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THE CAR FOR COMFORT

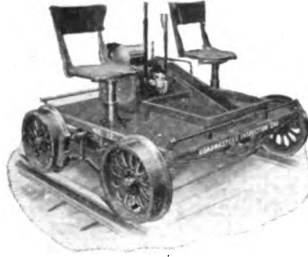
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When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

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 60,000 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

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

JANUARY, 1915.

No. 7

HOW TO BRING BACK PROSPERITY

(Copyright 1914; by The Hotel Sherman Company.)

Editor's Note: Joseph Beifeld, President of The Hotel Sherman Company, Chicago, who has been a highly successful manufacturer and merchant, has recently issued and circulated a pamphlet entitled "How to Bring Back Prosperity." Mr. Beifeld's appeal is from one business man to another and throughout the article one can see the great study this business man has given the situation. That Mr. Beifeld should be commended for his great work is the unanimous opinion. We have secured the author's permission to reproduce excerpts from his pamphlet and are sure the entire subject will be interesting to our readers.

THE UNDERLYING TROUBLE.

"The railroads are hard up. Therefore they do not spend the money they should. The lack of new capital prevents their making many needed improvements. Between this and reduced current expenditures the effect permeates all down the line from manufacturer to jobber to retailer and finally to the working man.

"The remedy for this condition is to allow them the freight rate increase they ask for.

THE MARGIN OF SAFETY.

"In addition to federal supervision the states individually have taken a hand in regulating the railroads. Likewise the states have soaked the railroads good and plenty for taxes—the idea being that the more a state gets out of the railroad the less it will have to ask in direct taxation. Votes, you see, usually accrue to the party that keeps down the direct taxes. People overlook the fact that the more they tax the railroads the more they tax themselves—for the people own the greater part of all railway securities.

"All this activity of the different governing bodies has added great expense to the railroads. Wage increases have gone on apace. But the revenue has been steadily cut by reductions in rates. The railroads have passed the margin of safety between income and outgo.

"The number of employes is reduced wherever possible. Buying of supplies is curtailed. Improvements are tabooed. Dividends are cut. Thousands of small investors suffer reduced incomes. Thirty railroads are now in receivers' hands. Others are passing dividends while some pay dividends out of surplus that should go for extensions.

"The rich feel the effect as well as the poor. Passing of dividends and default of interest reduce incomes for the well-to-do. This brings curtailment of expenses, often rigid economy. Servants are laid off. Purchases at shops and stores are cut down. Bills are allowed to run. Building and business investments are refused. All this helps to cause dull business."

WHAT BECOMES OF THREE BILLIONS REVENUE.

Forty-four cents of each dollar received is paid out in wages. About twenty-five cents more goes for supplies. The total of these two items for a year is over two thousand million dollars. Think of the vast purchasing power of that amount. When a universal policy of retrenchment involving such a fabulous sum is adopted the effect is bound to extend to every branch of business.

Taxes now take $4\frac{1}{2}$ cents of each dollar gross receipts. The railroads are the greatest taxpayers in the country. Their taxes have been going up by leaps and bounds. One road this year is paying over 7 per cent of its gross revenue in taxes.

Rents, imperative improvements and depreciation of equipment eat up $8\frac{1}{2}$ cents more. Interest on funded debt requires over 13 cents. There remains for dividends to shareholders between 4 and 5 cents. Part of this must be retained for surplus with which to meet the demands for expanding traffic on present lines. This year dividends must take another drop as the railroads at the end of the current fiscal year show net earnings of \$130,000,000 less than those of 1913.

There has been considerable agitation about over-capitalization — watered stock. Would-be specialists aver that if we squeeze out the water the railroads can make money. For the moment grant that there is ground for this operation. Who will suffer the consequences? Thousands of our fellow citizens who invested their hard earned money to protect their families and their old age. The manipulators responsible for giving the "water cure" where this was done have long ago taken out their profits. They have unloaded on the public. Few actual shareholders now are in any way to blame for present conditions.

INVESTED CAPITAL AND OWNERSHIP.

When we bear in mind that the railroads are owned by the plain people of the United States, a different attitude can be assumed to this great industry. There are about one and half million individual holders of railroad stocks and bonds, with an overwhelming proportion of them our own countrymen. One million more own stock in corporations depend-

ing on the railroads. For the most part they are folks in ordinary circumstances. Many in fact are widows, orphans and other dependents who rely on interest and dividends for support. The average income based on the records of one railroad is about \$600 a year—not a very extravagant living for a family. The security holders also include insurance companies, savings banks and other institutions representing as trustees the reserve funds of upwards of fifteen million people.

BREADWINNERS FOR ONE OUT OF SEVEN.

Nearly two million are employed by the railroads. About one million more work for industries directly dependent upon the railroads for business.

Since the average family consists of five persons, some fifteen million people look to the railroads for their daily bread. Railroad prosperity then vitally affects one out of every seven of the country's total population.

Selling transportation is like any other business. Success requires a fair profit. Without a profit the railroad fails. When outgo exceeds income the road wipes out its profit and runs at a loss. To prevent this, rigid economies must be enforced. That is the situation today. Cutting down expenses means laying off men and curtailing the supplies, which in turn compels laying off more men employed by the supply firms.

Loss in wages and reduction in supplies while serious enough in their relation to general prosperity are but part of the damage.

Vast improvements are needed. Extensions should be added to develop important sections rich in their resources. Steady increase in traffic requires more locomotives, rolling stock, trackage, terminal facilities and other equipment. All of which requires a large outlay of additional capital.

Where to get that capital is now a problem that defies solution. Net earnings are steadily going down. They are already so small that dividends rates are now below the market value of money used in other fields. Railroad credit is therefore undermined. Great projects for extension and betterment are postponed. The multitude of workers are denied this chance of employment. Material concerns are paralyzed until nor-

Remember also that the railroads return to the people in wages, in purchasing supplies, in taxes, rentals, interest or dividends nearly all the money they receive. It is safe to say that out of the dollar paid by each individual for the 5 per cent increase all is returned but a few cents. The additional wages and profits made possible by the five times circulation of that dollar will return these few cents plus a large bonus from the increased business activity everywhere.

(Signed) JOSEPH BEIFELD,
President, Hotel Sherman Co.

Not valid as evidence in any court of law. All claims for damages must be presented within twenty-four hours after receipt of this copy.

THE CREDIT AND INCOME OF INDUSTRIES AND RAILROADS AFFECTED BY EXISTING EMERGENCY

Address Delivered at Saturday Night Club Banquet, Topeka, Kansas, November 28, 1914, by E. L. Copeland.

Character building is the silent occupation of every man as he plods along the pathway of life, and its close companion is Credit. This simple word, Credit, has a tremendous meaning; it can be caused to grow to an unlimited degree or can be circumscribed in a very small circle and become valueless. The existence of our commercial life is founded upon Credit, as over 95 per cent of all business is carried on by various forms of Credit, in the shape of checks, drafts, bills of exchange, acceptances, bonds, certificates of stock, etc.

The foundation of a strong character is truth, honesty, integrity, and uprightness. These same virtues must obtain where Credit is strong. The whispered word of the gossip or newsmonger will oftentimes cause Credit to disappear, like the dew of the morning, but in time of distress or when a real test is needed, it becomes a veritable mountain of strength. Confidence is its true friend, and arm in arm they traverse the country over, ever mindful of the necessities and needs of humanity.

Income determines the degree of Credit established or maintained by an Individual, Corporation, State, or Nation. Income is the phantom angel that incites every man to place a dollar sign on every act and thought. Income is the goddess before whom we kneel pledging our life and honor. But the real value of Income is the good that can be accomplished by its *use*, not its worship.

The recent act of Congress to tax the people was for the express purpose of increasing the Income of the nation and to protect its Credit. Why did not the wise heads at Washington issue bonds and thereby place the burden upon posterity and relieve the present situation? For the very reason that an emergency existed—bond market restricted, rates of interest high, the country in an abnormal financial condition. A bond issue would have affected the Credit of the outstanding bonds.

Now, if this condition is serious for the government, with so many avenues of redress, how about the corporations financed by private capital? If the government must establish unusual methods to protect its Credit in time of distress, should not the regulating commissions adopt emergency methods to assist the struggling corporations to maintain their Credit? The Income of the railroads has been reduced, cause by increased cost of material, labor and regulation expenses, and the natural consequence is the injury of their Credit by the decrease in value of outstanding securities.

If the commissions do not deal fairly with the railroads and allow them to meet every emergency as a matter of protection, they not only cripple the corporations, but will bring serious results to all industry and especially that of agriculture. The transportation companies must have equipment to handle the crops without congestion.

This great country of ours, called "Land of the Free and Home of the Brave, has always declared to the world that ownership meant control and disposition of property, but the advanced thought by commission does not mean that to the owner of railroad securities. The man who buys railroad bonds and stocks must permit another man who does not own a dollar of its value to dictate the regulation of the property. This, it is said, is because the railroad is a quasi-public corporation.

How can a general manager prepare a budget in the face of legislation which may cause an increase in operating expenses—like the one in New York state, which cost the Pennsylvania company \$850,000 a year for a useless expense on a Full Crew bill.

The conflicting laws of each state, to an interstate road, are very embarrassing. The laws of Arkansas require fly screens in the windows of coaches to keep out malarial mosquito, while Oklahoma forbids them. One state requires electric

headlights, another forbids them; one state assesses valuation for taxation; another valuation for freight rates. All this expense of regulation comes out of the income already depleted, and thereby seriously affects the Credit of the railroads. They cannot borrow, at reasonable rates, with impaired Credit.

Mr. William C. Van Antwerp, New York Stock Exchange Governor, recently stated that the Interstate Commerce Commission had failed to grasp the emergency situation and help to restore the Railway Credit. He said they had performed good service in public safety, public right to equal treatment and uniform accounting, but had failed to maintain an unimpaired Credit while making these changes, thereby proving to be inefficient. And, in this condition, the railroads unable to furnish the funds and handle the transportation industry to meet the public demands, clearly showing that to maintain your Credit your Income must be sufficient to meet such demands.

The people's money, now invested by the savings banks and insurance companies of the east in railroad securities has, in the past, been considered a proper investment because of the Credit maintained by the railroads, but now, with expensive regulation and high cost of operation, their Credit is impaired and their securities affected; and what a loss this condition is liable to cause!

The politicians, near statesmen and newspaper writers who are trying to regulate the railways, the industries and banks are surprised because their various plans are not accepted promptly and given a trial. This condition reminds me of the story of the dog and rabbit.

"A man who boasted of the qualities of his hunting dog was somewhat crestfallen when he failed to catch a rabbit after a hard chase. A neighbor twitted him about the dogs, whereupon the owner of the dog replied: 'Don't be hard on my dog. Remember that the rabbit was running for his life and the dog was only running for a meal.'"

It is, perhaps, unnecessary to say that "the railroads are running for their life."

I might add, without embarrassment, that the secret of success so far maintained by one great industry has been in its splendid and ideal method of financ-

ing the property followed by its efficient and able management. When you can build a great property and bond it for less than one-half of its value, and then have its stock issued for an amount less than the bonds, still leaving a good working value unpledged, you have accomplished an unusually stable condition, especially when the bonds are carried at a low rate of interest, and a fair dividend paid on stock only when earned.

The gross Income of an industry does not determine the ratio of profit in the year's business, but the net income shows the gain. The comparison made with the previous year's business develops interesting information of vital importance. It is an index to the growth of the community, the general prosperity of the people, the increase or decrease of crop productions, and the information needed to decide whether a constructive policy should be adopted for the coming year or whether expansion should be prevented and a conservative policy adopted.

In the Federal Income Tax Law the government does not ask you to pay a tax on your gross income, because such a tax would be too burdensome and would, perhaps, injure the Credit of the individual, but in preparing your income statement for the government tax, you are permitted to deduct the expense of operation of business, taxes, losses and bad debts, interest paid on borrowed money, dividends received from corporations also paying a tax, taxes paid on your bank stock by the bank, leaving an actual or net income on which you must pay a normal tax. This amount is your living income on which you can afford to pay, because the exemptions are fair.

The amount of money invested or the cost of the property does not determine its value, but the income received or produced in the use of that property creates the value. So many people have the idea that the value of a property lies entirely in its cost and not what it produces by its use.

The question before us tonight is not what the management of the railroads has been in the past, not whether the Interstate Commerce Commission has ruled properly, but whether the war in Europe has put the entire business of our country in such a position as to threaten the life of our greatest indus-

tries, which are today being protected by taking advantage of the legal act called a moratorium—a delay allowed in the payment of maturing obligations because of an emergency.

Sir George Paish, assistant to the chancellor of the exchequer, recently reported when in this country that the net debt of the United States to Europe amounts to \$600,000,000 yearly, one-half composed of interest and dividends, one-third to tourists' expenses, and the balance miscellaneous, from imports, premiums on insurance, et cetera. The sum more than offsets the balance in trade of \$500,000,000 due us. Heretofore they bought our securities instead of demanding gold. Since the war we have paid \$180,000,000, and this year, to date, we have paid \$300,000,000. No other country could have done so.

Now, with \$6,000,000,000 of our securities abroad, what can be done? How important it is that we employ the best methods possible to protect the Credit of our great business institutions so that the future will reap reward rather than misfortune. The opening of the New York Stock Exchange will, no doubt, cause the people of Europe to flood the market with American securities and thereby cause the quotation of prices to drop to a surprisingly low value. If this is done, what will prevent the disaster which will follow among the savings banks, corporations, trust companies, life insurance companies, etc., which are holding millions of such securities.

The Federal Reserve Banks, just opened, may help our commercial situation. Their main object is to establish confidence in the banking system and to recognize real Credit. They will buy and sell government and municipal bonds, but their main investment will be the re-discount of commercial paper for the member banks. In the past, a merchant's Credit was established, and he was allowed to borrow a certain sum to handle the discount of his bills or to tide over a period of depression, and it has been quite impossible for him to borrow more, even though his business demanded. The growth of a business causes a firm or corporation to need additional money, the actual capital being too small, and they become heavy borrowers. This law allows the loaning of additional money

for legitimate trade, but not for permanent investment or speculation in real estate, but for loans on commodities or for manufacture. The strain on the banker is relieved, as he will always be ready to take care of his customers and patrons on all occasions, no matter what the emergency may be. For instance, at the time of moving crops or buying goods for fall or spring trade, all short time commercial paper can be re-discounted if Credit is well established.

The Reserve Banks will solve the panic problem. It is a harbor for the banks when storms prevail; it creates confidence and that causes stability. The merchants want money to buy goods at a certain season; the grain man wants to buy wheat—his note for thirty days can be re-discounted. The protection given to the people's money now deposited in the local banks is of great value because of the bankers' ability to prevent a scarcity of money. Reserve Banks act as fiscal agents of the United States—buy and sell United States bonds, state, county and municipal bonds and foreign bills of exchange.

If, in the past, state officials have passed the railroad securities as good investments for savings banks and insurance companies, why should the government cast a stone against such securities now by not permitting the Reserve Banks to buy and sell such securities, when the government assumes the regulation of such properties?

In the readjustment of our economic condition, I would suggest a Federal Commission to control the issuance of railroad securities and the proper expenditure of the money, and under the regulation of the government, an income would be permitted to the railroad company to pay a proper rate of interest and dividend. Then, these authorized securities should be handled by the Reserve Banks of the country and the people could place their earnings in such securities, thereby establishing a Credit because the income would be assured.

Federal charter, because federal and state regulation conflict.

I have roughly sketched in these few words the serious condition of our great industries, with a few suggestions as to what should be done to build up the weak points now exhibited in the attempted

regulation of trade, but I have done this with a feeling of good will and in a spirit of harmony. Our various paths of duty spread out in many directions. There must be a right way to settle these great economic questions. Lincoln said, "Nothing is settled until it is settled right." Today we are asking for strong men in high places. Does that mean men who must be rewarded for every act of duty? The material gain is not what satisfies; there is something deeper and more lasting—it is the consciousness that comes to every life when kindness, charity, sacrifice and love are bestowed upon those around us. Then, and then only, can we realize that life is worth while and that our feeble efforts to contribute to the happiness of others and to establish the Brotherhood of Man will receive a just reward.



LOSS AND DAMAGE-FREIGHT BY DISTRICTS.

BY F. NAY.

In a pamphlet recently published, the statement is made that for the fiscal year ended June 30, 1909, the percentage of loss and damage payments to freight earnings on the Santa Fe was 1.95, and for the year ended June 30, 1914, the percentage was 1.05, or but little more than half what it was five years ago. The following table will show the percentage of loss and damage payments on the Rock Island to freight earnings for the year ended June 30, 1914, and for each of the four months, July, August, September and October, 1914, supplemented by the average for the total of the last four months combined by districts, and the total for the Rock Island Lines:

	First District.	Second District.	Third District.	Rock Island Lines.
Year ended June 30, 1914	3.94	2.48	2.36	3.13
July, 1914.....	3.68	1.87	1.80	2.69
August, 1914.....	2.89	1.85	2.57	2.54
September, 1914.....	3.08	2.03	2.53	2.67
October, 1914.....	2.40	1.45	2.10	2.08
Average four months	2.97	1.80	2.23	2.47

The above figures will indicate that while the Third District had the lowest

percentage for the year ended June 30, 1914, the Second District is far in the lead for the first four months of the current fiscal year. The First District has made the greatest gain for the four months, but it also pays out the largest percentage of freight revenue for loss and damage to freight. Nearly three cents out of every dollar collected for freight on the First District is paid right back to the shipper for damage to his freight. For the entire road, we are handing back to the shipper $2\frac{1}{2}$ cts. out of every dollar collected because of the loss of and damage to the freight transported. If we had been on the Santa Fe basis last year and had paid only \$1.05 out of every \$100 collected, for loss and damage to freight, our payments would have been practically one-third what they were. In other words, if we had only paid out one-third as much as we did actually pay, our income account would have been better off by \$900,000 for the year. \$900,000 would pay 5 per cent interest on \$18,000,000.

Don't you see if we could reduce this loss and damage account to the basis of about one cent out of every dollar, we would have that much money available to pay interest on from \$18,000,000 to \$20,000,000 for improvements in the property, and at the same time, have a lot of satisfied shippers boosting for us.



RAILROAD PUZZLE ANSWER.

Solution of puzzle which appeared in December issue on page 21, is as follows:

If running time of train between Chicago and Denver is 26 hours, and one train left each terminal every hour beginning twelve o'clock noon, you would meet 53 trains between Chicago and Denver, counting the one you meet when leaving terminal and one every half hour thereafter until arrival, including one you meet on arrival.

