war is transferred to the extreme west when Master Mechanic Harris marshals the "bloody limejuicers" at Eldon and General Foreman Nachtrieb charges him with Krupp artillery words and "square heads." After Mr. Harris retreats to Trenton, the German flag again proudly floats over the face of Nachtrieb.

NEBRASKA DIVISION.

By M. B. K.

We are glad to see W. A. Jourdan back in his old place switching at Belleville.

Miss Ethel Woodward, messenger in the telegraph office, is now enjoying her vacation visiting friends and relatives in Norfolk, Neb., and other towns.

Miss Ethel Nagle is relieving Miss Woodward. Wire Chief Corp has just returned from a vacation spent in Ohio.

Frank Kristufek is wearing a broad smile. Cause—a little daughter born July 10th.

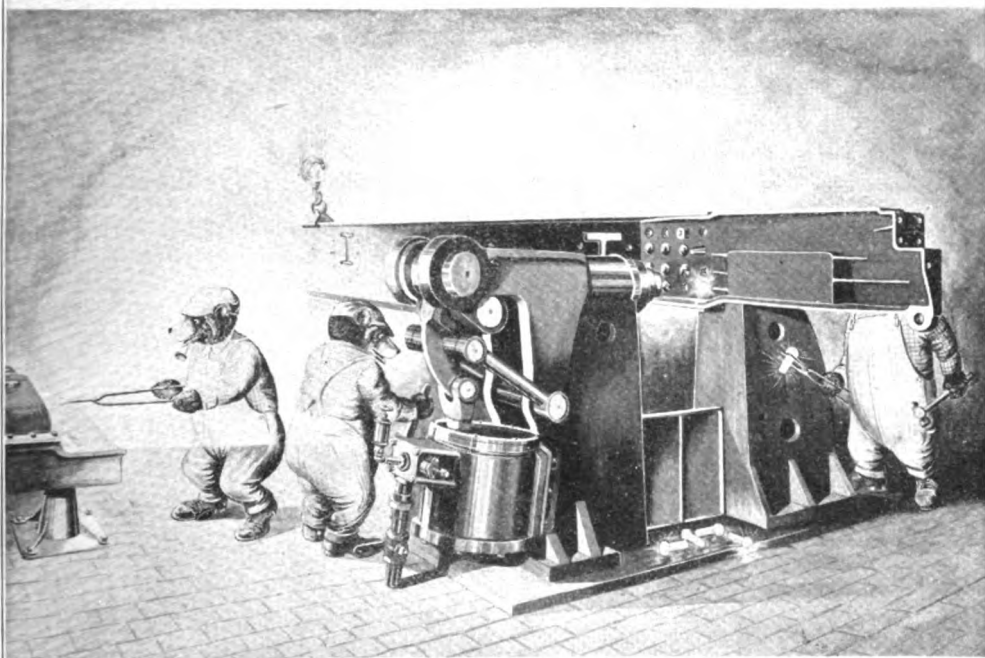
C. E. Kopisch has been in Sabatha for two days on business. Such a lonesomeness (?).

Engineer C. W. Laird spent a few days in Michigan the first part of this month.

July 3d, Sells-Floto circus paid Fairbury a visit. There were many other out-of-town guests here at the same time.

Riveting

Bettendorf Center Sill Ends



The Bettendorf Company
Bettendorf
Iowa

Ross Gowdy is now working a dispatcher's trick and has brought his mother to Fairbury to keep house for him.

A. B. Corbet and wife were Mankato visitors the latter part of June.

Car Inspector Lemmon and wife were in Belleville the latter part of June.

Operator Cochran is spending his vacation in Colorado.

Mr. and Mrs. Croft of Scandia are now on leave of absence, spending their vacations in Pennsylvania.

Platform Foreman Eble is moving his family to Fairbury from Beatrice.

Section Foreman W. S. Newton and family are making an extensive western trip.

June 24th Section Foreman D. and T. E. Clark were called to Ottumwa, Ia., on account of the death of their sister. They have our sympathy.

Engineer W. C. Crawford and wife were called to Kansas City July 17th.

C. L. Brown is relief agent at Scandia.

Assistant Chief Dispatcher F. Felden of El Reno spent a few days in Fairbury the middle of July.

PEORIA.

GRANT STREET CROSSING.

