

SEP 10 1915

ROCK ISLAND EMPLOYEES' MAGAZINE

SEPTEMBER
1915

THE COLONNADES SURROUNDING THE PALACE OF FINE ARTS

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FINCK'S DETROIT SPECIAL OVERALLS

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FINCK'S
"DETROIT-SPECIAL"
OVERALLS
"Wear Like a Pig's Nose"

W.M. FINCK & COMPANY
JAMES L. LEE TREAS. DETROIT.

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

Pacific Coast Handicap, San Diego, Cal., July 8th to 15th, Four Parker Double Barrel Guns Tied for First Place.

Guy Holohan won high general average at single targets; Foster Coutts and Tony Prior won high average at double targets. At the Grand American Handicap, Chicago, Aug. 16-20, Guy V. Deering won the National Amateur Championship at double targets shooting double barrel Parker Gun. Score 91-100.

PARKER BROS.

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DAVID RUTTER & COMPANY

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Producers and Shippers of **PIRATE COAL**

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

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries

Grades—SLACK, EGG, LUMP AND CHUNK

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Mines at Alderson and Hartshorne, Oklahoma

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

Coal Valley Mining Company

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

**Producers of Sherrard and Matherville
Coals.**

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

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

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

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"The 4 H. P. FAIRMONT will do more than you think it will. On the 14th of July I piloted the fast mail with it and found track washed out; started back to the station and found the track washed out behind the train.

Then I got to work with Engine 7626, hauling men back and forth from washout to washout. I would have 12 men and tools and would run through water 18 inches deep, drive pulley and belt being in the water.

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J. E. HOUTZ, Foreman, Mo. Pac. Ry., Verdon, Neb.

There's no getting around it, the FAIRMONT is better. Have you written for our latest catalog and easy terms?

Fairmont Gas Engine & Railway Motor Car Co.

Formerly Fairmont Machine Company

439 N. Main St.,

Fairmont, Minn.



Quick Duplication

of form letters, office blanks, notices, instructions—anything handwritten or typewritten—by the Mimeograph! Takes little more than the time to write the stencil. No slow typesetting and distributing. Finished product ready within a few minutes. And the wonderful new dermatype stencil produces absolutely unmatched work—clear—accurate—exactly duplicating the original. You need a Mimeograph to save time and printers' bills—to improve the appearance of your form work. *Investigate.*

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Chief Surgeon.
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Station, Tel. Wabash
3210, and 25 E. Wash-
ington St., Tel. Central
5465. Residence Tel.
Oakland 97.

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Dr. C. L. Campbell,
Chestnut St.
Tel. Musson 307.

BLUE ISLAND, ILL.

Drs. Kauffman,
242 York St.
Tel. Blue Island 109.

BURLINGTON, IA.

Dr. P. H. Schaefer,
Carpenter Bldg.,
Tel. 926.

CHICAGO, ILL.

Dr. Ferd Engelbrechtson,
Suite 1103, Tower Bldg.,
6 N. Michigan Av.
Tel. Central 4120.

CHICAGO, ILL.

Dr. S. A. Waterman,
7845-47 Winneconna Av.
Tel. Stewart 3372.
Hours: 7 to 10 a. m., 3
to 5 and 7 to 9 p. m.

CHILLICOTHE, ILL.

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Tel. Office 41; Resi-
dence 159.

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R. Linsy.



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Residence 20.

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Residence 179.

EL RENO, OKLA.

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Office, First Nat'l Bank
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erts Av.
Tel. Office 23.
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EL RENO, OKLA.

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hold,
Proprietors,
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EL RENO, OKLA.

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FARMINGTON, MINN.

Dr. J. A. Sanford,
Star Phone 119.

HENNESSEY, OKLA.

Dr. A. B. Cullum,
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Tel. Office 738.
Residence 1749.

LA SALLE, ILL.

Dr. J. F. Crowley,
111 Marquette Av.
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LA SALLE, ILL.

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Residence Moline 6.