Parties submitting correct answers follow:

W. R. Mahaffey, Ottumwa, Ia.

Albert G. Mohn, Asst. Cashier, Kansas City.

L. G. Fenn, Round House Foreman, Limon, Colo.

El Paso Office Froce.

THE MEETING OF THE SURGICAL ASSOCIATION OF THE ROCK ISLAND LINES.

The twelfth annual meeting of the Surgical Association of the Rock Island Lines, which includes every surgeon on our staff, was held at Des Moines, Iowa, December 2nd and 3rd, 1914. There was a registration of 138 surgeons, and there were undoubtedly a few more who failed to register, so that the total attendance must have been in the neighborhood of 150 members. Those who came to Des Moines, were very regular in their attendance at the meeting, and at every session there was a large and interested audience. A number of the papers dealt with the surgery of accidents while a great proportion of the program was devoted to subjects of special interest to the surgeon in his relation to the company. Two of the papers were on medical subjects, which are of special interest to our surgeons on the old Choctaw Lines, where under the hospital association we treat illness, as well as injuries.

The morning session of the second day was held at Mercy Hospital, and was in the nature of a clinic. A large number of operations were performed by Doctor Wilton McCarthy, our surgeon at Des Moines, as well as, by other members of the profession of Des Moines, and by Doctor John Ridlon of Chicago. We were all greatly impressed with the splendid equipment of this hospital, which is complete in every department, and are glad to know that the facilities for taking care of our injured employes are so good.

Our local Committee on Arrangements which consisted of Doctors McCarthy and Shore of Des Moines, and Doctor Scheuer of Valley Junction, did splendid work in arranging the meeting—the sessions of which were held in the Chamber of Commerce. The annual dinner which was held in the same place was a very enjoyable affair. Instead of its partaking of the nature of a banquet, it was entirely informal and a musical entertainment took the place of the usual speeches.

On the whole the meeting was one of the most successful that we have held and all those who attend them are willing to testify that they are well worth

the time spent, not only in the matter of increasing the knowledge of a surgeon's duties, but also in the matter of getting acquainted with various members of the staff.

FEEDING THE RAILROAD COW ON SAWDUST.

The annual report of President H. U. Mudge to the stockholders of the Rock Island Railroad contains a chapter entitled "A Twelve Year Review." This will interest not only the stockholders of the Rock Island System, but of all other railway securities for it shows that the day is coming if we keep on as we are now, when only a wealthy government can afford to operate a big railroad. It shows that a railroad in these times is like a cow that everybody wants to milk and nobody is willing to feed.

It has been estimated that the enforced reductions in rates and the steady increases in wages and taxes would reduce the Rock Island's net revenue last year on the basis of the business of 1913 by about \$10,000,000. President Mudge's analysis shows that the operation of these factors on the basis of the 1914 business, cut the Rock Island's net revenue over \$16,000,000. This tremendous shrinkage is mainly due to six factors, none of which, let it be observed by critics of our railroads, is subject to the control of the railroad management. These factors are:

- 1.—Arbitrary reductions of rates by state and federal commissions.
- 2.—Wage increases demanded and enforced by labor unions.
- 3.—Higher costs of all forms of material and supplies.
- 4.—Increased operating expenses made necessary by state laws. Three hundred of these laws affecting the Rock Island System have been enacted in the last five years, most of which are political creations, devised to make "popularity" for politicians.
- 5.—Increased taxes.
- 6.—Increased cost of capital.

The figures on which the conclusions are based are taken out of the reports required and accepted by the Interstate Commerce Commission and are, therefore, incontrovertible. They furnish abundant food for reflection.—Leslie's Weekly, Dec. 17, 1914.

PLAY

From *Advance Club News*.

Ruskin defines play as "an exertion of the body or mind made to please ourselves and with no determined end." Other learned men would very probably give different definitions, but with the meaning of the word we have little to do, nor do we care. What we are chiefly concerned with is the results derived from a participation in its pleasures and the benefits accruing therefrom. A few brief thoughts, however, on its varying possibilities and its meaning seem permissible.

From the time our eyes first open to the light of day until we close them finally in our last great dreamless sleep the thought of play, inherent from our infancy, brings its certain pleasures to the human mind. To those who were fortunate enough to pass their childhood days in the country under God's great wide sky, the thought comes associated with the madcap, barefoot days of youth. the little white schoolhouse, the purling brook, the trees and the waving fields of corn, the wild flowers, the song birds' quivering notes, the drowsy hum of bees and the genial warmth of a summer sun.

The lure of it all comes back to the busy business man in his later years with a force which drives to the background, temporarily at least, the multitudinous cares and worries of his business life. Play to him means rest and recreation. A brief slowing down of that resistless engine of energy which absorbs his mind and keeps his faculties keyed up to highest tension.

Play—a mighty leveler of class distinction, a common ground for companionship for the millionaire and the day laborer, where the swish of the trout line and the crack of the hunting piece brings them elbow to elbow for a brief period in the whirl of halcyon days; where the corncob pipe and the imported cigar meet for a time on a common footing in the glare of a common campfire.

Play—a change from an established routine, a getting out of a chronic rut to the higher ground of "something else"; sometimes, it seems, no matter what, to the one who is weary of a constant

drag, and whose lines have fallen in unpleasant places.

Play—the happening of an untoward incident which diverts the mind from its common channel in a pleasant way; the cheerful doing of a service for the benefit of a fellow man.

By all means let us play—when play-time comes. The sober, serious things of life most needs command our first attention, and the tasks and obligations set unto our hands should be well and faithfully performed. "Go to the ant, thou sluggard, consider her ways and be wise" is a trite saying and points the way to avoid the pitfalls of laziness and indifference. When duty calls we must obey. Render first unto Caesar the things that are Caesar's, and then shall we play to our heart's content. The great engine of our energy and industry throb unceasingly, a thing of life, of power, of action, of undivided and unselfish devotion to duty—till playtime comes. Then, with the proud consciousness of obligations well performed, shall we cut off the power and let the master-wheel slow down.

Life is a succession of duty and play-time hours. Not all of us, alas, have opportunities to play, and those of us who have, should find a great and unalloyed satisfaction in lightening the load of others less fortunate. Each kind word or deed is a jewel in the crown of righteousness which we all expect some day to wear. Let us spread them with a lavish hand when opportunity affords and create, if possible, for some poor unfortunate a single hour of playtime in the dull monotony of a playless life.

C. E. WALKER.

"A Man Should Play as Hard as He Works"

Baseball is founded on the old English game of "rounders" with many alterations, additions and amendments. The first baseball society was the old Knickerbocker club, founded in New York in the fall of 1845. In 1860 the Excelsior club started in Brooklyn, but the game did not make much headway as a national pastime till after the war. In

1874 the Boston and Philadelphia teams crossed the Atlantic and played a series of exhibition games in England and Ireland. What is pointed out as the greatest drawback to the game is that such a great deal is left to the umpire and his decision is so frequently required, "hardly a ball pitched or struck, or a base run without his decision being called for." "The rules should be so plain and clear as only to call for an umpire's decision under exceptional circumstances." This is a trans-Atlantic criticism and is worth what it is worth. We must admit, however, that umpires do come in for a pelting shower of criticisms and sometimes other things.

The prevalent love for a national pastime, whatever it may be, is probably due to the fact that every nation reflects in its national game the dominating characteristics of its people. Baseball demands a combination of physical and intellectual qualities, a broad chest, good lungs, strong arms, quick legs, patience, calculation, and promptness of execution, courage, nerve and good judgment; it is also quick and lively, and of such is the fandom of U. S.

The duke of Wellington, who is credited with putting the kibosh on Napoleon's career, said that England's battles were won on the playgrounds of Eaton and Harrow.

The controversy over playing games on Sunday was probably responsible for the proverb that "the Sabbath was made for man, and not man for the Sabbath." The necessity of allowing working people to play on the only day that they were free to play was long ago recognized by law. In the year 1617 James I, on the advice of a bishop, issued an edict to be read in churches to encourage such pastimes as archery, dancing, running and vaulting. In this connection it is interesting to note that in very early times athletic games and contests had a sort of religious significance and were often held near some shrine, or consecrated spot in honor of some dead hero or local diety.

Play is the thing. No one should take themselves too seriously. Any man who does not cut loose and hoot a few hoots voluntarily, once in a while, is in great danger of hooting hoots standing on his head for the edification of an alienist and a trained nurse, a little later on.

LOSS AND DAMAGE-FREIGHT.

By F. NAY.

The snail received a good boost upward in October, and *for the first time in a year* we are able to express the charges to operating expenses for loss and damage-freight in seven figures. Ever since September, 1913, it has taken eight figures to express the total charge for loss and damage-freight for any month. This is good but—here comes November with the second largest charge during the current fiscal year, and the snail receives a terrific set-back. However, our snail is optimistic and starts upward again. Let's help him. The following is the story for the five months of the current fiscal year:

July, 1914	\$100,002.76
August, 1914	110,918.36
September, 1914	124,956.28
October, 1914	96,554.99
November, 1914	124,685.10

Total for the five months. \$557,117.49

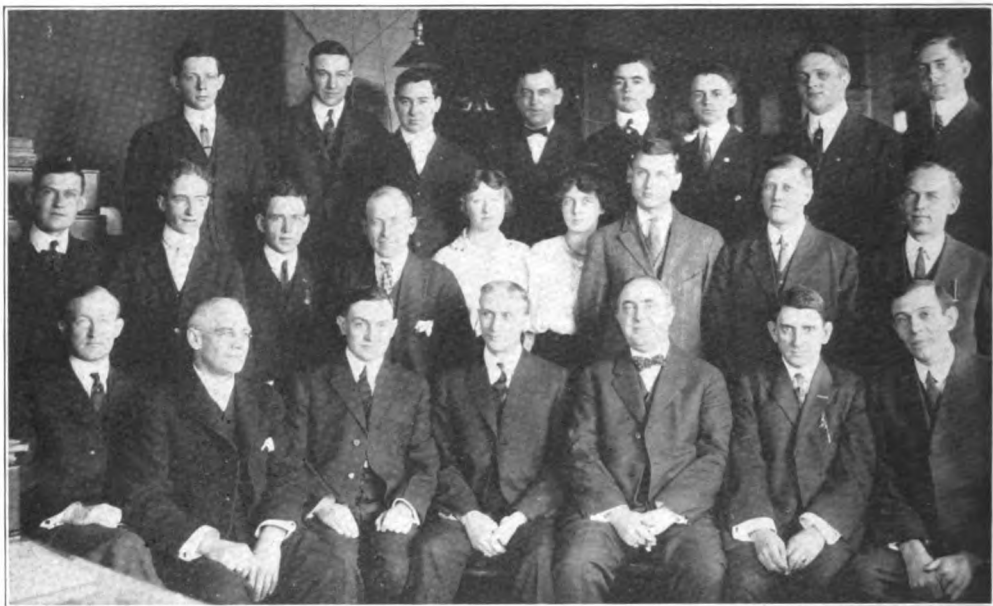
A decrease in October over September of \$28,401.29, but an increase in November over October of \$28,130.11.

Now here is the result for five months: Five-twelfths of amount charged for loss and damage-freight, year ended

June 30, 1914	\$577,390.59
Amount charged from July to November inclusive, 1914.	557,117.49

Gain for five months....\$ 20,273.10

Why not make a new start in 1915? Let us do all the things that each of us knows how to do, to prevent loss and damage to freight while being transported over the Rock Island. Let's make the Rock Island the safest road in the United States for the transportation of freight. Every officer and every employe on the Rock Island whom I meet, seems to me to be quite above the average, and I think if we all just stay on the job, we will not only reduce this enormous waste of money, but as soon as we have built up our reputation for safe transportation over the Rock Island, we will get a lot of new business, because our patrons do not want their freight smashed; they want it transported safely.



Superintendent of Car Service and Office Force, Chicago.



Storekeeper and Office Force, Shawnee, Okla.

Bottom row, right to left: E. W. Morris, H. E. Felton, Theo. Smith, L. L. Guffin.

Second row, right to left: Bessie Prewitt, Eugene Reville, Anna Dierker, V. H. Eckles, Laura Hunsicker.

Top row, right to left: Frank Sims, Dave Parks, O. M. Sowell, S. E. Buckalew, Vern Batchelor.

OUR WAR—HOW DIFFERENT

BY L. F. SHEDD, GENERAL SAFETY SUPERVISOR.

The present fierce and bloody conflict now raging between the civilized nations of the Old World commands the attention of well meaning and good thinking people. On every hand, sympathizers and friends of those countries engaged are seen, each in his way attempting to shield his particular favorite from responsibility for the origin of such an inhuman action in this day of Christian civilization and among peace loving people. It matters not what the cause of this conflict may be attributed to, whether feigned or real, neither does it matter who is responsible, the fearful consequences are before us, wives are made widows, children are rendered fatherless, homes are broken and family ties forever severed, and the end, God only knows where it will be. We, therefore, of this Land of the Free and the Home of the Brave, have much to be thankful for, and doubly so, for while we have waged war, it has been such a war as would benefit the wives, the children, and the homes, and instead of crippling, or perchance killing the bread earner, we have done everything possible to protect him, and this has been done through our war against the indulgence of dangerous practices, taking of unnecessary and dangerous chances as well as to war against the careless and the indifferent. Our ranks are becoming stronger day by day, our cause is more widely and better known at each setting of the sun, and on every hand, assistance, NOT RESISTANCE, is given us. The enemy is fast disappearing, and victory is assured, and we have the consolation that our success was not attained through bloodshed, disease, want, misery and privation, but conversely, we were RIGHT and were bound to prevail against those conditions that for many years have depleted the rank and file of railroad men to an alarming extent.

The Rock Island Lines army of Safety advocates, numbering upward of forty thousand, are seen in the foreground in this battle against carelessness, thoughtlessness, indifference, recklessness, heedlessness, violation of rules, and last but

not least that monster foe, Intemperance. Our men are courageous, their weapons, "Determination" and "Loyalty to the Cause," are modern in every respect and in splendid working condition. Success must crown their efforts, and in due and proper time the eyes of the Safety First World will be upon us, admitting that the Rock Island Lines have not been weighed in the balance and found wanting, but HAVE been weighed in that balance and found NOT wanting in their desires to "Prevent Injury" and to benefit mankind and their fellow workmen and their families.

We number among our advocates every man whose name appears upon the pay roll of our splendid railroad, regardless of his rank or position, we exempt none, we count on every one, we count on YOU.



SAFETY FIRST.

One day a very nervous, timid-looking woman, accompanied by a robust farmer, appeared on the platform of a little railway station at a remote country town. For a time she devoted her attention to the time-table, but she did not find there the information she sought, and she stepped up to the agent as he came out of his office.

"Will you please tell me if the three-fifteen train has gone yet?" she asked, in apparent concern.

"Yes, about twenty minutes ago," he replied.

"And when will the four-thirty be along, do you think?"

"Why, not for some time yet, of course."

"Are there any expresses before then?"

"Not one."

"Any freight trains?"

"No."

"Nothing at all?"

"Nothing whatever."

"Are you quite sure?"

"Certainly I am, or I wouldn't have said so."

"Then," said the timid woman, turning to her husband, "I think we'll cross the tracks, William."



SELLING ROUND TRIP TICKETS.

An agent in charge of one of our ticket offices recently inaugurated an effort to sell round trip tickets whenever possible. Every ticket seller in this particular office was instructed to ask each passenger calling for a one-way ticket if he were going to return, and, if so, to sell a round-trip ticket instead of a one-way wherever possible. As a result in one month a total of 627 round-trip tickets were sold at double the one-way fare, 513 of these tickets being to points competitive with other roads and aggregating \$856 in revenue, a considerable portion of which might have been lost to the Rock Island, owing to passengers returning over other roads if they had not been sold round-trip tickets.

This is a very creditable showing, indeed, and the ticket agent in question and his assistants take justifiable pride in having increased their ticket sales and securing credit for this additional revenue for their office.

If every ticket agent on the Rock Island made an effort in the same direction, doubtless he would meet with similar success, resulting in a better financial showing with the accompanying credit for the individual station.

For some time past there has been a falling off in the volume of passenger travel on all lines and this, together with the rate reductions in western states, has been reflected, to some extent, in diminishing passenger revenues. These facts should be accepted by every employe as a stimulus to rise to the emergency and by extra effort and resourcefulness endeavor to secure an increase in passengers and revenue.

Every ticket agent should make a careful survey of his field and see from what direction new business can be created and controlled. An intelligent effort in this direction will, undoubtedly, meet with unexpected results. May there not be in your town many well-to-do families to whom a winter trip to California or to other winter resort territory might appeal, if brought to their attention? Why not make a list of such families in your territory, solicit an interview at an opportune time, point out the attractive low fares, diverse route privileges, stop-overs, through train service, etc., and place attractive literature where it will do the most good? Passenger travel would unquestionably be stimulated by activity of

this character on the part of each of our agents. The Passenger Department will very much appreciate co-operative efforts of this kind, and report of relative success of such effort should be made through the usual channels, in order that proper credit may be given.

Our conductors and trainmen may also find opportunities in this direction. Careful checking of trains to secure collection of every ticket and train fare, especially those of children, will undoubtedly secure additional revenue to which the company is entitled. Every employe doubtless hears, from time to time, of prospective passengers who might be referred to our ticket agents, or who might be secured if our ticket agents were given the names and addresses. Opportunities of this kind to increase our business and revenue occur very frequently, and every employe should take pride in seeing them and endeavoring to have the company profit by them through his efforts.

SOUTHWEST TRAIL IS APPRECIATED BY BANKERS.

Co-operation between the Rock Island Lines Agricultural Department and the farming interests was never quite so well brought out as in the campaign for the stamping out of hog cholera, launched during the month of November. The practice of the department has been to work largely through banks, agricultural experiment stations, colleges and farmers' institutes, and there is always a prompt response on the part of these interests in pushing any campaign launched by Agricultural Commissioner Cottrell. This time, however, the response appears to have been exceptionally fervent.

The first issue of the Southwest Trail dealing with Hog Cholera comprised 40,000 copies, but so many requests for additional copies were received that another 20,000 were printed. Sixteen hundred form letters were sent to banks along the line in Iowa, Missouri, Kansas, Oklahoma and other states, calling attention to the campaign and asking whether or not additional copies were needed. Over 225 replies were received, asking for from 10 to 3,500 copies, each, to the total of 18,000. Many of the bankers and others took occasion to voice their appreciation of the company's efforts to aid the farmers in stamping out hog chol-

era. Following are extracts from a few of such letters:

First National Bank, Montezuma, Ia.: "As a layman I consider it the best statement of the conditions and handling of the situation that it has been my privilege to examine, and know it will be of great value to the hog raisers."