Not much news this month. Things all around about as usual. Business seems to be picking up. The passenger department picked a few nice puns this month. July 8th, the Knights of Knosam to Ashbury Park, N. Y.; July 15th, the Shriners to Chicago; July 20th, the Leukem's Slinging Society to Lincoln, Neb., two sleepers; Aug. 9th, Peoria Life Insurance Co. to Yellowstone Park. I think this is doing well when there is so much opposition. The depot ticket office doing fine. The people generally go there when taking a train on the Rock Island. At the freight house all seems to be busy recovering and shipping freight. Nothing new on the slate. Nothing new at the yard office and roundhouse. Everything seems to be lovely.

Wm. Baumbach, switchman with Dun Clancy, has been laid up several weeks with throat and other troubles, and is improving and hopes soon to be back at his work. Wm. Lefron with his crew is very busy repairing cars. Says he is as happy as a clam, as he has something to work for. I read a letter the other day asking about some of the oldtimers and wanted to know how I remembered so many of the old officials and employees. My answer is this: I was very young when I was born, and commenced to work for the Chicago & Rock Island road before I had any whiskers, and when I quit the road the first time I had plenty of whiskers, and them days there was not so much going on and we had plenty of time to remember who we were working under.

Denny Smith has not had any bad dreams of late but is expecting some as boiled cabbage and dilled pickles are getting ripe.

THE MONTHLY MUDDLE.

Published at 20th St., Rock Island, Ill. MOTTO: "WITHOUT FEAR OR FAVOR, WITH FOOLISHNESS FOR FLAVOR." Ed. Meehan, Muddler-in-Chief. "Cully" and "Mac," Ass't Muddlers.
Vol. 1. SATURDAY, JULY 31, 1915. No. 4.

"MUDDLETORIAL."

We have attacked the laborious (?) task of gathering materials for the publication of this, our fourth number, with renewed zest. We feel that we have been endowed with a new lease on life and we write this as well as the succeeding literary gems (???) with the greatest élan. The reason for this spontaneity of excellent spirits, dear reader? Ver-ree simple. We have been criticized! Yes, it is true! We have been figuratively slapped upon the muddletorial wrist, our muddletorial policies have been more or less severely denounced and we are overjoyed to state that this knowledge has come to the muddletorial ear. As we stated in the preceding muddletorial, we have no desire to make enemies, but we do desire to make a success of our venture into the realms of jour-

nalism (?), therefore, when we are criticized, we feel that we are attracting attention, which is one step toward success. We feel deeply grateful toward our critics. Perhaps later on we may inspire some of them to write a hymn of hate about us.

We do not care for praise or adulation, indifferent are we to commendation, But our pulse will race when life seems but a bore

If at us some critic will commence to roar.

The first thing we want to announce with great gusto is that our old friend and co-worker, G. S. Hubbard, quite recently became the father of another bouncing boy, the third one, by the way. We extend the congratulations of the entire office staff. Now, Hub, don't you think a sister would have a rather softening influence on those boys?

On July 25th we expect to play the C. R. I. & P. freight office team of Peoria at the Water works park, Peoria, Ill. We would like very much to show them up and will say to all our friends that in the past we have done this very thing. If plans mature as our aviators and mechanicians state, we see no reason for not coming home with our canteens filled, knapsacks replenished and our hospital corps overburdened with dead soldiers. Capt. Nelson reports the artillery in first class fighting condition.

Edward Johnson recently purchased a flashlight. Ed is night watchman and, believe us, the "bo" who gets away from Eddie is some "lucky guy." "Sa-a-y, you-u-u, get out 'er there; I go call Gruby."

Bernie Hammill, formerly of the dispatcher's office night telegraph force at 31st street, went to work at "VN" Davenport office July 12th, relieving Wilson, who takes third trick wire chief, McKay going on second and Brennan relieving Hasselman, who, we understand, is off on his vacation. Bernie, who was forced to take a leave of absence account of poor health, we are more than pleased to report is now looking like a new man. He advises us that his weight has increased 20 pounds since he left. Understand that after his advent in Shelby, Mich., the price of fresh eggs and pure milk were materially increased.

Our old friend, Mr. Litten, first trick on the Peoria branch, put all railway cares from his mind about July 10th or thereabouts, and, while we have no inside information as to his destination, we will wager a jitney smoke that it is some place where a fishing rod and a spoon hook can be used. Mr. Litten is a real fisherman. We went fishing with him once. It's a blamed sight farther coming back than it is going, eh, W. O.? However, our piracy with the hand car helped some.