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Dr. A. Engberg,
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Residence 2.

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Residence 74.

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Dr. J. S. Wood.

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"ALL the music of all the world—and most of the fun of it, too," is ready for you always with a Columbia Grafonola in the home. Grand opera, overtures, bands, instrumental, dance music, ragtime, comics—all are at their best on Columbia Records played on a Columbia Grafonola.

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More than 8500 Columbia dealers are glad at any time to demonstrate Columbia Grafonolas—if there is not one near you, write us.

Columbia Graphophone Company

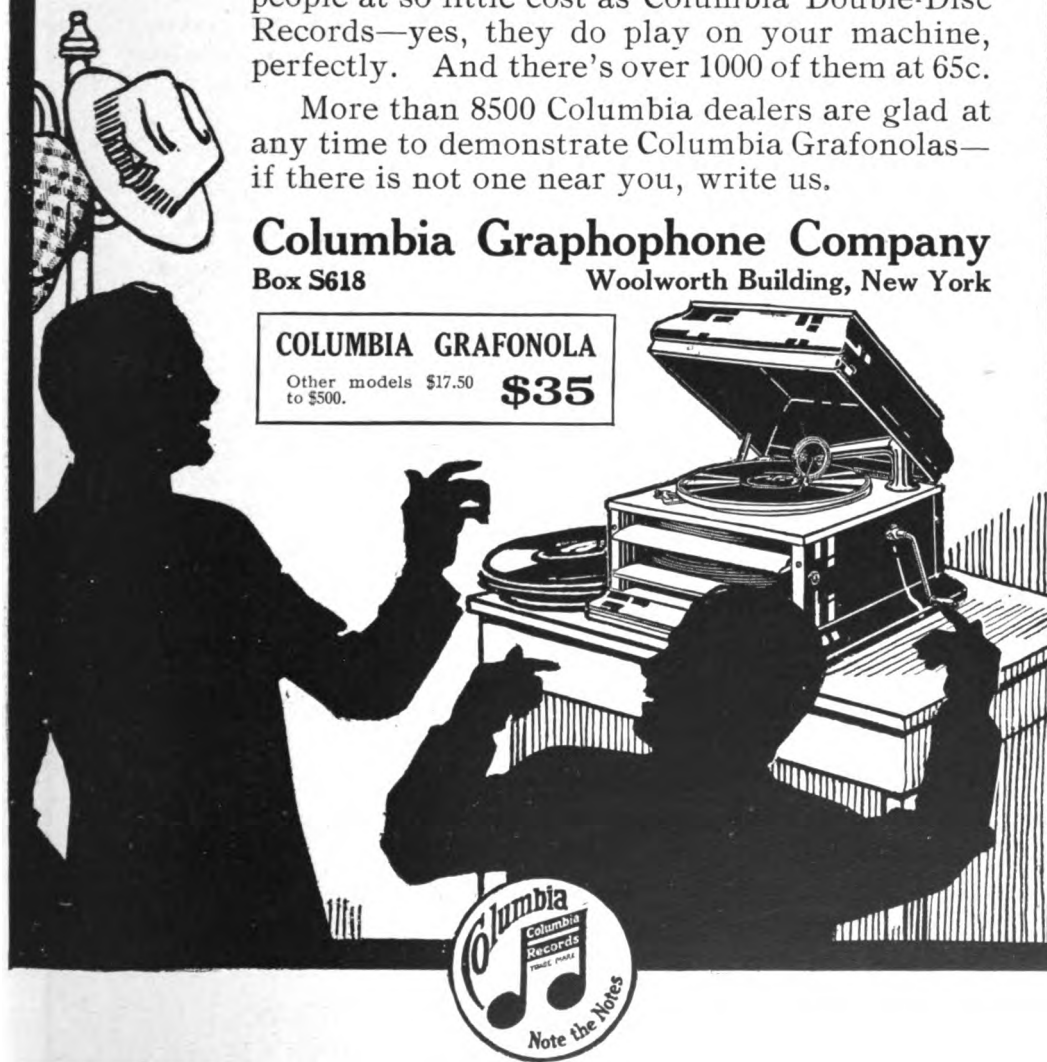
Box S618

Woolworth Building, New York

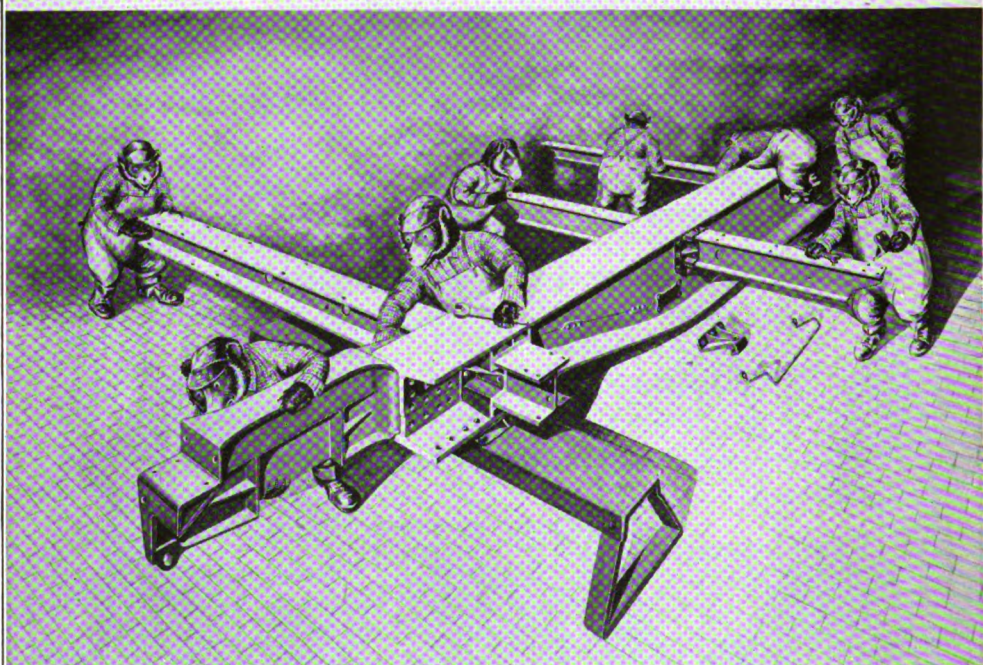
COLUMBIA GRAFONOLA

Other models \$17.50
to \$500.

\$35



Assembling Bettendorf Underframe



The Bettendorf Company
Bettendorf
Iowa

Hotel Colfax

COLFAX MINERAL SPRINGS



The Health Seekers Playground

*The finest First Class Mineral
Water Resort in the Middle
West operating on
Popular Prices.*

The water of the original "M. C." Mineral Springs located on the grounds of HOTEL COLFAX is renowned for beneficial results in all cases of RHEUMATISM and Stomach Disorders.

The Mineral Bath rooms, located in hotel, are, for completeness, unexcelled in the West.

RATES
Rooms, meals included, are from **\$15.00** per week up.