Citizens' Bank of Union, Union, Mo.: "Would appreciate it if you would send us 500 to 800 copies, to be distributed among our bank customers. We know that they could learn a great deal on this subject that may be the cause of saving thousands of dollars among our farmers."

Charles F. Mills, Editor of The Farm Home, Springfield, Ill.: "The entire farming industry will join me in thanking you for the splendid issue referred to above."

J. H. Gain, head of Department of Animal Pathology, College of Agriculture, University of Nebraska, writing to F. H. Barnes, C. P. A., Lincoln: "I have examined the November issue of the Southwest Trail, devoted to the subject of hog cholera, and am so well pleased with it that I should like all students in my classes to go through the copy. We could place from 250 to 300 of these where they would be appreciated."

R. M. Taylor, Secretary Farmers' Institute, Arlington, Kan.: "Farmers in this community will gladly read this magazine through, and if you will send 200 at least, I will mail them, together with a letter to the hog raisers of this community."

Lincoln Trust Co., Lincoln, Neb.: "If it is possible for you to send us 3,500 copies of the Southwest Trail, containing the articles on hog cholera, I will send a copy to every farmer in the county."

Smith, Womack & Smith, Bankers, Dallas, Tex.: "We have something like 500 hog raising customers that we should be glad if all of them could get a copy of this particular issue. We are enclosing a copy of our weekly letter to our customers and if we could get your Southwest Trail we will give them a regular treat."

Baileyville State Bank, Baileyville, Kan.: "Believe it to be the best information on the subject we have ever read, and we would like very much to have 100 copies of this issue to hand to our farmers."

Dr. H. E. Horton, Agricultural Commissioner, American Steel and Wire Company: "I now have before me the November number of the Trail, and I want to say it is one of the finest things, yes, the finest thing in print today on the subject of hog cholera. I believe the careful and wide distribution of the Trail in a 200,000 edition, would mean the saving of millions of dollars to the farmers of this country."

A. A. Halleck, T. F. A., Estherville, Ia.: "Have received the 200 copies of November Southwest Trail and will take great pleasure in placing in hands of interested farmers. It is an excellent issue and am sure will do much good. Our farmers have much to thank you for in the improvement of their corn and oats crops. There has also been much improvement in live-stock lines."

First National Bank, McAlester, Okla.: "We want to compliment the Rock Island Lines and yourself for the good that the Southwest Trail is doing in this country."

E. L. Goff, D. F. A., Davenport, Ia.: "The Scott County Agricultural Association are co-operating with the State Association, with a view to eradicating hog cholera from the county completely, and they are very much pleased with your Southwest Trail for the month of November. I have been asked by the Scott County people to secure 500 additional copies," etc.



SPECIAL EXCURSION FARES AND ARRANGEMENTS TO CALIFORNIA AND NORTH PACIFIC COAST DESTINATIONS, SEASON 1915.

Agents and all other employees interested should read carefully Passenger Traffic Department Circular No. A-1362, issued under date of December 10. This circular contains a great deal of valuable information, in regard to fares, dates of sale, limits, stopovers, etc., in connection with the sale of tickets to California and North Pacific Coast destinations, effective March 1 and daily to and including November 30, 1915, for tickets limited three months from date of sale, but not to exceed December 31, 1915, with certain exceptions as outlined.

Quite a radical departure will be made, in connection with these fares, as it will be permissible to include without any additional expense, side-trip coupons reading from Los Angeles to San Diego and return on tickets with destination San Francisco, reading in one direction through Los Angeles, thence rail to San Francisco, and in opposite directions, via same route or any other direct rail route; also in connection with tickets reading in one direction through Los Angeles, thence rail to San Francisco, and in the opposite direction, via Shasta Route to Portland, or via steamer to Portland, Seattle or Victoria and usual direct routes therefrom.

This circular also makes reference to the Summer Tourist Fares and Arrangements, available to California, Arizona and North Pacific Coast destinations, effective June 1 and daily to and including September 30, 1915, for tickets with final return limit of December 31, 1915.

Reference is also made to the fact that low round-trip fares will be available to California destinations on certain dates during February, for tickets limited to expire March 20, 1915. These low rate tickets, that is, those sold during the early part of February, will also permit of free side-trip Los Angeles to San Diego and return, as outlined.

This circular should be filed with your tariffs, as you will be able to use same to good advantage in answering inquiries and soliciting business to the Coast.

Regular tariffs authorizing the fares and arrangements are now in course of preparation and will be forwarded as soon as issued.

INDIAN LAND SALE A GREAT SUCCESS.

Gratifying results followed the advertising campaign made for the benefit of the government sale of the segregated Indian lands in Oklahoma by the Passenger Traffic Department. The total amount that will go into the treasury of the Choctaw and Chick-saw Indian tribal funds as a result of the sale is \$1,707,301.06. Fifty-five per cent of the total area offered was disposed of, the amount sold increasing in proportion to the advertising done for the various sections.

A pamphlet describing these lands was issued early in the year and given wide circulation, it having been accepted by the various commercial organizations engaged in pushing the land, as the standard piece of literature on the subject. An analysis of the official report of the sale received from the special supervisor in charge, Mr. J. G. Wright, shows the following interesting results:

Haskell County, which is not on Rock Island Lines, and was consequently not included in our campaign of advertising, shows only 19 per cent of the offerings sold; Le Flore County, in which about a third of the land was contiguous to our lines, come up with 41 per cent sold; Latimer County, increasingly Rock Island territory, 57 per cent sold; Pittsburg County, where McAlester, the headquarters for information about the lands is located, 88 per cent sold; Coal County, another strong Rock Island county, 95 per cent, and Atoka County, 92 per cent. In other counties only a limited acreage was offered and practically all of the offerings disposed of, this part of the sale having been concentrated at Ardmore.

It is estimated that about 30 per cent of the buyers came from states other than Oklahoma. While residence on the land is not required, most of the better class of lands will be developed within the next year or two. The various commercial organizations in the district are looking after new settlers, with a view to starting them right in their farming operations, and Rock Island farm literature has been forwarded to the district by our Agricultural Department, to aid in this work.



PULLMAN UPPER BERTHS.

Many travelers are prejudiced against upper berths in Pullman sleepers, and many of our ticket agents thoughtlessly assist in keeping alive this prejudice. This is done, to some extent, by stating to travelers to whom a lower cannot be assigned, "There is nothing left but an upper," or "I can only give you an upper," leaving an impression in the traveler's mind that an upper berth is inferior or undesirable.

Would it not leave a better impression, in case the passenger's wish for a lower berth cannot be complied with, to say, "The lowers are all taken, but I can assign you a choice upper berth. The rate is 20 per cent cheaper than the lower." The traveler may

at once see that, considering the difference in the rate, an upper berth has perhaps an advantage over the lower. Then a few words of explanation as to other advantages of the upper may decide the matter favorably with the prospective passenger.

In the more recently constructed Pullman sleepers, upper berths are now furnished with protection guards, precluding the possibility of falling out of the berth. Reading lamps are also provided in uppers, as well as lowers, and the aisle lamps are under individual control, doing away with the annoyance of unnecessary light. The ventilation in upper berths is also of the best and for that reason alone many travelers prefer them.

As only a limited number of passengers can be accommodated in Pullman sleepers, every effort should be made to dispose of the uppers as well as the lowers, thereby reducing the demand for extra sleepers. The co-operation of ticket agents toward this end will be appreciated both by the railroad and the Pullman Company.



PHYSICAL VALUATION.

When Congress passed the bill providing for physical valuation of railroads it evidently had no adequate idea of what the cost would be. Last week Commissioner Prouty estimated this cost at \$50,000,000, of which the roads will have to stand \$35,000,000. Then when the valuation is complete of what use will it be? Rates cannot be fixed on the basis of what a railroad has spent or what it now has but must be fixed on the basis of what it needs to perform effective service for the public. Railroad assets are like those of any other active concern, their value depends very largely on what they earn. The valuation idea ignores this law of business and puts the cart before the horse, or at least alongside him, a hitch that should not command the admiration of practical men. The public has a right to satisfy its curiosity about railroad values if it wants to do so, but it has no moral right to make the railroads foot the bill.—National Stockman-Farmer.



WHAT OTHER PEOPLE SAY.

Numerous letters are constantly being received making commendatory remarks relative to our service. A compilation of a few of these letters has just been made by the Passenger Traffic Department and issued in booklet form, this book being entitled "What Other People Say."

Practically every communication shown therein is from some prominent person and is indicative of the spirit of courtesy and good service evidenced by Rock Island employees generally.

Such letters as have been received are an incentive urging one to constant attention to details and to see that every passenger on Rock Island Lines and every inquirer is given prompt attention and treated with consideration.

If copy has not been received by ticket agents and others interested, they should write at once to the Passenger Traffic Department, Chicago.



GOLDEN STATE LIMITED BOOKLET.

The Passenger Traffic Department has recently issued a booklet on the "Golden State Limited," and from the commendatory letters which have been received would indicate that the publication is one of the handsomest and most effective ever issued, and that it serves its purpose admirably in giving expression to the service to be enjoyed on this famous train. The cover is embossed in three colors, with the green leaves of orange trees and large golden oranges with the words "Golden State Limited" in blue, and small Golden State trade-mark in gold, in lower right-hand corner.

The inside shows a treatment somewhat new, in that interior views of the "Golden State Limited" are all shown as double-page spreads and underneath, sketches in colors of typical California scenes, including views of the Expositions.

This booklet is most effective in soliciting business to California this winter, and ticket

agents and others who have not already received a copy should write at once to General Passenger Department for supply.



ROCK ISLAND SERVICE APPRECIATED.

Thompson Farm Loans.
Lacon, Ill.

11-24-1914.

Mr. Warren Cowles,
Rock Island Passenger Agent,
Peoria, Ill.:

Dear Sir—It is a matter worth mentioning to you, courtesy extended on train down from Chicago last evening, while bringing Mrs. Wilson's mother, an invalid, who became car sick, that the train crew, including the steward in dining car, gave us all possible attention for her comfort, making a second stop at Sparland platform for convenient unloading from parlor car.

It is needless to say that this is appreciated and not in harmony with some people's opinion of what they term "cold corporations." Yours truly,

(Signed) F. E. WILSON.



Up-to-Date Ferry System at the Panama-Pacific International Exposition. This Photograph Shows Commuters Reaching the Exposition Grounds from the Oakland Side of San Francisco Bay.

MERITORIOUS SERVICE

Mr. Robt. Walker Trucker, El Reno, Okla., is to be complimented for interest displayed recently while handling a shipment of groceries from the El Reno Wholesale Grocery Co. in which he discovered while loading this shipment, that it contained some matches, that some of the matches in the case were burning, and he called the attention of his chief clerk, with result that the fire was extinguished and very little damage done, when possibly it would have amounted to considerable damage had he not discovered this.

Mr. Frank E. Weir, brakeman, St. Louis division, has been given ten merit marks account firing engine on train No. 23, Vale to Kansas City, account fireman getting injured at Greenwood, thereby avoiding delay to train.

Mr. F. W. Randolph, train porter, Chicago, is to be commended for an incident occurring at Englewood on November 14, as Train No. 21 pulled out of the station there, wherein a lady was possibly saved from serious or fatal injury by his judgment in grabbing and holding her until any possibility of danger passed.

Mr. W. T. Rich, conductor; Mr. W. F. Gilmore, engineer; Mr. R. F. Brunkella, brakeman, and Mr. F. Hancock, fireman, Des Moines, Iowa, are deserving of special mention for their promptness when special train was ordered on short notice December 15, to go to Indianola to bring in a delegation to the "Billy" Sunday meeting; they responded to the call in less than 15 minutes.

Mr. J. W. Wood, conductor, and Mr. R. H. Sugg of Trenton, Mo., have each been credited with five merit marks for service performed in brassing a car which they noticed standing at Blake on November 16, while their train was being held at that point awaiting other trains.

Mr. M. M. Sagar, brakeman, Chickasha, Okla., has been credited with ten merit marks. On 782, November 29, when fireman on this train was taken sick and unable to perform his duties, he fired the engine from Richards Spur to Chickasha.

Mr. Chas. Eary, fireman, Herington, Kan., has been commended for assistance in repairing draw bar in mail car on Train 4 at Latimer, December 2, after same had been pulled out on account defective, this enabling the train to proceed with only normal delay.

Mr. John Oppenlander, section foreman, Clyde, Kan., has been credited with ten merit marks, account action in stopping train in which there was car with bottom rod down.

Mr. C. R. Ablard and Mr. Wm. Steele, brakemen, Herington, are deserving of special mention on account of their action in firing engine from Peabody to Cline, account of Fireman Pruitt becoming sick on Extra 1934, west, December 3.

Mr. J. L. Slater, engineer, Herington, Kan., is to be complimented for action in assisting repairing draw bar in mail car on Train 4 at Latimer, December 2, after same had been pulled out account defective, thus enabling the train to proceed with only normal delay.

Mr. W. Hollister, operator, West Branch, has been commended for assisting Foreman Nugent night of December 4 to replace broken rail in the main line; also took care of the movement of No. 20 through West Branch, so that they would not have to flag block and cause delay.

Mr. T. L. McCarthy, agent, Geronimo, Okla., has been given ten merit marks for his watchfulness. When Train No. 782 was passing his station November 13 he discovered a brake beam dragging under the train and succeeded in stopping the train, which possibly avoided an accident.

Mr. W. B. Lockwood, conductor, Fort Worth, has been given five merit marks for service rendered on the occasion of derailment of switch engine 63 on November 8, in Waurika Yard; he rendered the yardmaster and section foreman at that point material assistance in clearing the main line, and in saving delay to passenger trains.

Mr. Dell Bickett, section foreman at Brewster, Kan., has been credited with ten merit marks for noticing brake beam dragging on car, having train stopped, and, no doubt, preventing an accident.

Mr. J. N. Hazelbaker, conductor, Colorado Springs, has been credited with ten merit marks for discovering one side of rear end of mail car down, due to broken hanger pin, transferring the baggage and express and setting car out for repairs.

Mr. A. Ratcliff, conductor, Colorado Springs, has been credited with ten merit marks. While deadheading, of his own accord, on his lay-over day, when he found crew on fast freight train would be tied up on account of the 16-hour law, volunteered to handle the train and did so.

Mr. C. B. Hilton, brakeman, Pratt, Kan., is to be complimented for his assistance on October 26. When fireman injured his hand at Meade, he fired engine 2569 from Meade to Liberal to avoid delay to train.

Mr. R. F. Ayers, fireman, Pratt, Kan., has been complimented for his work on October 26, train 81; equalizer broke on engine 1443, three miles west of Preston, and he rendered valuable assistance in making repairs to engine 1443, thereby avoiding additional delay in train No. 33.

Mr. Dean Fleming, conductor, Pratt, Kan., has been commended for his work on October 26, train No. 81; equalizer broke on engine 1443, three miles west of Preston, and he rendered valuable assistance in making repairs to engine 1443, thereby avoiding additional delay to train No. 33.

Mr. A. M. Tuckerm, agent, Manhattan, Kan., is deserving of special mention for

temporarily repairing a telegraph wire just west of Manhattan December 14. Trouble came in at 6:15 and was cleared by the agent before lineman could get to that point.

Mr. L. Lux, conductor; Mr. A. R. Bonar, brakeman; Mr. W. L. Hill, fireman; Mr. C. H. Micke, engineer, who handled a special train from Indianola to Des Moines, November 10, have been very highly commended in a letter received from C. D. Proudfoot, as follows: "As president of the Smith Bible Institute of Indianola I wish to express gratitude for the fine treatment accorded us on our 'Billy Sunday Special' of yesterday. We were quite anxious to get into Des Moines on time, as it meant better chance to get good seats in the tabernacle, and we arrived as per schedule. The train crew was courteous and watchful and the lady in charge of the Indianola depot also was very kind to us. Your treatment was such that the probabilities are good for at least one more special while 'Billy' is with you."



APPOINTMENTS.

Effective Dec. 1, Mr. E. Wanamaker was appointed electrical engineer, having charge of engine and car electric lighting and the inspection of electrical appliances in shops, roundhouses, power houses, etc., headquarters Chicago, Illinois, succeeding Mr. F. J. Glover, resigned.

Effective Dec. 1, 1914, territory under the jurisdiction of Mr. O. O. Hawk, train master, is restricted to sub-division 31, including Eldon yard, headquarters Eldon, Iowa.

Effective Dec. 1 Mr. M. J. McDonald was appointed train master and road foreman of equipment sub-divisions 30 and 30A, headquarters Eldon, Iowa.

Effective Dec. 1 Mr. G. A. Hannah was appointed roadmaster on the Nebraska division, sub-divisions 6-A, Horton to Jansen, and 7-A, Fairbury to Nelson, headquarters, Fairbury, vice W. E. Brown, transferred.

Effective Dec. 1, 1914, Mr. W. E. Brown was appointed roadmaster on the Nebraska division, sub-division No. 7, Fairbury, Neb., to Phillipsburg, Kan., headquarters at Fairbury, vice H. O. Sinsabaugh, transferred.

Effective Dec. 1, Mr. H. O. Sinsabaugh was appointed roadmaster of sub-division No. 36, Horton to Herington, with headquarters at Herington, Kan., vice Mr. John Hauke, resigned.

Effective Dec. 18, J. I. Everett was appointed acting roadmaster of sub-division No. 37, from M. P. 120.8 to M. P. 226.1, McFarland to Belleville, during the leave of absence granted Roadmaster J. G. Hutchison.

Effective Dec. 1, 1914, Mr. John M. Hawkins was appointed assistant general car foreman at Shawnee, Okla., vice Mr. G. N. Dorr, assigned to other duties.

Effective Dec. 8, 1914, C. R. Barnhart was appointed agent and operator at Meadow, Neb., vice D. S. Annis, leaving the service.

Effective Dec. 12, T. H. Woolsey was appointed agent and operator at Morganville, Kan., vice C. E. Liptrap, transferred.

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

On December 7, Brakeman George Beshires of Oklahoma City, secured passenger en route to Westville, Ark., who was on No. 726. This passenger intended stopping off at Augusta, going to Carman and taking another line from that point. Through Mr. Beshires' efforts we secured the haul all the way to Wister.