Mayor "Big Billiken" Thompson's special train enroute to the two expositions reached Rock Island about 8:30 p. m., July 16th. The mayor and quite a delegation of city officials greeted him and his party at the 31st street station. Mr. Thompson is riding on the high tide of popularity at present. We confess to an admiration for the man and his methods and can wish him nothing better than that he may always deserve his present popularity.

J. H. Rouse, ticket agent, Davenport, left about July 10th with a large delegation of Shriners for the coast convention. Mr. Rouse goes as a delegate this time. He most assuredly can bank on a most enjoyable trip. We hope he has a good time.

To digress for a moment—we have just noted that the date of Don McLeod's illness was July 15th, and we cannot forbear to remark that, as per Wex Jones, the 15th day of the month and illness are "historic affinities."

The American Amusement Co., a carnival outfit, was permitted by the city authorities to block 21st street, between Third and Fourth avenues, Rock Island, during the week ending July 17th. We were the proud (at first) possessors of five passes good for twelve shows each and labelled, "Nothing Too Good for Our Friends." We went to the carnival and, after reading the above caption again, concluded that the obvious meaning of it was not the proper interpretation. We decided that "Nothing" was the proper word all right, but were fully convinced that we must have been regarded as

CRECO BRAKE BEAM

*The Beam
That Never Fails
in Fair Service*

**CHICAGO RAILWAY
EQUIPMENT COMPANY**
CHICAGO

"The World's Brake Beam Builders"

EYESIGHT is man's most valuable possession.

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

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

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

F. A. HARDY & CO.

JOHN H. HARDIN, President

10 S. Wabash Ave., CHICAGO, ILL.

PIANOS-PLAYER PIANOS *Factory to Home*



\$110⁰⁰

BY MY PLAN

of selling direct from factory to home. I can save you from \$110 to \$200 on my celebrated **Evans Artist Model Pianos**.

Two to Four Years to Pay

The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience.

All middlemen, jobbers, dealers and agents profits cut out. No charge for salesroom expense for my office is in my factory. These are some of the reasons why I can sell the **Evans Artist Model Pianos** for such little money. Let me send you the other reasons. Write today.

30 Days Free Trial

We allow all freight charges, let you use the beautiful **Evans Artist Model Piano** for thirty days free. If you are not entirely satisfied, we will take it back without any cost to you—you are the sole judge to decide. If you want to keep it, you may do so on our low factory wholesale price on most convenient terms.

Free Music Lessons

To the first customer in each locality we will give a two years course of piano instruction free. Ask about our insurance plan and our method of saving you money. Write today.

F. O. Evans Piano Co.
Dept. 66 Chicago

SEND THIS COUPON TODAY
Name _____
Address _____
City _____ State _____
F. O. Evans Piano Co. Dept. 66 Chicago
Please send me your wholesale price list and catalogue of the Evans Artist Model Pianos.

Rock Island Standard

Uniforms and
Caps

have been furnished to the satisfaction of everybody interested for the past fourteen years by



J. H. Hirsch & Company
CHICAGO

M. F. BIRK, Manager

bitter enemies. By far the best feature of this carnival was our collection of \$164 from the manager to move them from here to La Salle.

But, cheer up, fellows. We are to have a real show in town July 24th. Ringing Bros. will be with us then. 'Nuff sed.

Art McLeod was off three or four days the fore part of the month on a barnstorming tour with Doug. Fairman's baseball team of Rock Island firemen. We note by the papers that the team won one game out of four played. Art did not report to us, however. Hence the dearth of sidelights on the contests.

Personally, we do not mind defeat. We are getting used to it. We play left field for the Central Presbys' in the Twilight league and have won one game out of five or six—we have lost count. Anyway, we have fielded 1,000—they haven't knocked any in our direction.

— all of which were responsible for making Krispettes such a conspicuous success. —KING KINNEY in his farewell letter in July Mag. We wonder if the staff of THE MUD-DLE will ever feel inclined to give themselves such a loving pat between the shoulder blades.

STUNG!

(By MAC.)

How did it happen? That's the puzzling question.

I'm at an utter loss to find a reason. I must have had a sudden brain congestion! To pull off such a stunt were worse than treason!

I suppose you've heard of honest ticket agents? You've not? Well, they exist, e'en tho' you doubt it.