**Steam, Vapor and Electric Baths,
\$1.00, and with Massage \$1.50 each.**

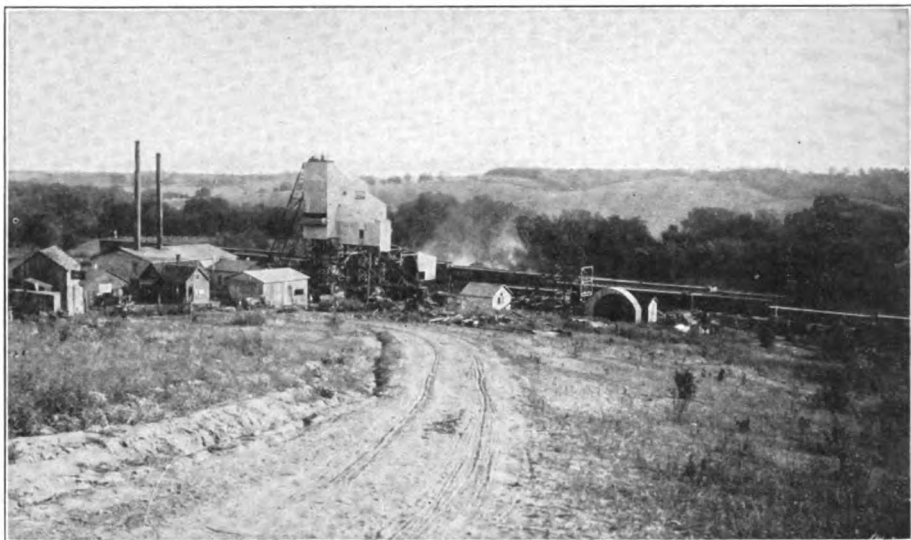
WRITE FOR BOOKLET AND INFORMATION TO

JAMES P. DONAHUE, Prop.

**Hotel Colfax and Mineral Springs
COLFAX, IOWA**

"ON THE ROCK ISLAND LINES"

THE CHARITON BLOCK



OUR MINE AT CHARITON, IOWA

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

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

Give CHARITON BLOCK a trial.
It will please you.

Address

Central Iowa Fuel Company

1219 Hippee Building

DES MOINES, IOWA

Rock Island Employees' Magazine

Edited by Harley E. Reisman

CONTENTS SEPTEMBER, 1915.

	Pages.
Thos. J. Newkirk.....	Frontispiece
\$1,000,000.00 Reduction in Locomotive Fuel Bill.....	11 & 12
The Undelivered Train Order.....	12 & 13
Prof. Cottrell Goes to Memphis.....	14
Experiment Station, Dalhart, Texas.....	15
Safety First.....	15 & 16
Appointments	17
Pension Matters.....	17
Meritorious Service.....	18
Division News.....	20 to 41

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

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

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

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

THE ROCK ISLAND EMPLOYEES' MAGAZINE
La Salle Station, Chicago



Thos. J. Newkirk, Real Estate and Tax Agent.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

SEPTEMBER, 1915.

No. 3.

\$1,000,000.00 REDUCTION IN THE LOCOMOTIVE FUEL BILL

CAN IT BE ACCOMPLISHED IN 1915?

W. J. TOLLERTON,
General Mechanical Superintendent

During the past few years noticeable reductions have been effected in the cost of fuel furnished for locomotive use, and it is now the ambition of the management to have the calendar year of 1915 pass the \$1,000,000.00 mark in economies effected in that item of expense.

Fuel is the largest single item in the cost of locomotive operation, and the one which offers the greatest possibilities of reductions, without in any way impairing the service. This is evidenced by the numerous cases of passenger trains of 8 to 12 steel cars, weighing approximately 75 tons per car, operating over divisions with 1% grades, on an average of 3 to 5 scoops of coal per mile, and corresponding comparative performances in freight and switch service.

The results of a number of tests indicate only 45% of the fuel consumed by locomotives is actually utilized in moving the train. The far greater portion of the remaining 55% is practically wasted through improper firing, engines standing still under steam, repairs not being made promptly and other causes.

Fuel furnished for locomotive use

during the fiscal year ended June 30, 1914, cost the Rock Island Lines \$7,112,162.00, exclusive of the cost of transportation over its own rails and the value of the equipment engaged in company coal service. Therefore, \$4,211,689.00, or 55%, was expended for which little return was received in productive energy at the draw bar. If 25% of this expense can be avoided, it will result in a saving of \$1,050,000, and the management's ambition as regards reduction in the cost of locomotive fuel will have been realized. The following suggestions are offered with a view of accomplishing that end:

Engineers should make a complete report of all work required, stating its nature and exact location as far as possible to determine.

Roundhouse forces should make repairs promptly, paying particular attention to the squaring of valves, renewing defective packing and repairing steam leaks.