Conductor W. W. Slaughter of El Reno was instrumental recently in having a passenger en route to Parkersburg, W. Va., use our line from Chickasha to St. Louis in connection with the B. & O. from that point. Passenger in question intended making trip via another line, and had it not been for the efforts of Mr. Slaughter business would not have been secured for our line.

Mr. H. Walker, train auditor, Kansas City, Mo., was successful recently in securing two passengers ticketed from Chilhowie to use our line on the way to Chicago.

Mr. O. N. Davidson, train auditor, Kansas City, Mo., recently persuaded some passengers to take our line out of Kansas City to Cedar Rapids, these passengers having boarded train No. 27 at Stover, holding tickets to Kansas City, passengers' final destination Monticello, Iowa.

Mr. E. D. Snyder, conductor, Amarillo, Tex., was instrumental recently in soliciting prepay order to cover two second class tickets from Los Angeles to Amarillo via another line on our line.

Train Auditor Carey, who had a man and women on train No. 12 at Turon, holding tickets to Kansas City, recently, ascertained they were going to a point in Ohio and could use our line as far as Chicago. Arrangements were made with Mr. Franklin at Kansas City, who fixed them up for No. 12 that night. If Mr. Carey did not have the interest of the company on his mind, we probably would not have secured this business.

Mr. J. E. Kurtenbach, agent, Granite, Okla., recently secured a number of cotton pickers from Ft. Worth to Granite to pick cotton in the vicinity of Granite, in which our company received a revenue of \$125, covering fares of these laborers.

Mr. E. O. Schreiber, telegrapher in our relay office at Trenton, through his influence our city passenger agent at St. Joseph was enabled to ticket a family of three and one-half fares to Los Angeles.

Mr. J. A. Wimple, conductor, Kingfisher, Okla., has been putting forth an unusual effort to secure business for our line by furnishing routing orders which he has secured to our traffic department. A short time ago when Superintendent Ruppert visited a number of merchants on the Branch, he was very much pleased to hear the number of compliments paid Conductor Wimple as to courtesy to the patrons, and several of them told him that they were favoring this line

because of the favors Conductor Wimple had extended them. Conductor Wimple has been given ten merit marks.

A gentleman passenger came to the check counter at La Salle Street Station recently and wanted to pay the storage on his baggage so he could have same transferred to another line. Mr. Wm. Godfrey, day checkman, had a little talk with him, from which he found out he was going to Denver, and would be accompanied by his wife and daughter, and as it was close to train No. 7's leaving time, Mr. Godfrey explained to him it would be better for him to use this train instead of another line, and he finally succeeded in getting him to use our line. He purchased three tickets to Denver.



DUFFY'S RIDE.

By D. Rex Day.

What is this awful noise I hear
Which falls upon my listening ear;
This popping sound, so near, so far?
It must be "Duff" on his motor car.

Over the frog and through the switch,
Up in the air and into the ditch
And landing on top without a scar
Goes little "Duff" on his motor car.

Back to the track and on again,
Lining up all of the signal men,
Over the rails no jolt or jar
Goes little "Duff" on his motor car.

What scares the chickens, also the goose?
Why do they turn and make for the bush?
They see "Duff" smoking a Cremo cigar,
Going down the track on his motor car.

Why does the maintainer dread this noise;
And yell, "Hustle up, he is coming, boys,
Scrub up the jars of the B. S. C. O.,
Duffy's left Mokeno, I will have you know."

Why do the dogs all yelp and run;
And get into clear like a shot from a gun?
We know what causes their canine fear—
"Duff" on his motor car is drawing near.

He has made no stop for anyone
Since this famous ride was first begun.
He will beat everything in, yes, by far.
Will our friend "Duff" on his motor car.

Why this rush to Rock Island, I'd like to know,
Where there is nothing to see but a picture show,
Nothing to do when Sunday comes
But to sit in the house and twirl your thumbs?

Still on he rides with the wind in his face;
Number One can never hit the pace.
I've solved the riddle, yes, by "heck,"
The Ghost walks today, he is after his check.

WORSE THAN ANY WAR.

No question about it that the cost of the war in Europe is big enough to stagger humanity—billions of dollars to pay and feed and transport troops, provide arms and ammunition, bury the dead, care for the cripples and support the widows, orphans and refugees. All the billions utterly wasted.

Pile on top of that incalculable sums to pay the after-price—the price of repairing the ravages of conflict in razed town and ruined field; the pensions, the indemnities, the funds for asylums and hospitals. Add, too, the privately-borne cost of restoring wrecked business and industry.

And all that figuring will not bring you up to the worse waste, the more terrible part of the price—that is, the suffering of mind and body, the moral loss that is beyond figures.

But neither this great war—nor all the wars there ever were in the bloody history of the race—can approach in cost of money, cost of suffering, cost of moral loss, the evil that has hurt humanity more than any other.

We mean the drink evil. Peace comes after war. The world can sometimes rest and recuperate from fighting. The drink evil never ceases. That curse never stays its destroying hand. It spares no people, no nation. All humanity suffers from it all the time.

It is right to pray for peace in Europe—to hold great mass meetings and get up enormous petitions so that the folly and the waste of war may cease.

But why does not humanity do something definite, something bold, something united to rid itself of the drink curse that is so terribly more hurtful and costly than any war or all the wars there ever were?



AN OVERWORKED SNAKE.

The new and very stringent prohibitory law which has gone into effect in Kansas has revived an old story on the subject. A stranger went into a Kansas drug store and asked for some whisky.

"I can't sell you any whisky," said the druggist.

"But I'm sick," persisted the stranger.

"That won't help you any," replied the druggist. "It don't make any difference. I can't sell you any whisky for being sick."

"Well, what can you sell it to me for?" asked the stranger.

"The only thing we can sell whisky for in this town," said the druggist, "is for snake bite. Hold up now! Don't ask me where to get bitten. No use. There is only one snake in town, and he is engaged for three weeks ahead."

HATFIELD'S PARLOR BASEBALL GAME

The Product of a Rock Island Man's Brain

"Baseball!" what a pleasant sound that word has to the ears of the countless thousands of baseball fans all over the United States and its possessions.

How eagerly the average fan awaits each spring for the news of the training camps, the opening game and other incidents preliminary to the championship season.

The exciting race for a pennant, the exultation of the winner, the heart-breaking bitterness of defeat; the hot stove league; the thirst for a real game during the winter; all form part of the average fan's life.

And now Harry Hatfield, a Rock Island clerk at Hamilton Park, has made it possible for you and friend wife to play your favorite pastime all the year around.

Mr. Hatfield has invented a game which is so simple, that any man, woman or child—baseball fan or not—can master and learn to play in five or ten minutes.

And it's the real game—baseball at its best. The game that makes you think you are sitting in the bleachers or grandstand watching a close contested game. For you never can tell what the final score will be until the last man is out in the last of the ninth.

The game is manufactured by The Hatfield Co. (not inc.), 6401 Normal boulevard, Chicago, Ills. It consists of a neat box, containing a miniature card-board diamond in three colors, a dozen chips to represent players, a deck of sixty neatly engraved cards and a book of instructions.

On each card are eight plays, representing eight different situations possible in every baseball game. There are over four hundred and eighty different plays to the deck and a million different combinations.

The game can be played by any even

number of players or can be played as solitary. A box score can be kept showing runs, hits, errors and every possible play in baseball.

It is a game with a moral. Every Rock Island man and woman should have one of Hatfield's games, not because we say so, but because it is a real game, "a slice of life," and Hatfield is a Rock Island man.

Leagues can be organized, and there are several of them in the general offices right now. World series can be played between the winners of the rival leagues.

Look at the score below, look at the men who played those games, their names are names to conjure with and they admit they have found relaxation and pleasure in playing Hatfield's parlor baseball game. They pronounce it a "winner." It is a "winner." After you have played one game you will say the same.

Game between E. A. Fleming, chief clerk to president, and A. Mackenzie, chief clerk to first vice-president. Mackenzie, the blond right-hander, was in rare form, giving but one scratch hit and a base on balls and not a man reached second during the game. This is Mackenzie's first trial in the big show and he in undoubtedly the find of the season.

	1	2	3	4	5	6	7	8	9	R.H.E.
Fleming	0	0	0	0	0	0	0	0	0	0 1 0
Mackenzie	0	0	0	0	0	0	1	0	0	1 7 1

Game between C. T. Ames, chief clerk to second vice-president, and C. D. Van Hecke, assistant chief clerk to second vice-president:

	1	2	3	4	5	6	7	8	9	R.H.E.
Ames	0	0	3	0	0	0	0	0	0	3 7 0
Van Hecke	0	0	0	0	1	0	3	2	*	6 5 2

Game between H. E. Erickson, advertising manager passenger department, and Jno. A. Simpson, editor Employees' Magazine:

	1	2	3	4	5	6	7	8	9	R.H.E.
Erickson	1	1	1	1	0	0	0	0	*	4 7 1
Simpson	0	0	1	0	0	0	0	0	0	1 5 1



ABNER'S BRIEFS FROM THE ARDMORE BRANCH.

G. "Hiram" Y.

It sounds like—"write as soon as you get there"—for us to say business is the best ever down the branch, we just have to do it, though.

Some people would kick, though, if they had to play football, they can never expect to own a Ford. Others are able to see clear sky when it's snowing—what's your number?

This to advise that Hiram's calf is cutting a new horn.

If a war tax would be placed upon accidents caused by carelessness wouldn't it be surprising how few would be placed on the list as not taxable or unavoidable?

Mr. O. Hatfield wants to know what has become of the old-fashioned mother who used to read the almanac to find out what all sage tea was good for, how to manage measles, mumps and treat the thrash? Don't know at this end unless she is listening to her modern daughter read out loud dope on "How to Handle a Husband," written by a person that signs their name prefixed with "Miss."

A pitiful picture (to some people) was painted (and should be presented to those that are gathering up clothes to send to Belgium) the other day in Shawnee yard, by Mr. Ray Owens—not with a brush, paint or canvas—but its foundation had reference to rags.

Poor Ray, who practices the art of persuading box cars to ponder and therefore is on the payrolls as a switchman, is slowly but surely pining his life away in a manner, as we said, that should, in all probabilities, cause those charity inclined people to pause and remember the original book of rules tells us that such begins at home, and if relief doesn't come soon he will be numbered with those that used to be. There are some that don't sympathize with him, because they haven't been attacked, and another class don't because they know it will be better for Ray to learn through a course of experience, which is one thing that cannot be sold, given away or willed to anyone, or wished upon him. Sore-hearted and sad, downcast and deep in sorrow, account of the high cost of loving, caused by the cruel, cruel war (which goes to show that its effect is felt in Oklahoma as well as in Europe). Poor Ray is pining his poor-er life away in "penniless singleness," and yet is a brave boy, for he faced the world and said he would in the future make a special effort to save what he could and had left after paying the war tax on so many of the necessities of life, buy up some clothes and get "married." A wise dog hollers when he is hurt, and poor Ray stood the effects of war as long as he could, so he has hollered. We heard him, but, as we said, experience is best, and we don't feel inclined to make pretence of consoling a friend with misleading words supposed to carry sympathy along these lines, for every dog has his day, and he is the best one to judge as to when he has had it, on a question of this nature. But won't those that are remembering Europe stop, look and listen long enough to help the suffering that exists so close to their own door? In other words (pertaining to clothes) if there is any left save them for Ray, and remember that charity begins at home, and don't consider him in the light of yourself if you are thinking of what St. Paul said: "When I became a man I put away all childish things"—for you were once yourself a child. Poor Ray.

The Box Whittlers Club of Unchuka met with the City Council and Chief of Pe-lece Wm. Splivins to re-cuss ways and means of stopping

the war. The meeting came to a close in an uproar which resulted in Mot Coggings breaking his pegleg again, by stepping into a knot-hole and not being able to stop quick enough when Tob Widner made the announcement of the discovery that that supposed owl's nest in the church tower was Art Austin's head, which partly explained why he has been hanging out here lately all night.

Carelessness is next to god-lessness.

Aln't it funny about the time one begins to figure the boss can't run the jint without you you go and pull off a bonehead that makes it easier for him to think different?

Tom Cook says there are lots of ways of being a good "Feller," but one of our ideas of being one is, A train crew acting like they don't care when they get "run around."

The agent at Mansville says it's a good show all by itself to watch a 16-year-old country fed try to imitate her thin, twisting town sister.

A certain train auditor went to Enid on a visit along about Dec. 6, and came back telling us of seeing a snake up there with two heads. Which went to show everybody hadn't forgot the coming of Christmas, and that some people obeyed the impulse to do their shopping early. As for us, though—O, well, finish it yourself.

The gink who is waiting for good luck to overtake him generally can't see that it overtakes him every trip and runs around him. Luck doesn't like laziness, but generally goes hand in hand with work, when it comes to hot-boxes and delays.

The section boss at Tishomingo would like to know what has become of the old-fashioned gourd dippers, and the idea that good old crackling bread won't stick to your ribs? Same at this end.

One thing a married man won't boast of when speaking of himself as a self-made man, and that is that his wife had to teach him to tie a bow tie—and that "hat rack" isn't spelled just like "dining table."

The sissor that predicted there wouldn't be many men attend the poultry show held in Muskogee needn't think chickens look alike to others because his are blind.

It's an ill wind that, and so on, but the Daily Ardmoreite would have one believe there is a man somewhere known to them that has been able to sell a second-hand auto. We, in passing, will agree that no doubt such a man with such selling abilities will be some day face to face with the fact that he is wealthy, but the point we want to make is, such a hint of such a man is dangerous, if the police of K. C. get it, for up to the present we haven't been notified that they have been able to find the man with the selling qualities to the extent that he sold the new station to a retired clod-hopper that gets his mail yet marked R. F. D.

Who is it that lives at Haileyville and with the girls fills all the bills?

Who is it that works, never shirks?

Who is it it hurts when told he flirts?

Who is it that goes in stylish clothes?

Who is it that knows where to go and goes?

Who is it that believes we shouldn't grieve and who, when he leaves, the girls get peeved?

Who is it that don't curse, says things could be worse, and is always singing because he is training to be a "nurse"?

Why, it's Mr. M. P. Jolly.

Mr. Heart-dent: "I hear that Jimmy isn't going to marry the pretty little telephone girl."

Mr. Why-cough: "Why so?"

Mr. Heart-dent: "Because Mr. High-tone says she wouldn't pay any attention to his ring, so she rung off."

The mixed runs have been changed considerably. How do you like the way now, boys?

The operator at Z. C. 471 admits he lost it on queen's instead of playing the deuce. We still say he played the deuce.

A married man will miss three street cars in succession hunting for his corncob pipe, get all peeved when the Mrs. finds it for him in his mouth and lighted, then figures it is downright absentmindedness if she fails to put a spoon in his lunch, or remember in what corner he threw his hat.

A very touching story was told of a man at Ok. City who saw three or four little tads on the streets with their little shoes worn out, their little feet were coming in contact with the cold sidewalk. Their little elbows were also red from the bites of the cold, cold wind, the seats of their pants were tattered to the extent that he got an occasional glimpse of bare skin—he also noted in their little faces a touch of hunger. His heart was softened and he took the little fellows to a candy store and bought them some candy. Then, as the boys showed signs of being glad that there was at least one good man in the world, the man went his way rejoicing over the fact he had done what he did, and it was worth the price. Now, honest, did candy keep their feet from feeling the sting of the biting wind? Which was really better, their little stomachs sticking out with candy or elbows protruding? Wouldn't that man have felt better and considered it "worth the price" to have protected those little fellows from the curious and jesting glare of so many that don't know than to have given something that could do so little good, and overlooking the above items? There has been people that said yes and no. We will say it depended on where the gift was felt to have come from—the pocketbook or the heart. You know some people can give you town bought doughnuts and make you feel better than another fellow giving you strawberry shortcake, it all depends, buddy, it all depends, and since it has happened, now what did you give anyway?

A divorce was given to a certain woman of Pittsburgh, Pa., account of her husband insisting on sitting in fond embrace before a looking glass until they starved to death. Funny, before married she, no doubt, thought he didn't mean that he "could just love her to death."

It is said that George Wheeler of the yard office at Haileyville, who lost his heart to a certain young thing the time she played "Only a Bird in a Gilded Cage," will devote his time in the future (only when he is "busting" bills) trying to form a society whose object will be to eliminate clothes lines, or at least string them higher, also some way to "shor-nuf" finding out whether Tige is tied or not. Poor George, if there was a speed limit on pedestrians he no doubt would have registered at the lodging house where the screening is only ment to keep people "out"? It is told that he could have lived over the fact that her pa, her ma and "Her" had decided to restrict his rights in using the "front" room for his retreat so long at a time, and burning up so much electricity (a la meter), but he thinks it is a case of carelessness or a frame-up to fix the clothes line so close to the ground that it delayed him long enough to be overtaken by Tige. He admits he should have protected as per rule 99, and as the place where the collision occured appears to us (and from what Doc told us) we agree that more precaution "should" have been taken. It seems that Tige had running orders as well as George, and as contributory negligence on "her" part the position of the clothes line wasn't stated on the "pink."

We hope that some married women will learn the art of being neutral until it becomes a habit when there is a blonde town chick, or a husky country fed involved.

There is one good thing about the "War News in Brief," and that is no matter which you want to win you won't be disappointed.

Heretofore, while in Ok. City, on account of so many autos the maneuvers of the poor pedestrians put one in mind of learning music—if you didn't "C" sharp you would "B" flat, but now you may enter the downtown districts and

fully expect to emerge again altogether on account of the safety laws of the city going into effect recently.

One cold night while it was snowing
And the cold north wind came blowing,
I lay sleeping, dreaming of the days of yore;
All at once I heard a tapping,
Then it turned into a rapping;
'Twas the callboy, who was whacking at the door.

I lay back and quickly covered
Up my head, for 'round me hovered
The awful chilly fact that I was being called.
Then there came o'er me a creeping,
The weather now had turned to sleeting,
And I wasn't yet through sleeping,
Then deeper beneath the quilts I tried to crawl.

And as I this way resisted,
Caused the callboy, who insisted,
To get peeved and kick open wide the door.
With frozen facts I was haunted,
Who could keep from being taunted;
Then I asked him what he wanted.
Quoted Red: "Extra, east, for half-past four."

Gee! I pictured all the trouble,
All the hills I thought we'd double,
And again I heard the storm begin to roar—
"Can't you call another, Red,"
To the caller, then I said;
But he only shook his head
And grunted: "Extra, east, for half-past four."

As the storm was outside screaming,
Through the door there came streaming
Icy blasts as I put my feet upon the floor.
I tried to think that Red was joking,
But I found it most provoking,
And I came so near croaking
When he grinned, but all he said "Half past four."