They don't advertise themselves in gorgeous pageants, They're honest, but they don't say much about it.

No doubt you don't think very much of railroads.

Perhaps regard them all as highway robbers. Believe they're grafting money in large drayloads.

Denounce them for a bunch of crooks and jobbers.

But, even so, why blame the ticket seller?

Why rob HIM, then deny it if he hollers? YOU don't? Well, one guy with a streak of "yeller",

Stung ME the other day for five good dollars!

SILVIS NEWS.

Mr. Walter L. Schneider, now employed as boiler maker at this shop, has been appointed insurance inspector with office at Chicago, having jurisdiction over stationary power boiler inspections. We all wish Walter the best of success in his new field.

Mr. J. E. Brown, better known as BUSTER, is spending his vacation with his family, camping on fine spot east of Port Byron on the old Mississippi. This is the kind of life Buster likes.

Boiler Shop Clerk J. W. Wynn and family are spending their vacation with relatives at Lincoln, Nebr.

Foreman Fred Fearhelley didn't forget the smokes on his return to work after the 4th of July. A baby boy was welcomed at his home the 4th, he says, and Fred is now a very proud father of a girl and boy to make life worth while.

Machinist George Downs was called home to Vinton, Ia., the latter part of June, due to the death of his father. George has the sympathy of his fellow workmen.

Silvis shops have some fishermen when they have cleaned out the Hennepin canal, they switch over to the Mississippi. They say the dam is a good place for channel cat.

Our chief electrical engineer, J. H. Edwards, has followed the same footsteps as many of us have taken. He was married to a girl from Avoca, Ia., and from there spent their honeymoon touring California, taking in the San Francisco exposition, Cataline Islands and Mt. Lowe. Cigars were promptly distributed on his arrival back.

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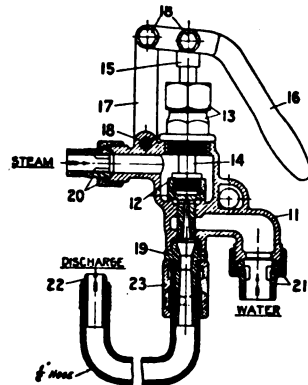
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The Silvis shops have a baseball team that wishes to challenge any other team on the system. For further information consult Mr. W. S. Murphy, manager, care of Silvis shops. Mr. W. J. Toller, general mechanical superintendent, visited Silvis shops July 9th. Machinist Apprentices Edwin Hoag and I. G. Morgan have just returned from a month's vacation touring Yellowstone Park and report a fine time.

TOPEKA.

By Miss Nell Burleigh.

Mrs. B. P. Souders returned the 5th of this month from a two-weeks' visit with relatives and friends in Colorado Springs, Colo.

Miss Lila Yonkers, Rock Island telephone operator at this point, spent a two-weeks' vacation the latter part of June and the first of July with relatives in Chicago.

Miss Nell Hoar, stenographer in the law department, spent the 3d, 4th and 5th of July in Kansas City with friends.

A. Lusk, Rock Island local agent, spent the 4th and 5th of this month in Greensburg, Kan., visiting friends and looking after business matters.

Mr. and Mrs. C. F. Real left the 16th of this month for Colorado points to spend a ten-days' vacation. Mr. Real is chief clerk at the local freight house.

Mrs. C. W. Miller and son Kenneth spent the month of June and the forepart of July visiting relatives in Homestead, Ia., and Trenton, Mo. Mr. Miller is clerk in the passenger department.

Mrs. Demoiné Burleigh went to Kansas City the 10th of this month for a short visit with her mother and sister. Her mother, Mrs. W. W. Bonnell, accompanied her to Topeka, to make her home.

Miss Mildred Lusk, daughter of Mr. and Mrs. A. Lusk, spent two weeks in June visiting at Caldwell, Kan., her former home.

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Capital Stock		\$800,000.00
Surplus and Profits		353,357.86
Circulation		1,163,300.00
DEPOSITS:		
Bank	\$1,665,349.70	
Individual	4,744,888.54	
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Condensed Report to Comptroller, December 31, 1914.

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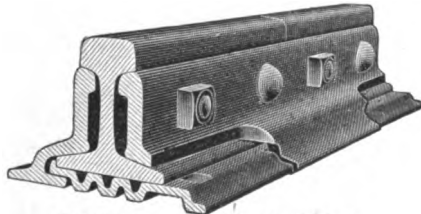
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