Coal chute forces should be careful to see that all coal furnished locomotive tenders is cracked to proper size for economical furnace use. This is a vital

factor in effecting economy in fuel. Division officials should give this feature special attention in their trips over the territory.

Care should be taken in building fires to insure the locomotive being in condition to leave the terminal with a first-class fire.

Firemen should spread coal over the fire-box to insure the maintaining of a uniform depth of fire, closing the fire door after each shovelful. This will result in more perfect combustion and reduce the fuel consumption. Large quantities of coal should not be supplied to the firebox at a time, as it will only cause imperfect combustion, increased fuel consumption and volumes of black smoke to emit from the stack. The loss of steam through the safety valves should be avoided. Each minute the safety valve is open, 15 lbs. of coal are lost.

Engineers should supervise the work of the firemen and constantly educate them in the manner of performing efficiently. The engineer should keep the

fireman promptly advised of any change in the position of reverse lever or throttle he intends to make, in order that the fireman can regulate his fire accordingly. Full co-operation between the engine crew is vitally necessary in efficient locomotive operation and economical fuel performance.

Delays on passing tracks should be avoided as a certain amount of fuel must be consumed in order to keep the fire in good condition but for which no productive energy is received at the draw-bar.

Firemen should not supply large quantities of coal to the firebox when close to terminal points, as it only means unconsumed fuel at the ash pit.

By hearty co-operation and team work on the part of all employes, 1915 should be the banner year in the reduction in fuel consumption on the Rock Island Lines.

Will not each one render their support so that the \$1,000,000.00 reduction may be realized?

THE UNDELIVERED TRAIN ORDER

By H. E. CROOKSTON

It was a still, moonlight night and, as nearly as I recall, in the fall of '89, one of those silvery evenings for which the Texas climate is noted. The only thing to break the silence or relieve the monotony of the lonely surroundings was the occasional clicking of the telegraph instruments. Suddenly the dispatcher called East Dallas for orders, and upon receiving a reply, called Forney, twenty miles east of my station, for a similar purpose. No. 17 was coming west with a train of merchandise, while No. 16 was bound east with a solid train of stock. No. 17 had pulled into Forney, and 16 had just arrived in East Dallas. The dispatcher gave us an order reading as follows: "No. 17 will take siding and meet No. 16 at Mesquite." Mesquite was a station between Forney and East Dallas, and not a night office. I delivered my orders to 16 and she pulled up to the coal chute about a mile away to coal and water preparatory to leaving town. It was my custom after 16 left to go across to a lunch counter and get

something to eat, but on this particular occasion, as later events will show, Providence intervened and I did not go over as soon as usual after the departure of that train. All at once the dispatcher called and wanted to know if 16 had gone. I told him they had, and if they had not been unnecessarily delayed at the chute, were probably about Orphans' Home, some four miles away. He then said: "For God's sake, get them if you can; 17 didn't see that order at Forney." I did not realize until then that human life and a fortune in property depended upon my ability to get that train. I almost fainted from the excitement of the moment; but there was no time to lose; coolness and determination were the cards to show, and I played the hand fast. Coatless and hatless I bounded through the door and headed as fast as I could for the coal chute. I never knew just how fast I ran, but presently I could see the red lights of the caboose in the distance, and then my heart almost ceased to throb as the thought came over

me that 16 might pull out before I could get near enough to make my voice heard. On I went running until I could run no longer and, going in a brisk walk, when I became too exhausted to travel faster. It was a race with death, but the race must be won. It seemed an age before I could get within calling distance. At last I reached the goal just as the rear brakeman was giving the "go-ahead" signal to the engineer. I yelled to him as loud as I could, "For God's sake, stop!" He heard me and immediately gave another signal to stop just as the slack was taken out of the train. The conductor and train crew then came forward and before I could get breath enough to tell them what had happened, began to "roast" the dispatcher because of a momentary belief that I stopped them merely because he wanted to give them more orders and make another meeting point; but their anger turned to great joy when I related the circumstances of the case; and there were two others who were suffering a living death from the most painful anxiety that human mind can imagine; that was the dispatcher and the Forney operator, especially the latter, who felt that he alone was responsible for what might have been a great catastrophe. When I flashed the news to the dispatcher that I had 16 and would hold them until 17 arrived "he threw a fit" of joy and the operator at Forney was really pitiful in his expressions of thanks and gratitude.