How my knees then knocked together,
How I hate cold, freezing weather,
I thought, I'll try to lay-off just once more,
But I soon began my dressing,
For I felt more wind come pressing,
When Red killed all further guessing
As he left and only grumbled, "Half-past four."



AMARILLO, TEXAS. "Sorghum Bill."

Safety first.

A Merry Xmas and a Happy New Year.

Gus Glinos, ex-gang foreman, laid off till March 1st, having to undergo another operation. What next?

Last issue of the journal announced 10 merit marks for J. E. Kelly on this division, and I am going to hand him ten more for the fancy way he schemed up a "Dutch Mulikan" on a trip over the line on No. 84 one day last week. With nothing but a spud and a piece of sou Bossom, he turned out the finest bean soup and a la frappe de stew your Uncle Dudley ever went up against. And to do it right, I'll throw in five more for shining up the tin cans. He is an artist, both going and coming. He has Meredith laid out on a stretcher in Maderia's caboose. Five cent admission to see him.

A big hunt that Roundhouse Turner Frank Richardson and Ed Boynton pulled off last month in Arizona panned out good. They all came home with a "bearskin" apiece and a "dear" to meet. They slid in easy, of course. Nobody asked any pertinent questions, but they got the legal allowance of game. Soon on arrival those cannons they had would stand off a "Dutch fleet" any place.

Charley Mills, our passenger conductor, has been laying off. Some said it was another farm in Arkansas. But the stork fooled them all. It was only a 9½-pound girl. That's a good catch to be proud of, and here is a few bouquets in favor of the baby and Mrs. Mills. A cigar will do me.

Some "vag" got away with Daniel Booth's lamp. Of course, Dan was good natured over it and we all know what he "said."

Same day Ed Boynton lost his "steel turkey" and all his uniforms, and caused him to go and

"blow" himself for a whole new outfit. Some tyrant is sporting Ed's junk down in Frisco now.

And Honeysucker, the Pan Handle engineer, got touched for his "cheese box" and was trying to tell Roundhouse Turner his troubles when Boomer Kelly, the brakeman, came along with a two-gallon oil can for some "benzine" to light his tail lights with, and it was a toss-up who should be relieved of his troubles first, Kelly or the Dutchman. Gee!

All the boys are making pretty good money this month. Indicates that business is brisk. Several promotions put on a thrifty appearance. But like most cases turn out, it seems that every new man must start out with his first wreck. At least that is the way it looks. But those experiences cost lots of hard knocks and make us all old.

Jimmie McLean is returned to Lela Station and has the old pump hammering away as of old, and the excitement around there at day time would keep you from "staying awake." But, after all, it beats the idea of not being satisfied some place else, not so lively. Don't it, Jimmie? Give her more naphtha and cut down the speed, Jim.

Mrs. Ward of Lela paid Mrs. W. L. Burrows of Lake a visit.

Mr. J. T. Johnson was making a "hot foot" to Dalhart, racing against time. He made it all right. He's got the world beat when it comes to digging up a shipment of "horns and tails."

December 14th, and not a snow yet, is the sign we had a fine long fall here, but this date it is putting on a frosty fog that would freeze a dog.

Bob Burrows of Rockledge is taking an extended layoff. Nobody knows, except Bob, why all this.

Earl McCurdy is relieving Bob Burrows as section foreman at Rockledge. This used to be the dreaded place on Amarillo Division for section foremen. But it is smooth as a slipper now.

Thos. Fells has taken charge of Section 115, Flerin, Tex. Tom used to be interpreter on an extra gang on the Pan Handle in 1908 and later put on Section 85 at Indianapolis, then transferred to Parkersburg, Section 87. When a call from home took him. He has now returned for keeps. Old country, nothing good. Tom is a hustler on track.

Roy Rawlings broke loose and how he slowed the ties; he must have put them in at night. The way they disappeared was something fierce.

Mr. J. T. Childers, section foreman, Fuller, is an old-timer and has been all around the "Gulf," and seems to be thoroughly at home at Fuller and made a good showing in a short time worthy of comment. No telling what he will do with the little No. 12 motor car to help him up the hills.

T. S. Barnes, our genial dispatcher, and family took a vacation and recreation, which every dispatcher well earns. He seemed well rested up and ready to go. T. S. B. has been with this company many years and has fought many a battle against odds and won, and ready to go again.

Perry Powell has been acting as dispatcher and did very well, especially when it comes to getting engine watchmen out on the "pure food patients" about Yarnall, etc. All right, Perry; I'm the Bucco that can do the stunt—when I have to.

Messrs. Van Hecke, Beckett, Gruhlvey and Worley made a trip on Maud 4400, inspecting the rail on west end. About ten miles was walked. One hundred and thirteen miles of 90-pound rail would be quite welcome next year, with a foot of gravel to hide the "county line" signs, Mr. Van Hecke tells about.

I have numerous inquiries about the price of Sorghum and lots of the need in sight, but I am crippled on account of the "German war." I am not able to get the kind of machinery to handle the stuff. The war has certainly put lots of businesses on the "bum."

Our roadmaster and master carpenter is going around with a speck on his under lip lately. So many ask what for the reason? Of course, for their benefit, he tells them the country and cattle are quarantined against the hoof and mouth disease, and he won't shave off that "fuz" on his lower lip till the war is over. Best

authority says the "Dutchman" can hold out till next August. He'll be a stayer, won't he? Let's watch him and see if he makes good. If he does, he'll be able to see through a six-inch mahogany plank if the old saying is true, that "whiskers" help the eye sight. How about that, Perkins?

The roundhouse fleet is the busiest bunch on the railroad. Everything spick and span. Since they got the two new asbestos stacks on the roundhouse and their headquarters painted up, and a fire plug put in, they are a little world by themselves, with the car knockers for neighbors.

Fred Vemer, the bridge and building foreman, is moving the pumphouse at Glenico from the old well to the new well and erecting an enclosed tower over the old well. This will put Glenico on the map as a first class water plant.

Quite a few of the boys have been taking a little hunt this fall and all report the birds very wild and scarce. They had no show last summer on account of too much wet and storms, and lost their young.

On November 26 and 27, the track inspection special passed over this division and this is who were on board: Messrs. A. B. Copley, F. T. Beckett, C. L. Ruppert, H. E. Allen, D. Van Hecke, E. W. Morris, L. F. Sneed and the station inspector, whose name I cannot recall, together with their once boys, cooks, typewriters and turkey and a possum; and I forgot that gauge that laid outcours that fit too high some places and too loose others. Well, the first thing that happened, Gruhlvey dropped off of No. 42 and ran into George Woods, the power house roadmaster, who was making his getaway under the coal chute at Sayer, where they were splitting up a box of cigars, and, of course, got in on one and lit it and got behind it. Smoke was coming out of both ends of the train as down the line it spun. I had my eye on Morris because I knew he would have everything back on the train that we would leave in sight. Of course, we stopped at Hext. The switch was right, the frog was tight, and the ball started to roll, and the train to go, when they hit Erick. All were out and what was passed up was mighty small and down deep in the ground. But, anyway, some one of them got a bunch of instructions issued by the roadmaster to his foremen to get everything out of sight and not let it go into the baggage car. In the meantime, Morris had the choice of taking or leaving two split red globes and he left them with Friend Wilmoth. Down the line they went when Mr. Copley inquired in regard to these instructions. Not getting any argument, they produced the letter. But the typewriter had a case of smallpox that did the writing, or the effect of the jar on the machine from the car speeding of the rails caused the type to hit the high spots on the paper. Any way, the letter had too much to say and it didn't take, and things were right and wrong, gauge wide and tight, half rough and smooth, and what not, till McLean was reached. When that foreman let his instructions get into their hands, and the case looked prospective at this point, the inspection quit for the day. But the letter of instructions was not cleared up. But the run to Tucumcari was made and supper taken at Alaweed, where the mighty "gobbler" was greatly in evidence, and between the turkey and other dainties, there still cropped out that "letter" and quality of cigars on board. As onward we moved and arrived at Tucumcari we were in time to turn and have a walk around the Tucumcari terminals and the familiar haunts of Mr. Beckett.

At 7:30 a. m. the trail was hit again and soon the gauge was good and bad. Track the same some places, no fence at all, and others new, and bolts rattled while everybody was taking a pull at the poor roadmaster's "whiskers on his chin." He was surely up against it. But for a box of good cigars things might have been worse. It was a bad time to put in a bid for rail or ballast or even a chance to keep some poor old steam ditcher over winter. Finally, not satisfied with the way they were traveling, they actually got out and walked for a while. It was a tight inspection, and the spike "Molke" was looking for all summer was found, of course, and the signs that the old "cons" were scratching their ribs on all summer were all

"plumbed up," and Morris, with his baggage carload of pickings, were safely wheeled over the division. The terminals at Amarillo were gone over and change of crews made and moved eastward and finished up at McLean that evening. Mr. Van Hecke dropped out at Amarillo, having made the entire journey. The trainmen all enjoyed Mr. Copley's lunches and it goes without saying that Mr. Copley's hospitality needs no introduction on the third district. Mr. Shedd also makes himself fit in just right, and spoke very complimentary of our safety work. Mr. Allen seemed to enjoy his long trip over the old haunts, and all the boys were glad to see him, likewise Mr. Ruppert. Mr. Morris seemed to be satisfied with the circular put his prospects to the bad and his tonnage of pickups reduced. The station inspector could find worse conditions than ours and seemed to let us off light. And the big "possum supper" was the crowning feature. Three cheers for Morgan, the cook. It was my first attempt, but it was all fine, very fine. And on the whole, to save time telling everybody what was what, I can safely say that everybody connected with the inspection train treated this division with utmost respect and give due credit for all that was done this season, regardless of the backsets and adverse conditions from the humble section man to the superintendent, and it is in return appreciated, and our latch-string always hangs outside the door.

Frank Riely, car inspector, Amarillo, was called to South Texas, where his brother is reported very sick.

Conductor A. M. Dickey is away down in Arkansas on a big hunt all by his lonesome. After big game this time.

Jim Burrows' Mudge motor car came in very handy several times lately, and he thinks it a fine investment and a good companion to have. Right you are, Jim.

Jimmy Hamack and Tom Gavin, brass pounders in the dispatcher's fleet, are two good old scouts. Always on the other end of the line when you ring up.

W. D. Hinkle, section foreman, at Sayer, made a trip to Shawnee on personal business.

When it comes to do a neat job of whitewashing, Pat Moriarity can do the job. His section headquarters are very neat. Where did you get the lime, Pat?

CEAR RAPIDS, IOWA.

Machinist Apprentice Leland Bengo was transferred from Dalhart to Cedar Rapids to complete his apprenticeship.

Blacksmith Frank Shimek is strutting around these days. The answer—a baby boy.

Mr. H. J. Carr, business agent for the machinists, was a recent visitor at the shops here.

Timekeeper Clarence H. Moloney on a still hunt at Vinton recently. Wonder what it is?

Miss Maud Gallagher, stenographer for storekeeper, is having some time now since the folks are quarantined at home.

Machinist Apprentice Tweed Collins transferred from roundhouse to tack shop, Apprentice Harold Holmes going to roundhouse.

Chief clerk to superintendent, Mr. J. C. Guttenkauf, is the proud father of a new arrival at the house; a son.

Machinist Apprentice G. R. Moloney was out bagging game last Sunday. Results: rabbit.

Tinner A. Mann has undergone an operation for tonsillitis; reports are that he is improving and will be with us soon.

Monday, the fourteenth pensioner, Wm. Dunlap, passed away. Mr. Dunlap had been on the pension list about a year and had worked here for about thirty-eight years in different capacities.

From appearances, Machinist Ludwig has it on the rest of the boys when it comes to the fair sex.

Statement Clerk H. B. Chick made a slight-seeing trip to Silvis on Thanksgiving Day.

Our sympathy goes out to Machinist J. O. Miller, who recently lost his wife. Beautiful floral offerings were given by shop men.

A little meeting in City Park each evening. See Harley Hoen for particulars.

Shopmen Chas. Barta, Geo. Moloney and Art Man, together with General Foreman Clerk Howard Cunning, spent Thanksgiving in Chicago.

Base Ball Fans!!

Play Ball All Winter—
at home—the real game—with

HATFIELD'S Parlor Base Ball

the craze of fandom everywhere—60 cards, 8 plays on a card, 480 plays, over a million combinations—strikes, balls, double plays, hit and run, squeeze, hook slides, steals, doubles, triples, home runs and all the rest—every thrill and unexpected play you yell about at the ball park—exciting because it's in doubt till the last inning.

Makes fans out of "tenderfeet"—educates kids and wives in the National pastime—keeps old fans alive all year round. Keeps everybody at home—makes winter evenings short and exciting—simply irresistible. *Played solitaire or by any even number.*

"I have played Hatfield's Parlor Base Ball game and find the same very interesting and instructive".

What
Joe Tinker
Says:

Joe B. Tinker,

Manager Chicago Federals

Scores of "stars" in every league are as enthusiastic as "Joe" and study base ball with Hatfield's game.

Here's the Result of a Game of Hatfield's
Parlor Base Ball

Team	1	2	3	4	5	6	7	8	9	R	H	E	Batteries
Sox	0	0	0	0	0	0	0	1	2		3	6	Walsh Schalk
Cubs	0	0	0	1	0	0	0	0		1	3	1	Lavender Archer

50c Sent Postpaid 50c
Anywhere for 50c

Mail the Price Today

Agents Wanted - - Big Profits

We're engaging agents everywhere to sell this game—they are making big money—the game is becoming a craze—every fan wants it. One Chicago store sold 3,000 games in a few days. We need an agent in your district—be the lucky one. Write us at once for terms and territory. This is your chance to make good money quick—take it. Send for a game, anyway.

The Hatfield Co. (Not Inc.)

6401 Normal Boulevard,

Chicago, Ill.

Ben Hewitt, machinist helper, now ordering shoes according to age instead of size.
Special Apprentice H. Fitch spent Thanksgiving in Chicago.

A boring mill is being installed in the shops which will assist in the back shop work.
Apprentice Molone spent Thanksgiving with his parents at Des Moines.

General Foreman M. B. McPartland spent an enjoyable day at Waterloo and Cedar Falls Thanksgiving.

Cedar Rapids shops is now putting through 1900 and 2000 class engines for general overhauling, since extension of machine shop pits.

47TH ST. LINE.

Notice—Change of Policy—Same Prices.

Beginning with the January, 1915, issue, our news will be entitled "The 47th St. Line." The Line's staff will include some of the best and well known writers in the 47th street shop, among whom will be the following:

Ray C. Wolf, editor-in-chief.
John Adams, censor of poetry.
Frank J. Ondrak, the "Line's" critic.
"Jerry" Herlihy, financial editor.
E. Greenough Brown, society editoress.
Benj. D. Goldstein, war correspondent.
Jos. Bunting, foreign news.
Phillip Reilly, city news.
Geo. Mankowsky, shop news correspondent.

The above staff will endeavor to cover the world in general, giving all the latest dope of the "Hot Stove Association" on sporting, financial and war news. Miss E. Greenough Brown will cover the society field thoroughly and give our readers all the latest news regarding the doings of the "400" clan.

All write-ups and clippings for the "Line" will be thankfully received if sent to the chief editor.

Society News.

The general 4man's office is getting all the modern improvements since Mr. McQuade has taken charge. All the office fixtures have been newly varnished, the office painted and a new white enamel washstand installed with hot water. They even painted the planes of the electric fan. Mr. McQuade is quite a beauty artist in his own way, as he put in quite a few large beveled mirrors (so that the 4men could admire themselves and curl their mustachios, especially our pretty erecting 4man). Just the same we all give credit to Mr. McQuade for the improvements.

Miss Greenhouse, our file clerk, has a new glass top on her desk and our society editoress says that alone, besides all her other good qualities, puts her in the exclusive "400" class.

Ben has been going around the office with about 6 Lbs. of cotton, 2 Lbs. of sticking plaster and 10 yards of gauze tied around his neck and always holds his head in a listening attitude—quite an uncomfortable position. Frank attributes this to high living and says it is a forerunner of the gout. Where, Frank?

Mr. Jenkins, motive power clerk at Rock Island, was a shop visitor a few days this month. While in the city, he was entertained by General Foreman McQuade. Mr. Jenkins went over the service cards and personal records from Rock Island and cleaned up all matters pertaining to same.

Our Poetry.

He hungered much for fame, and so
He served, that he might win it,
As President of Mexico
About a half a minute.

My eyes are red, my throat is raw,
And every other breath I draw
I gag and gasp and fill my craw
With smoke down here in Arkansaw.
I blow and blow, and claw and claw,
And fuss and fume, and fight and paw;
The tears run down my cheek and jaw,
I chaw the rag, and chaw and chaw,
And cuss until its against the law,
Then have to stop and sneeze. O, pshaw;
I'd walk from here to Omaha
If I could find the blamed outlaw
And get to "bust him in the jaw"
Who started smoke in Arkansaw.

The lay of the poet will often enthrall,
And the lay of the minstrel is sweet to recall,
But the lay of the hen is sweetest of all.

It wore a hat that clipped its ears,
It also wore a cane.
Its trousers fit so tight they'd split
If they were soaked with rain,
Upon its lip arranged so neat—
There sat a fringe of fuzz—
A poodle led it down the street,
I don't know who it was.

Who is it over this great big road,
From Chi to Denver, on the road of gold,
From K. C. to Omaha and back again,
Tells the deeds of the sons of men?
Whose sounder of gladness and sorrow sings,
And heralds the rise and fall of things,
And sends and receives from far and near,
Words to sadden and words to cheer?
Whose long night vigil and ready ear
Keep the way of the "Golden State" clear,
Guide the nation's commerce, on this, our road,
And gets little credit for heroic deeds untold.
Who with set face and unwavering hand,
Summons help to his fellows and countryland,
In time of disaster, knowing that he
Must stay and die with his hand on the key?

War News.

The following is from our own military expert, who has just returned from the front:

"In the Eastern theater of war the present condition may be expected to continue, unless one side or the other gains some advantage, which would, of course, alter the situation. In the Western arena the same conditions exist, and I have no hesitation in making the same prophecy concerning the outcome."

Our expert also sends us the following bit of poetry and dares us to print it. Here goes:

The Turks pulled off an act of war
And might as well admit it,
They missed that Yankee boat so far,
They must have meant to hit it.

There are war clouds gathering around here and we take this opportunity to declare that we are strictly neutral regarding the affair between Joe Kenny, the caller, and Daniel Hogan, the general foreman's clerk. In the future these parties will kindly stay away from the editorial room when ready to go to battle.

Financial.

Our financial editor started for Hamilton Park last week to interview King Kinney, "The Hamilton Park Wizard," and find out about the past, present and future prosperity of this country. When he said that he could not get a hearing from the "King," but from his own observations while going around the country, he said that he thought the future looked very bright indeed.

Foreign News.

Mr. Austin of the chief electrician's office made his initial appearance as the leading man in the one-act comedy and tragedy entitled "Tickles." We understand that he made a dismal failure of same and has given up the idea of a stage career upon the advice of the storehouse clerks, they having acted in the capacity of critics.

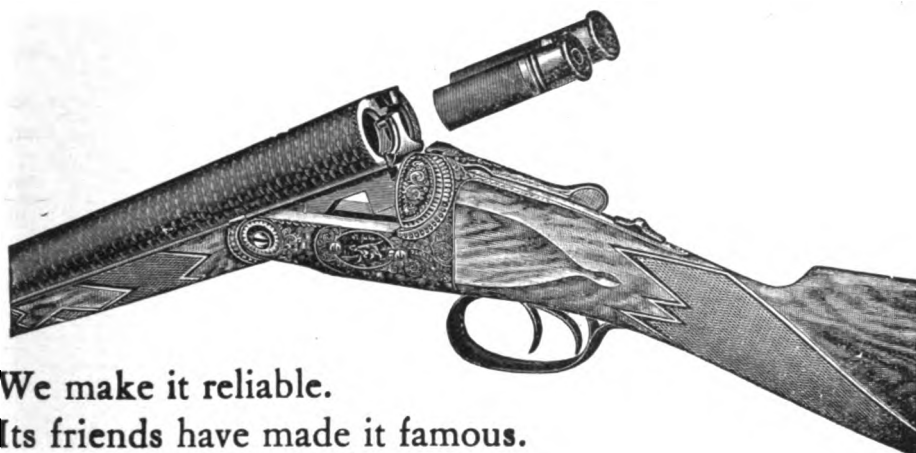
Phillip Reilly attended a stag the evening of November 24 and reported a good time, telling us about some of the things he had to eat and drink and all about the good smokes they had. Hope he gets two invites the next time.

From the Editor's Pigeon Hole.

We have acquired another great artist for our already large staff of celebrities by getting the consent of Mr. F. J. Ondrak to act in the capacity of critic for our famous paper. Mr. Ondrak will give expert opinions on all the "Line's" write-ups and will try to please the public on all things. He wishes to apologize for not having been connected with this branch of the department sooner so that he could give some articles in this issue. However, he will positively write for us in all future editions.

Lamp the following from one of our contributors:
A sleeper is one who sleeps. A sleeper is that in which a sleeper sleeps. A sleeper is that on which the sleeper runs while the sleeper sleeps. Therefore, while the sleeper sleeps in the sleeper, the sleeper carries the sleeper over the sleeper under the sleeper until the sleeper, which carries the sleeper, jumps the sleeper and wakes the sleeper in the sleeper by striking the sleeper under the sleeper on the sleeper, and there is no longer any sleep for the sleeper sleeping in the sleeper on the sleeper.

THE PARKER GUN

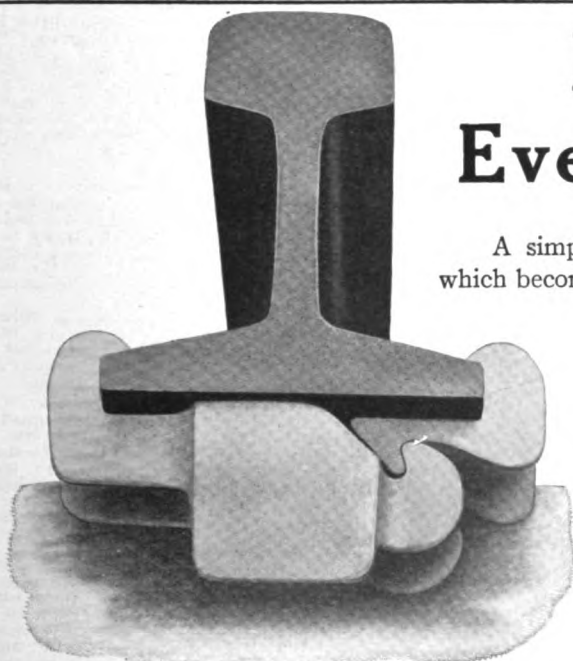


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San Francisco, Montreal

P. & M. Rail Anti-Creepers

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

The following from one of the shopmen: Miss Reddy, they say, is a fine little girl; She dresses in green, wears her hair in a curl. The shopmen, they watch her, all through the day.

While she sits by the window and types away.

Mr. Colligan received a letter from Mr. Reddy recently in which he explained his duties in his new position and also sent his regards to all his friends at 47th street.

Chas. Kennedy, machinist at 47th street, recently made a trip to Cincinnati and returned all in the short time of seven hours. If Chas. can explain how he did it he will be entitled to share in the glory, as he sure did something that will revolutionize travel. We will send our correspondent to interview him on the subject and if possible will give details in our next issue.

Our critic, Mr. Ondrak, says that "King" Kinney and his Hamilton Park interviews and also Herington Flashlights will have to go some to beat our column when he starts criticizing in the next issue.

47TH STREET SHOPS.

By J. S. Austin.

Mr. E. U. Roland, former traveling electrical inspector, was a shop visitor on December 15.

Mr. Eberler, chief clerk to Mr. Wanamaker, didn't do a thing but walk in the office one cold morning with one ear frozen.

Mr. F. Beazley has returned from a three weeks' vacation in and around Memphis, Tenn. He reports the best time of his life and also says he has "some hunting days."

Mr. Wm. Haines, alias Heinie, loves to dream, safety regulators being his hobby. We would suggest that "Red" Smith buy Heinie a toy regulator for Christmas.

Are you a "FLEA"? Beware! keep away from the electrical department.

Mr. John Hitzert, battery man, is preparing for a visit with friends in St. Louis during the holidays.

Mr. Orville Pomeroy is contemplating a short visit to Cable, Ill., during the holidays.

Mr. Andrew Eberler of the electrical department has been transferred to night inspector in place of F. Laske; Mr. Laske going on days.

Mr. John McGinn and Wm. Slemmer, better known as the "storehouse twins," spent a Sunday this month in La Salle, Ill., and report a fine time.

After many months of anxious waiting, we had the pleasure of meeting "little Ruth," Mrs. Goodyear's daughter. She is all of what Mrs. Goodyear claimed her to be, and, believe us, she is some doll.

Someone mentioned the fact that J. S. A. had a rival shop editor in the person of R. C. W. We would gladly turn over all files and correspondence if R. C. W. is willing to take the job.

Where did you get that high chair, "Red"? Even though you may have gotten it at the "Avenue," we think we have an explanation due.

We always have wondered why George Jung, stockman, second floor, always wore the smile that won't come off. Having the luck to get a glance at the future Mrs., we cease to wonder.

Messrs. Anderson, Goldstein and Carlson of the stores department spent a few days in Des Moines, recently. They report a splendid time.

The long promised "fudge duel" which was to be fought between the store department girls has brought but one candidate up to this time, this being Mrs. Goodyear. We would like to sample the wares of the Misses Starr, Murphy and Loye before we give a decision.

EL RENO, OKLA.

By The Deacon.

New Year's has come and gone.

Every year we hear the song—

Will I make my resolutions stick?

Yes, if I have to raise a kick.

Every day I will do my work,

And from no duty will I shirk.

Rats; by tomorrow it is gone.

Still, next year it is the same song.

Safety First: El Reno shops took the cake. In the past few months they have made a

marvelous record. So says the Safety Bureau. Yes, El Reno news was short last month; too busy. Knitting Christmas presents.

Hiram, from the Ardmore branch, you are recommended as editor of the Oklahoman. Hike along, old boy, and get the job.

Mr. H. H. Donahue is with us again this month. He was the happy dispenser of cigars—10 centers. That means a boy. Happy; well, you should see him.

Mr. G. W. Chastain, timekeeper in the Panhandle office, tried to surprise us all by getting married December 5, to Miss Carrie Lewis of El Reno. Well, he didn't pull the wool over our eyes very far; we knew the symptoms. The happy couple spent their honeymoon in Galveston, Tex.

We are all wondering who will be the next to follow in the tracks of above mentioned party and join the doubles. Mr. Merritt Thomas is marked up on our slate as next out.

Mrs. Burchfield of the Panhandle office spent a pleasant Christmas vacation in McKinney and Dallas, Texas.

Mrs. George L. Hill, wife of the claim adjuster, and daughter Ashley have been visiting the family of Claim Agent Morrison for several days.

Some of the Dakota division's friends would like to hear from them. Better thaw out and get in this popular magazine.

H. C. Hackensmith and J. H. Bentley of the I. C. C., and E. Hanson, A. L. Welliver and E. F. Brennan of Chicago spent a short time in El Reno regarding government valuation of the telegraph.

Mr. J. C. Stickley of the telegraph department, and wife, spent the holidays at Mr. Stickley's old home in Ainsworth, Iowa.

Shorridge and Allen are additional operators for a few weeks.

"Jimmy" Hayes, who has been working in the chief dispatcher's office in Amarillo, is back at his old post. Glad to see you back, Jimmy.

Mr. R. L. Stewart spent the Christmas holidays with his mother in Pennsylvania. He was accompanied by his wife.

Mr. George Amborn, secretary to the general manager, has a new cap. Santy is good to some people.

On December 9 the special service department of the third district held a very successful staff meeting, Mr. H. H. Germain presiding.

Mr. Futoransky of the legal department is a happy man—yes, an awful happy man. In fact, so happy that he dispensed with his much-loved and well-kept mustache. The reason? On the 17th of December there was born to him a beautiful baby girl. Yes, a big Christmas for him and family.

HERINGTON FLASHLIGHTS.

Georgia M. Cullins, Editor.

Well, here it is again, almost Christmas and nothing much that looks like news. Snow about a foot and a half deep, and everybody just like a clam—no news. Let us get busy and make a New Year's resolution that we will each and every one do our best to help make our railroad magazine a better one than any other railroad ruts out. Let us not only try to see better times ahead for the magazine, but lift up and onward ourselves as well. Let us be like the old railroad man who drifted into a little church not long ago, where a revival meeting was in progress, and, upon being asked to lead in prayer, he said:

"Oh, Lord, now that I have fagged Thee, lift up my feet off the rough road and put them safely on the platform of the train of salvation. Let me use the safety lamp known as prudence. Make all the couplings on the train with the strong link of Thy love, and let my hand lamp be the Bible. And, heavenly Father, keep all the switches closed that lead off onto sidings, especially those with a blind end. Oh, Lord, if it be Thy pleasure, have every semaphore light along the line show the white light of hope, that I may make the run of life without stopping. And, Lord, give us ten commandments for a schedule, and when I have finished the run on schedule time and pulled into the great dark station of death may Thou, the Superintendent of the Universe, say: 'Well

done, thou good and faithful servant. Come and sign the payroll and receive a check for eternal happiness."

How many, I wonder, ever stopped to look at a railroad career in just this light? How many go out of their homes into the dark and storms, with a prayer on their lips for a safe return to those who love and depend upon them. This man thinks not in dollars and cents; but of the everlasting peace and happiness that shall be his time check at the end of the run. Let us not put all our faith in the earthly dollar, but in Him whose infinite wisdom will finally lead us to a haven of refuge.

Tom's getting to be so important in the dispatcher's office that even the phone rings "T-M-B, T-M-B" when he's away for a day.

Brakeman T. J. Hughes was called to Madison, Iowa, by the serious illness of his father. Among the various Kansas City visitors and shoppers in the last couple of weeks were Mr. and Mrs. Ed Cordon, Mrs. A. J. Farrell and sister, Miss Kate Dolan; Mr. and Mrs. Chester Lacey, Mrs. T. J. Hughes, W. E. Carroll and W. P. Hedrix.

Mr. and Mrs. Miles Hankerson are the parents of a daughter, born December 11. Miles is a brakeman on the R. 1.

Mrs. Mark Nelson and daughter spent a few days in McFarland.

From the Herington Sun.—Miss Mollie Herbel and Mr. John Barton were married at the Lutheran parsonage December 10, Rev. Koester officiating. The bride's parents, who live in Tampa, were in attendance. The groom is chef at the Grier eating house. Miss Mollie is very well known, having worked at the eating house for some time. Both have the best wishes of the Rock Island employees.

Meazs Sauer, stenographer, dispatcher's office, spent the 19th and 20th with home folks at Abilene.

There is a rumor that the painter helper is going to give a tenor solo on Christmas Eve at the Lutheran church. Now who said he couldn't sing? Well, maybe he thinks from all the song birds in the city at this time Santa will select him and fill his sock.

George McDonald, material clerk, is decorating the bolt room with a coat of green, getting ready for St. Patrick's day. Too bad, George, that the stenciling is yellow.

Jay Baxter and family are visiting in Colorado during the holidays.

Fireman H. C. Trout is spending a couple of weeks with home folks at Lawson, Mo.

A friend of August Wendtland states that he is positive that August bought a very pretty ring for a girl at Lincolnville and took it down last Saturday or Sunday. Perhaps it was a Christmas present, though.

Will Ames and wife entertained James, Hannah and Bessie Lee and Mr. Ed Kreiger at whist in honor of Mrs. R. J. Reeves of El Reno. All report an enjoyable evening and wished for many returns.

James Lyne, bolt room clerk, has taken up with a very pretty brunette who resides at Lost Springs, and now every Monday morning he looks so sleepy. And, say, No. 24 was late. Too bad, and he so young.

Roy Potter and family will move on a farm this spring.

William, the 3-year-old son of Mr. and Mrs. Vernon Hood, died December 8 after a short illness with membranous croup. Burial at Sunset Hill cemetery December 9. The bereaved family has our sympathies in this their hour of sorrow.

It is strange how jealous the people of the South are. A young man in El Reno sent his wife on for a thirty days' visit with his uncle, and because she wrote she was having a good time he became jealous and ordered her home. It must be awful to have such a feeling. How about it, R. J.?

Switchman F. J. Shea left the 18th for Dallas, Texas, where he will join Mrs. Shea, who has been gone for about two weeks.

Jesse Austin, painter, had quite an experience lately. He went to see his lady friend at Burns, and on returning got on No. 24 at Peabody and proceeded to go to sleep. When he woke up the porter was just saying "W-h-l-t-e City. Change cars for the Katy," etc. Well, Jesse got off and took No. 25 back to Herington. Too bad he was so sleepy.

Don't Pump Your Life Away

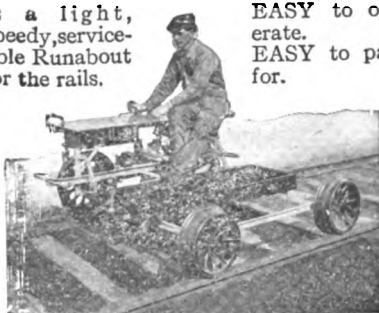
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CHICAGO

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"We are still on the job"

Mrs. T. Pattie and Mrs. J. Swain left the 19th for Dallas, Texas, and other points in the South.

Harvey Holt went to Topeka on the 19th, returning with his wife on the 20th.

We understand that Santa didn't forget to leave a new diamond ring with the steno at the roundhouse. How about it, Earnest? We also hear that "Frosty" made a flying trip to Wichita to deliver another one of the same brand. Looks rather suspicious, counting blushes in the superintendent's office.

Mr. E. H. Moon and Mr. R. E. Sloan, special accountants on the Kansas rate case, are working in the superintendent's office for a few days.

A. J., otherwise known as "Bert," Mullin went to St. Mary's for a short visit with his brother Vincent, who is attending school there. "Happy" Allison, pass clerk, went to Topeka the 19th, returning Sunday.

Among the various Wichita visitors the 19th were Mr. and Mrs. C. W. Balch, Mr. and Mrs. Ed Heath and daughter Cassilda, George Nisson and wife.

Who? Question: Who copped Val's tie and collar?

Lineman Tracy is relieving Dickens, on vacation in Kansas City.

G. P. Nihsen, better known as "Crum," has been looking over real estate the past week. Pass the smokes, G. P. Also don't forget the chocolates.

Mrs. M. V. O'Haver and baby have gone to Topeka to spend Christmas, which accounts for that woe-be-gone look which Mike carries nowadays.

De Garmo, operator at Topeka, has bumped Operator A. Anderson at Herington. The brakemen are not the only ones who are getting bumped now. Looks like a wholesale bumping all around.

Walter Austin, formerly operator at this point, but now at Chicago, is expected in a few days for a visit at the W. P. Hedrix home.

Glen Young, file clerk, is on the sick list. What's the matter, Glen? Has the cashier beat your time? Cheer up. There's plenty more regular runs besides that one.

W. C. Campbell, steno, is helping out in the trainmaster's office 20th.

Harvey Holt, why did you try to hide that chocolate candy? Didn't you know that it would stick to you through the rest of your life?

From the looks of the new office fixtures in the superintendent's office "Jimmy" Doyle has been transferred to the superintendent's office from the yard office. Course this is just a guess, as Jimmy says "It pays to advertise sometimes, but not this time. I ain't got time for no interview today." Why the rush?

Airbrake instruction car No. 1801, Mr. Earlywine in charge, was at Herington a couple of days, but has now been transferred to Wichita.

It is strange that "Boots" Pelter goes to the skating rink only on a certain night that one of our fair ladies goes. Wonder who put him next she is going? How about it, "Boots"?

E. Dicks is getting to be a regular visitor in the northeast part of town.

R. Smiley has purchased a new piano. Must be getting ready to go to keeping house soon. How about it, Roy?

As some of our friends have asked us to help them out on the fashions, we will try and do the best we can, from the latest fall fashions just out, through the male eyeglass. We have some very becoming fashions—that is to say, to some. Suit coats will be three-quarter length when they are no longer or shorter. Separate coats will vary in length, according to the height of the wearer. Skirts will be gathered around the waist as usual. There will be tunic forms and also straight styles, the latter being pleated and made with ruffled effects. Any tailor can show you how to ruffle a skirt. Deep yokes will be worn by all except suffragettes. It is interesting to note the fall of the yoke in recent years. Originally it was worn by the women in America and Europe around the neck, and is still worn by the women of Holland. A very nifty skirt modeled by Sashay et Freres is the flit pleat,

in which each pleat represents a heart conquered by the wearer. Some girls we know would require about forty yards of goods to make a skirt of this design. The style in earrings will be much modified—no pendant quite reaching to the waist line. A wide variety of ear ornaments will be worn, ranging from candied crullers set in German silver to gold-mounted artificial eyes matching in color those of the wearer's affiance. Muffs will be used as heretofore as hand-holders, especially at picture shows and dark spots en route home. We think this answers the questions asked, but as it has taken us a couple of months to get the required information we will try to get the rest if we have left out any.

How about it, Chester? Can all the boys have a good cigar about January 15th? Here's good luck, old boy. May you live long and be happy.

Here's to those who'd love us, if we only cared; Here's to those we'd love, if we only dared.



CHICAGO TERMINAL DIVISION.

Mr. Carl Oman, who for the past four years has been division accountant, has resigned to accept appointment from Mr. Herman as traveling accountant, Third District. Mr. Oman has the hearty good wishes of his many friends for future success and prosperity. In saying "Good-bye" the office force and a few others with whom his work brought him in contact, presented Mr. Oman with a "portfolio" in token of their esteem and in remembrance of pleasant associations.

Mr. Carl Oman has left for northern Michigan to spend the holidays. Have a good time before you take the long ride.

Mr. Wm. Walpole has been appointed division accountant, vice Mr. Carl Oman, resigned. Mr. Walpole has been with the company a number of years and up to a few months ago was one of "the boys" of the office, at which time he resigned to accept a position as construction accountant for the track elevation department. We all rejoice in his return to the fold, as he was missed greatly.

Mrs. Rose Petersen is filling the position of stenographer for the superintendent, while Mrs. Blanche J. Conlen is on sick leave of absence.

Mr. Walter Peterson, division engineer's clerk, has been promoted to accountant.

Mrs. Marie J. Perry, former stenographer in the yard office at Burr Oak, has succeeded Miss Cora Gose, promoted to train master's clerk.

Mr. Don Golden of Chicago has succeeded Mr. Claude Walker of Council Bluffs, former voucher clerk.

Mr. Raymond Healy, former distributing agent for the New York Central lines, and who accepted position as assistant timekeeper a few months ago, has been promoted to accountant.

Mr. Charles Leeney, a brother of our genial Jack, has accepted a position as assistant timekeeper.

Conductor W. S. Nelson has been appointed assistant train master.

Mr. Chance Dobbins, timekeeper, formerly of the northwest side, and Mr. Charles Leeney of Thirty-first street, have moved to new quarters in Englewood, known as the Harvard Apartments, Apartment "G." From what we hear, it's some place. What's the attraction, Hallrooms?

Mr. Jack Leeney, better known as "Official Salesman," was very busy during the holidays selling Christmas trees, candy, turkeys, nuts and butter. How is business, Jack?

Mr. Wm. Reeves is wondering if the world is coming to an end—he has seen more snow in the last week than he ever saw before. Bill says it looks like the cotton fields, but don't feel like 'em. Stick-er out, Bill! You'll get acclimated.

Charles Punter, towerman, who spent his vacation in Colorado, says the best thing in Denver is the train going east. Well, Charlie, why didn't you spend something beside your time?

Mrs. Feldkamp is spending the holidays in Davenport and reports having a good time.

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NEW YORK, 30 Church St.	DETROIT, Ford Building
WORCESTER, 94 Grove St.	ST. LOUIS, 3rd National Bank Building
BOSTON, 120 Franklin St.	DENVER, 1st National Bank Building
PITTSBURGH, Fifth Bldg.	ST. PAUL-MINNEAPOLIS, Pioneer Bldg., St. Paul
CINCINNATI, Union Trust Bldg.	SALT LAKE CITY, Daily Building

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Pacific Coast Div'n, San Francisco, 300 E. St.
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Los Angeles, Jackson and Central Aves.

Mr. Oman, before departing from the Big City, invited all the boys of the office to a stag at his home. "Eva" Everling entertained at the piano, while Von Frudenberg was the main soloist, and, believe us, there was something doing every minute. The other occupants of the building moved out after the quartet opened up, headed by Peterson and assisted by Abba Dabba Dobbins, basso. Everything went along smoothly until Eva and Frude tried to take all the cigars home—the uprising was quenched by the west side representatives, Cohon and Walpole, who witnessed the act. Carl gave us a good time and the boys certainly showed him they appreciated it. The evening wound up very nicely, and finally Mr. Cohon, the official photog., pulled down the lights and photographed the entire stag. All hands wished Carl success in his new ventures, whistled down the street and, last of all, escorted Charles Leeney and Miss Dobbins home.

PEORIA, ILL.

By J. J. Q.

Following the example of "Old Man" Stoner, who was married in June, little "Patty" Joe Koenig of the local office followed suit, and was married Saturday, December 5. Joe married Miss Frances Frietsch, one of the most charming girls in Peoria. Joe became very angry at the time of Stoner's wedding, owing to the fact that the two fellows had been long pals. When mere boys they played marbles together and grew up the dearest of friends and remained thus until Stoner was married. Joe, as already related, became vexed and just to spite his old pal, decided to get married, too. This brought about the old-time friendship which was broken up at the time of the "old man's" wedding. Mr. and Mrs. Koenig spent their honeymoon in the Windy City. "The cute little fat man," as he is called by Mr. McManus, relates a most pleasant journey. All extended him the glad hand, which was cordially received and accepted with good cigars.

We do not know for certainty, but we dare say that R. J. Spurck is going the same way as Koenig and his pal, Stoner. Ralph Julius has been seen three different times picking out furniture, pans, wash-tubs, etc. Looks suspicious, eh, brother?

Eddy and Mickey were very good pals. Till trouble came, the cause being gals. Little Lena was the fair maiden's name. Who broke the friendship; is it not a shame?

Ed had a lock of the fair girl's hair, Which Mickey wished for in despair; A fight resulted, the cause is a girl, But Ed has it on him—he has Lena's curl.

PEORIA, ILL.

Grant Street Crossing.

Editor Rock Island Employes' Magazine: Enclosed find a photo of a flagman and crossing shanty in the suburbs of this city, at Park avenue. Chas. D. Anten is flagman's name. He takes great pride in improving the grounds around his shanty, planting flowers and vines, and for which many compliments are due him. My motto is: Keep your shanty clean. Make it look like home, as it is your place to stay all day. I cannot plant flowers around my shanty on Grant street for the same reason that flowers don't grow on Broadway, New York, or State street, Chicago; too much traffic and business. They would not get a chance to sprout. But I challenge any flagman in the state of Illinois to have a cleaner or nicer shanty on the inside or a nicer picture gallery. Flagmen, keep your shanties clean. You will like it better, and the people will think more of you.

Again we have a new roadmaster, J. L. Jansen is the lucky man. He was roadmaster here some years ago, and, like the cat, came back. For his good looks, they have just added the bureau branch to his other job, which he is well able to take care of. At the city ticket office things were about as usual. Mr. Langfolt was busy making out a lot of tickets to

Russia. They had about as much writing on them as the Constitution of the United States.

At the freight house the boys were all very busy, shipping and receiving Christmas goods. Joseph Koenig, one of the clerks at the freight house, was married Dec. 5th to Miss Francis Frieche. May Joe and his wife live happy until Joe can take his grandchildren on his knee and say to them, When your grandma and I were married I was an employe of Rock Island Railroad.

J. Quinlan, another freight-house clerk, had a birthday. The boys chipped in and bought him some nice presents—a baby buggy, rattle boxes and a big fine diamond stickpin, 18 parsnips. Quinlan is very proud of that pin. He hardly dare wear it outdoors as all the engineers want it for a headlight.

At the yard office they were all too busy to give out any news, they were making up trains and shoveling snow. Even the turn-table got clogged. Jack says his little boy will surely become an operator as he now calls him up three or four times every night.

I want to wish every employe of the Rock Island road a merry Christmas and Happy New Year. Enjoy yourselves while you can. Life is short and we will not all be here next year. Some of us will have taken our last trip to that Great Beyond.

SILVIS NEWS.

Michael Kane, handyman of the tin shop, died December 4. Mr. Kane had been in the service of the company for many years and was well known by all shop employes.

Boilermaker Helper J. R. Cook is wearing the smile. A baby boy born at his home November 25.

Wachinist Apprentice Wm. Roberts spent the holidays in St. Louis, Mo.

Machinist Richard Klees spent the holidays at home in New York state.

Our painter foreman, Stanley Klappall, passed around the cigars the early part of December, saying that a 6½-pound boy arrived at his home. The new papa is certainly a proud man.

Wm. Emmert, house stockman, and L. W. Smith of Silvis were out hunting rabbits December 13 and all came home with a lot. We know how Emmert and Hockman got theirs, but how Smith came in possession of his is a lot to boys of Silvis shops, unless the noise killed them.

J. E. Brown has put his flying machine in cold storage.

Our air brake foreman, with the assistance of some of his men, has quite a little band. None of their instruments cost over 10 cents, but some of their nervous friends objected to the tune.

The bold holdup man is abroad in the land.

He demands all your money or life, And the only safe plan for the poor married man,

Don't go shopping alone—take your wife. Our friend Coonie Heise can tell how it feels

To gaze into the depths of a gun, That was held in the hand of a bold highway man

And gave Coonie no chance to run. But Coonie was lucky, he was coming from town,

And with him he had his good wife. When the highway man bold demanded their gold,

She gave him the fright of his life. She simply screamed at the top her voice— Help! Roberts! she cried in afright;

The bold holdup man quickly took to his heels And vanished into the night.

Now all you men that shopping must go, Take a hint, don't endanger your life; It will be a long time ere a bold highway man

Will tackle "the man who goes out with his wife."

It is rumored that Topsy Gerlich is seriously considering the question of entering the matrimonial circles. Go to it, Topsy, the more the merrier.

The Mississippi River at this point has about eight inches of ice and the skaters are taking advantage of this sport.

The mustache race is now in force at Silvis. A great number of the young men have started a lost eye brow.

Game wardens are keeping close watch on hunters in this vicinity, so look out, boys.

Clarence Kruse is keeping the rails hot between Rock Island and Cedar Rapids. Why not induce her to move to Rock Island?

A great number of the employees are going to spend the holidays with relatives and friends. Anyone wishing a debate on mathematics will find his match in Chas. Hood, boiler inspector.

Jimmie Wright says he has come to the last resort to increase his weight, following Billie Bryan's remedy, drinking grape juice by the quart.

On December 14 over a half dozen of the shop employees froze their ears. Pull down your caps, fellows.

Topsy Gerlich, a member of the tin horn band, has a very sore index finger, due to excessive practice on his horn.

The boys suggest that Shop Order Clerk Smith spike his chair to the floor as he has made a couple of sprawling exhibitions on the floor.

Steneo Carlson made quite a hit at Geneseo December 11, making a date with eight girls and only one filling her promise. What is the matter with the Rock Island girls?

The local plow and automobile shops have increased their working forces some, which no doubt means an increase to business on the Rock Island lines.



MANLY, IOWA.

R. T. Gorman, wire chief, and A. D. Barre, roadway clerk, expect to take in the shows at Mason City during the week of the 5th, and understand they have asked Conductor Mahan to lend them his grip in order that they may carry some extra clothes between the two cities as they expect to stay there a week or more. There is certainly class to both of them, and the rest of the boys wish them good luck.

W. G. Miller, car distributor, this place, has returned to his desk in the chief dispatcher's office after being on a short vacation, and expects to put in a busy winter, as business is picking up.

E. D. Turney has been assigned to the extra work as conductor.

A. L. Mahan, who was off account of sickness for a few days, has reported for work and says he feels a lot better.

J. J. Onell has taken the run with Conductor A. L. Clay in place of C. L. Carr, who has been assigned to the Waterloo local in place of E. A. Merrick.

J. S. Good, brakeman, has taken the local with Godfrey in place of Luth, who has been assigned to the Short line as flagman with Conductor A. M. Walters.

Mrs. H. Murphy, wife of Passenger Conductor Murphy, visited here on her way to Cedar Rapids last Sunday.

E. J. Dunn, operator, spent a few days at his home in Owatonna, Minn.

F. W. Wilson, supervisor of locomotive operation, this division, who was injured recently, has returned to his work and looks good.

R. G. Roggensack, brakeman, is spending a few days in Cedar Rapids with some friends.

H. E. Ridge, passenger brakeman on No. 67 and 68, has taken a leave of absence in order that he may handle the poultry business.

J. R. Green is brakeman on Nos. 67 and 68 with McPartland in place of Ridge.

Toren Harper is the new day caller.

Louis Kern, son of Engineer A. T. Kern, expects to visit Belknap, Ia., in a few days, at the home of his brother. He is employed as station helper at the Manly depot.

E. J. Gujer is calling crews at night until Curly returns to work.

S. P. Stevenson, brakeman, expects to leave for Colorado Springs to bring back his wife, who is visiting with her mother at that place.

G. A. Gruver, O. S. & D. clerk at this place, spent Thanksgiving day with relatives at Elgin, Ia.

Our old friend, Lu. Miller, clerk in Hurd's Drug Store, got married, so they say at St. Paul, Thanksgiving day, and has brought his wife to Manly and expects to get his new home finished shortly. He set up the cigars to the clerks in superintendent's office, and we all wish him a long and prosperous wedded life.



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F. T. RANSOM	J. M. REYNOLDS	
CHAS. H. SMITH	J. A. McNAUGHTON	

J. W. Kennedy, agent, Nora Springs, is back on the job after a short vacation.

J. Smith, formerly extra agent, has been assigned to third track at Albert Lea.

L. Collins, agent, Cambridge, is back to work after a short vacation.

Operator E. J. Dunn is the proud possessor of a new pair of trousers. It got too cold for the "ice cream" ones.

Assistant Accountant W. J. Albright won a 75 cent pipe for \$2.50 at Hurd's. Some plunger.

Chief Clerk L. L. White spent Sunday, December 6, with his parents at Cedar Rapids.

Extra Agent R. L. Brown is relieving Agent Scobee at Laporte, who is on vacation.

R. B. Bullmer, agent, Holland, is taking week vacation, being relieved by Extra Agent E. J. Chapman.

MEMPHIS, TENN.

On November 15, special train of the chairman of the board reached Memphis, and an inspection of the terminals was made by the members of the party, among whom were Mr. H. A. Schumacher, chairman of the board; Mr. A. C. Ridgeway, vice president; Mr. T. H. Beacom, general manager; Mr. A. B. Copley, assistant general manager; and Mr. F. T. Beckett, engineer maintenance of way. The special disbanded at Memphis.

Track inspection annual special train arrived Memphis November 16 in charge of Superintendents C. L. Ruppert and D. Van Hecke, accompanied by Engineer Maintenance of Way F. T. Beckett.

One of the important events of the month was the meeting of all the traffic department representatives of the third district in Memphis on November 23. In the assemblage was Mr. H. W. Morrison, Mr. J. E. Johanson, Commercial Agents O. C. Turlington of New Orleans, V. M. Cluis of Atlanta, F. C. Johnson of Memphis and Division Freight Agents M. L. Hartley of Alexandria, La., and Pat Portel of Oklahoma City, and others.

The Memphis Local Freight Agents' Association held the December meeting in the Rock Island local agent's office on December 1. Mr. Fred Green, local agent of the Cotton Belt, was reported quite ill and unable to attend.

Mr. Geo. Ross, warehouse foreman, spent the week of November 23 visiting relatives in St. Louis and Kansas City. 'Tain't nothin'.

Division O. S. & D. Clerk H. R. Wilbourn paid us a call on November 19.

Mr. O. Maxey, supervisor of weights, spent the day of November 23 at the local office.

Mr. W. W. Tassell, traveling car agent, was in Memphis on November 23.

Architect A. C. Hawk paid a very pleasant visit on November 17.

Mr. L. Jensen, from the office of Special Accountant V. K. Rice, is in Memphis again, doing some special work with the Frisco.

Mr. J. H. Dimmitt, service inspector, dropped in on December 9, to let us know he found that bargain nightie. How he must have suffered the day it was lost (nikht, rather).

General Baggage Agent C. A. Searle was an unusual but welcome visitor on December 8.

Master Mechanic L. D. Richards and O. J. Page visited us on December 8, also.

Mr. W. L. Stout, local agent; Mr. Geo. E. Ross, warehouse foreman; and Mr. W. J. Cottingham, chief claim clerk, all attended the division agents' meeting in Little Rock on December 10. (She didn't want Mr. Cottingham to know it, but she surely annoyed the passenger station to find out how late Cot's train would be all day.)

Memphis local freight house has one more boast in its telegraph office and Telegrapher L. C. Mitchell, having had so many compliments passed on the neatness of it, sends a challenge to any telegraph office on the system to beat it.

The latest news from Mr. S. L. James, soliciting freight agent in the commercial office, who recently went to Arizona for his health, states he is improving wonderfully, and before many months he will be home, to be introduced to his little daughter, Claire May, who arrived early in November.

Car Accountant W. J. DuVal has been on the sick list a few days.

Mr. J. P. J. Hanson, outbound abstract clerk, returned to duty on December 8; he underwent some very serious operations in the late summer.

Mr. W. J. McClain and Mr. F. L. Rohrback, electricians, from Mr. Hubell's office, spent a week early in December in Memphis, wiring the new Georgia avenue subway and doing some rearranging of the lights at Hulburt, Ark.

Mr. J. W. Harper, disposition clerk, spent Thanksgiving day in New Orleans.

The local agent at Memphis held a meeting at 10 a. m., Sunday, December 13, attended by entire warehouse force, at which was discussed the ways and means for reducing the number of overs, shorts and damage claims, and increased efficiency in loading and stowing freight.

A number of valuable suggestions were offered by various stowmen and truckers, the following being present: Warehouse Foreman G. E. Ross, Receiving Clerk H. M. Mask, Check Clerk Joe Verasso, O. S. & D. Clerk G. L. Walker, Special Agent C. E. Farrell, Sealer B. Bateese, Stowmen O. Miller, O. Horton, O. Whitmire, S. Leonard, H. Elder, Warehouse Cooper W. Chappelle, Porter T. B. Braxton, Callers Major Hall and John Nelson, and Truckers J. Barry, E. Miller, Geo. Lowry, P. Russell, T. Robinson, C. Sly, H. Perthay, J. Brown, P. Stanton and B. Dunn.

NEBRASKA DIVISION

By M. B. K.

C. N. Luke and wife spent Christmas with Mr. Luke's mother at St. Augustine, Ill.

Mrs. J. C. Kline has been in South Bend for several weeks on account of the serious illness of her father. He has our best wishes for his speedy recovery.

On December 11, the mother of Section Foreman Ed. Thomas and B. & B. Carpenter Geo. Thomas passed away. They have our sympathy in their bereavement.

Engineer C. H. Fletcher was called to Topeka on account of the serious illness of his father.

We should not forget to thank Mrs. Allen, manager, Grier Eating House, Belleville, for the hard work she has been performing to improve the condition of the so-called "Beanery." By the way, it is not called a Beanery any more; it is called The Lunch Counter at Belleville, and to step into such a place now it is surely inviting. The counter is being stained with cherry varnish, which is some improvement over the old one, and when the chairs are revarnished, the Blackstone in Chicago will not be in it. Mamie will be out of a job, as with the new counter there will be nothing to do but stand behind the counter and look pleasant.

Effective December 1, Roadmaster Sinsabaugh was transferred to the Kansas Division, and the good wishes of the Nebraska Division go with him in his new position.

Roadmaster W. E. Brown from the Dark Line relieved Mr. Sinsabaugh and is now where the sun shines.

Section Foreman G. A. Hannah of Lebanon has been promoted and is now roadmaster of the Horton line.

No More Desire for Tobacco

Arthur Krouse is a locomotive fireman who had been using tobacco since he was a boy. About two years ago he began to have spells of illness. His memory was getting very bad and his eyes bothered him a good deal. He had tried in vain to conquer the habit until he got a certain book and now he is freed from the chardom of tobacco and his health is wonderfully improved. Anyone who desires to read the book can obtain it absolutely free by writing to Edward J. Woods, 849 B. Station E, New York City. It tells how the habit of smoking, chewing, or snuff taking can be conquered in three days.

Mr. Chas. Hattery, signal supervisor, visited the Nebraska Division the latter part of November.

Engineer Chas. Laird went to Stuart, Ia., on Nov. 6, November 19.

Ray Wells, O. S. & D. clerk, was off duty November 17, account sickness.

Mabel Hamm, master carpenter's clerk, was off duty November 19, account sickness.

Among those with Inspection Special, November 19 and 20, over Nebraska Division and who called at this office were Assistant General Manager Rourke, Claim Agent Cartledge, Superintendent Car Service Pickering, Engineer of Maintenance of Way Brown, Commercial Agents Taylor and Hennessey, Superintendents Reed of the Kansas Division, McDougal of the Colorado Division, and Supt. Greenough of El Paso, Inspector Johnson, Traveling Car Accountant Beacom, Master Mechanic Tegtmeyer, Chief Clerk Heath of Kansas Division, and Chief Clerk Hetherington of the general manager's office.

R. M. Davis, agent at South Bend, started on a vacation of ninety days commencing November 20. We are sorry to learn that Mrs. Davis' health is so very poor, necessitating her being taken south for the winter.

C. E. Ingram, agent at Lebanon, is feeling 100 per cent better since electric lights were installed in his depot recently.

C. R. Barnhart, formerly operator at Jansen, was appointed agent at Meadow, December 8.

Division Freight Agent Strain was a caller at the superintendent's office December 8. Always glad to see Elmer.

Dispatcher J. A. Dickens spent a couple of weeks the first of December, in Colorado, having taken his son Glenn to that state for his health. He has our good wishes for his recovery.

Mr. and Mrs. A. S. Bishop and daughter Jessy spent the Christmas vacation in Texas, visiting home folks.

We are glad to be able to report that Engineer Straube is improving in health.

Operator J. F. Cook has been spending some time in Fairbury visiting his friend, Dispatcher Gowdy.

Assistant Engineer R. R. Bragg and family spent the Christmas holidays in Indiana.

Former Roadmaster J. L. Hayes was a pleasant visitor December 5.

Roundhouse Clerk Heiney Schreiber spent his vacation in Texas and reports a pleasant time.

Trainmaster W. W. Cameron and family spent Thanksgiving in Chicago with Mrs. Lobaugh, Mr. Cameron's daughter.

City Passenger Agent Barnes was a pleasant caller December 12.

We are glad to welcome our new roadmaster's clerk among us, Mr. Vernon Lee, but sorry to have our little friend, Claude Walker, leave us.

The latter part of November, F. B. Thompson, wife and daughter, made a trip to Detroit and Minneapolis.

Switchman L. E. Ferrell is wearing a broad grin these days, expecting to join the ranks of the Benedicts. Congratulations, Ed.

Linenman Frank Grant spent Christmas at his home in Bureau.

Dispatcher W. S. Graham spent a few days in Topeka the middle of December.

TOPEKA

By N. M. B.

Carl Randall, ticket clerk, spent his vacation the fore part of November in Muscatine, Ia., visiting relatives and friends. (?)

Mr. and Mrs. C. F. Real, returned the fore part of this month from a few days' visit with relatives in La Junta, Colo. Mr. Real is chief clerk to the local freight agent.

Miss Olympia Kubek, of Caldwell, Kan., spent Thanksgiving in Topeka with Miss Mildred Lusk.

Mr. and Mrs. C. W. Miller and son Kenneth visited relatives and friends in Trenton, Mo., a few days Thanksgiving week.

A. B. Crawford of the Western Weighing and Inspection Bureau, was appointed inspector at this point the fore part of November, vice W. A. Sturtz, transferred to Tulsa, Okla.

The marriage of Miss Jennie Heinzman and Mr. E. M. Stephan took place November 14, at

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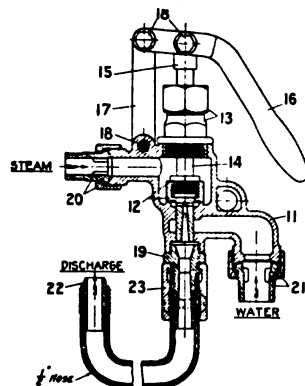
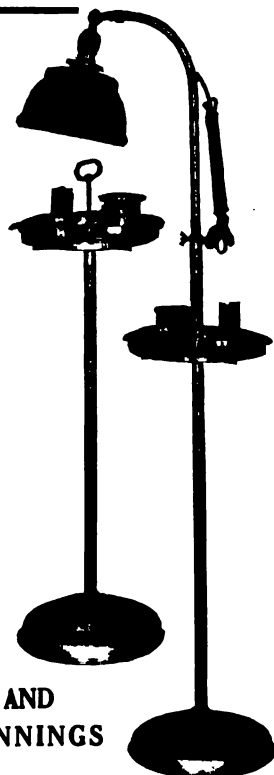
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3 p. m., at the home of the bride's mother, Mrs. Elizabeth Heinzman, the Rev. T. J. Pearson pronouncing the ring ceremony. Mr. and Mrs. Stephan left immediately after the ceremony for Chicago and St. Louis, where they spent a few days. Mr. Stephan is secretary to General Manager A. E. Sweet. Mr. and Mrs. Stephan are living at 714 Harrison street, Topeka.

Mrs. F. N. Bowlus and children left the 12th of this month for Cedar Rapids, Ia., where they went to spend a month visiting relatives. Fred accompanied them as far as Kansas City, returning the next day.

Guy Poyer visited with his brother, E. B. Poyer, interchange clerk at the freight house, the first part of this month, on his way from Iowa to his home in Marlow, Okla.

The 10th of December, Miss Lou Huckstead and Mr. A. R. Nisbet were united in marriage in this city, and after a two weeks' trip, will be at home in a new bungalow, which Mr. Nisbet has just completed, located at 409 Kendall avenue, Topeka. Mr. Nisbet has been yard-master at this point for the past twenty years, and his many friends at this station extend their hearty congratulations.

Miss Nell Burleigh, stenographer at the freight house, went to Kansas City to spend Christmas at the home of her brother, W. H. Burleigh, foreman of the Armourdale shops.

Miss Bird Tegart, stenographer in the law department, spent Christmas in Lawrence, Kan., with her sister.

Miss Signe Hultgren has resigned her position in the telegraph department.

HAMILTON PARK KRISPETTES

KING KINNEY, EDITOR

VOL. I.

JANUARY, 1915

NO. 11.

"Ring out the old, ring in the new.

Ring out the false, ring in the true."

—Tennyson.

We are on the threshold of a new year, the most of us with a string of good resolutions, which are superfluous and in nine cases out of ten will be forgotten before January is over. And, after all, resolutions would be needless if we were to follow the adage contained in those few lines above. So let us all start the New Year with a spirit of cheerfulness and good will; let us set a pace that will make this year stand out as a standard by which we will judge years to come. We wish all our readers a very happy and prosperous New Year, especially those friends whose loyalty, co-operation and words of good cheer have in no small measure been responsible for the success of this column.

During the past eleven months we have set a standard in the manner of conducting a news column—with your co-operation and help we will keep up the pace and make it still better. This column is built for you, send in your news items, if not personally, mail them to me care of the Employee's Magazine, room 927 La Salle station.

The Editor.

(Apologies to "Appy".)

Oh the editor's life is a merry old life, filled with a brick, a bouquet, or a lurking knife. Sneered at by knockers who can't see a joke, jeered at by croakers who never croak. Made the subject of remarks on suburban trains, called a deluded bug without any brains. Bawled out by Lydia, when she reads her name, "Look what he has written about me, Mame." A target for Ruben's antiluluvian gags. "My average is wrong," John Wesley wags. "Why not write about me?" Art Miller will say. "Don't announce I am engaged," John Honon will pray. Roasted for writings no matter how fair, called anything from a lion to a raisin bear. Howled at for not using Morrissey's name, and failing to get in the score of that Apt game. Threatened with violence, ask Edna Renfro, for she made the remark, she ought to know. "Look out for the editor, he'll write you up," is the bitterest thing in the editor's cup. "Porchclimber," "Blackmailer," and names that are worse; yells Charley Markus in one wild outburst. "Here's something nice to write about." If it does not appear, my, what a shout; never taken serious, his life is a joke. If he tells a sad story, auditors laugh till they choke, day in, day out, year after year. Oh the editor's life is a merry career.

Jno. Blackwell is recovering rapidly from pneumonia. We miss Jack's presence, and we know somebody that misses his presents.

A recent letter to the Interline Department informs us that Emogene Diefenbach hopes to return to work soon. We hope so, too, so does the Interline. For what is the Interline without Emogene's happy smile and cheerful ways?

Ed. Conrad may insist that romance will never enter into Wilmington Van Sant's life, but, nevertheless, it has—so stop, gaze, and

read. On the morning of December 11th, while crossing Seventy-first street and Stewart avenue, Van was surprised to see a pretty blond girl dash by him to catch a train. She dropped her purse unknowingly, and had caught her train before Van could rescue said money bag and restore it to her. Nothing abashed, Van waited for the young lady to return from work that evening, and with all the grace of a Cavalier, Van returned the purse. Thus, Van and his dream girl met. Who knows what the future has in store for Wilmington Van Sant? Certainly not Edward Cheerful Conrad.

You have all heard of wistful little Florence Ruisson, but you may not know that little bundle of good cheer is an enthusiastic baseball fan. Yes, indeed, Florence can tell you off-hand the batting and fielding average of any of the big stars, and she is certain that the White Sox will be the world's next champions. So are we, Florence. As Commy would say, "I can hear the pennant flutter."

Our own Jack Fleming expects to follow in the footsteps of his boyhood chum (?) Jack Warren Kerrigan, and become a movie star. He hasn't decided whether he will sign up with Reelograph or star in the serial "The Perils of Della Ware."

The many friends of Verner Bitzer were grieved to learn that his mother passed away December 5th.

Yes, Elma, that Marcelle wave makes Thorn Ernest a regular Greek god. Even at that, Thorn is a natural hair breaker.

A New Star.

(Ed. Monson is the father of a baby boy, born November 20, 1914.)

Ed. Monson's face is happy.

It is covered with a smile;

And his attitude is of one,

To whom life is worth while.

And you will not wonder

Why his face is full of joy.

When you hear he is the daddy

Of a bouncing baby boy.

So here's well wishes to his heir,

May he star in life's great game,

May he be a future statesman,

With his name in the hall of fame.

Ray C. Miller, who has won fame as a scout master, claims to be the champion checker player of the rate department. He has already defeated E. M. May, R. C. Weber, E. Shea and W. C. Smith.

Jno. Auerbach announces that the dance given by the car accountant's office December 4th at Hamilton Park Field House was a huge success. The programs were nifty, the music fine, and not only that, but John was not a wall flower, inasmuch as he participated in every dance. John's only complaint is that there were not enough girls present.

The City Life.

You may talk about January,

Down upon the farm,

With the crackle of the fireplace,

And its good old-fashioned charm.

But for mine, give me the city,

With its hustle and its strife,

And its streams of surging people.

Believe me, that is the life.
Back on the farm I have no sorrow,
And I may not have a care,
Still my thoughts turn to the city,
And I long to be back there.
Back amidst its throbbing highways,
Full of sorrow, joy and strife,
Back to the subway and sky scrapers,
To me, that is the only life.

Oh why did I leave the city
For a life down on the farm?
Lured by some song bird's singing
To a life that has no charm.
Now I am lonesome for the city,
For the big town's noisy way,
For the rustle of the traffic,
Back upon good old Broadway.

Wedding Bells.

C. A. Ross, the popular head of the Aft rate department, was married November 26 to Mrs. Rogers. His many friends showered him with congratulations and presented him with a beautiful dining set.

Octave Malhoit of the Apt was married to Eva Laurence of the same office on Thursday, November 26. A presentation was made to the happy couple by their many friends.

Jno. Frohaska of the A. of D. became a benedict November 28. He wed a west side society girl.

Jack Kilty of the Apt and "Agnes" Benthome, formerly of the same office, were married December 3rd. The wedding marked the culmination of a two years' romance that was a case of love at first sight. The happy couple were presented with a morris chair, and spent a short honeymoon at Kansas City. Now Jack and "Agnes" are housekeeping.

Daniel Hurn of the Apt was wed to Miss Henrietta Schoffrath, a Chicago belle, December 19th. Danny's leap into matrimonial waters was unexpected. Congratulations, presents and a short honeymoon followed.

After all, June has nothing on December when it comes to brides, and we extend our hearty congratulations and best wishes to all the newlyweds.

Speaking about fall fashions, new overcoats are all the go in the loss and damage department. Mr. Lillotson, alias Doctor, is wearing one of the latest, "and its adorned with a belt."

It is rumored that Brother Dvorak of the L. and D. was seen at a local minstrel show with his new overcoat and a fairy from the T. B. with auburn hair. Are you saying anything, Joe? It is stated that Mr. Heller, that debonaire gentleman of the F. C. A., does not wish his name to appear in our column. While we do not know his reason, we assure Mr. Heller it shall not appear.

The Rock Island Social boys of the car accountant's office who were responsible for the successful dance at Hamilton Park December 4th comprise J. O'Hearn, D. O'Neill, M. Davies, E. Graf, A. Rozek, R. Clark, A. Theis, R. Hickey, C. Lipke, Alexantria Wigginton, F. Nitt, A. Hudephol, E. Perry, E. Ritter and W. Franz.

The Aft Indoor Baseball Club defeated the F. C. A. team December 5th at Seventy-first and Stewart avenue by the score of 12 to 5. The features of the game were Mudra's sensational plays at the look in corner, Danker's catching, Morrissey's pitching and Burk's work in the left field. Score by innings:

Freight Claim 0 0 0 0 1 2 0 2—5
Aud. Frt. Traffic .. 0 0 1 2 3 4 2 x—12

Morgan kept a box score, but Walsh, the Frank Chance-Hal Chase of the F. C. A., destroyed said score card. There's a reason. Dodge Egan was a sad and sorry man after the game. Why not pluck a lemon, Dodge, and play Kilty's Apt bunch. Jack Kilty's so-called all stars had a case of frigid pedal extremities recently, causing them to cancel a game with King's Pickups. No doubt they escaped the ignominy of a crushing defeat.

Back to earth again. Edna Renfro is the happy owner of a handsome diamond ring, but declines to state the why and wherefore.

Handsome Jack Fleming announces he was mistaken. Clarence Ames' blonde is not a widow.

Harry Beste thinks he has a record for benedicts in his department. Only one single man, that's Frenchy.

She is a Blond.

The following letter from Herington is self-explanatory—Georgia is a blond, but we still contend she is a peach, with a capital "P".

"Herington, 12-13-14.

"King Kinney: We are sorry to disturb that nice little pipe dream about our queen having brown eyes and being a brunette. She has gray eyes and is a medium blond.

"ONE WHO KNOWS."

Miss Cullins confirms the above statement in a very nice letter to the king, and some time in the near future, when the stress of editorial work permits, we will answer Georgia and express our appreciation.

It is evident that we will have to credit Georgia with being a blond and debit the king with a pipe dream. That should satisfy "One Who Knows," and we are sure Georgia will forgive us. Miss Cullins may be assured that the friendly spirit manifested in her epistle is deeply appreciated by Miss Richardson and the king.

It may surprise the many friends of Harry Hatfield to learn that he has a daughter 26 years old—at least the young lady who demonstrates Harry's game at the Fair claims to be his daughter.

As we go to press the standing of the Hatfield Parlor Baseball League, December 14th, in the Apt is as follows:

	W.	L.	Pct.
Pierce	7	3	.700
Howard	3	5	.429
Hawley	5	7	.418
Harrington	1	3	.250

Earl Backvoid announces his engagement to Mary Land. No definite date for the wedding has been set.

Frank Lhotak gave a concert solo at Cornell Square December 13th. As usual, Blanche Richardson was there with bells. Yes, Frank is a blond, too, isn't he, Blanche?

Last minute news—December 14th, Adlore Grandchamp returned looking better for his rest.

Marlon Early evidently does not like cold weather. Some overcoat.

Ray McMaster will leave us January 15th on a six months' leave of absence to visit Los Angeles. "Mac" has been over ten years with the Rock Island and carries with him the best wishes of his many friends. We would like to give "Mac" a spread, but space prevents; suffice it to say he is "A hale fellow well met."

In the excitement of seeing his old pal, Daniel Hurn, married, Stanley Drake stuck a lighted cigar in his coat pocket. You can guess what followed.

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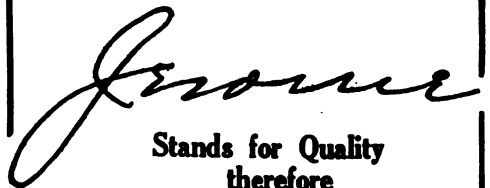
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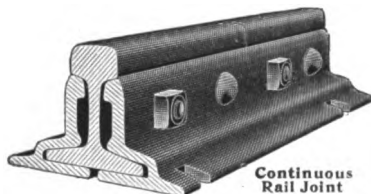
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