Now a word as to why 17 failed to get their orders. It seems when they came by the station the signal lamp was turned white. They pulled down the yard to set out or pick up a car, and while the crew were at work, the operator told the dispatcher he could get them, and after taking the order immediately turned on his red light, thinking they would see it and back up. Of course the light being white when 17 passed the station, they naturally supposed there were no orders and when their work was finished pulled on out. The operator noticing they did not return, went out to see where they were and heard them rumbling through the East Fork bottoms. It was then he notified the dispatcher they were gone and in turn he flashed the awful news to me. The Forney operator told me after-

wards that he walked the floor, ran his fingers through his hair, while great beads of perspiration stood out upon his brow. He said he bordered on insanity until he heard me tell the dispatcher that I had 16 corralled. Had I not succeeded in getting hold of 16 a collision could never have been avoided because there was no night office between East Dallas and Forney.

This is a true story without the colorings and exaggerations usually attending a mere romance, and if any of those who took part in that drama see this article they will no doubt recall the circumstances very vividly. The moral of this story is, never take the slightest chance when human life and property are involved.



A REMINDER.

Cars cost 45c per car. Idle foreign per diem equipment means loss of revenue \$3.15 per week, \$13.50-\$13.95 per month. Help dispose of them properly and promptly when not needed. Watch the midnight hour and when possible complete delivery of transfers to connecting lines before 12 o'clock.

A transfer containing 31 per diem cars, which are ready for delivery to a connecting line at 11:30 P. M. but not delivered until 12:30 A. M., causing a delay of one hour on our rails would represent a per diem expense of \$13.95, or this expense would be equivalent to holding one car for 31 days, and a little exertion in many cases could be made and delivery completed before 12:00, which would mean considerable saving.



ON THE JOB.

The moving pictures of a train wreck were startlingly realistic.

"Who do you suppose that man is who is running with all his might toward the disaster?" asked one auditor of a companion.

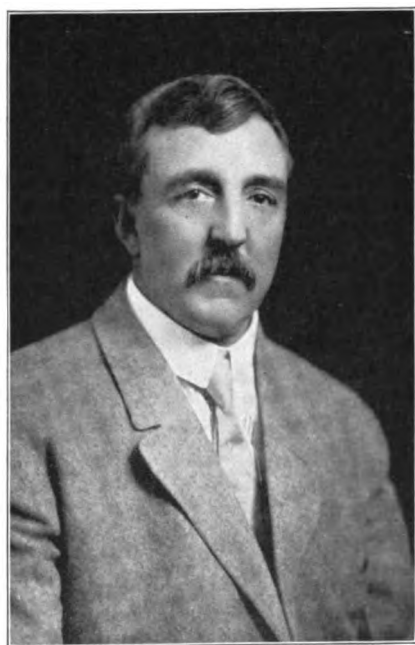
"I am not sure," replied the other, "but I'll bet a cookie it is a damage-suit lawyer."
—Judge.



Eugene Merriman, who has been in the Tariff Department at Chicago for the past eleven years, has been appointed soliciting freight agent with headquarters at Wichita, Kansas.

PROF. COTTRELL GOES TO MEMPHIS.

Prof. H. M. Cottrell, for five years Agricultural Commissioner for Rock Island Lines, resigned September 1st to accept the position of Agriculturist for the Memphis Farm Development Bureau, a newly created organization which has for its object the upbuilding of agriculture in western Tennessee, northern Mississippi and eastern Arkansas, within a radius of 200 miles from Memphis. This bureau is organized on a scale not previously attempted by any commercial metropolis of the United States and in



Prof. H. M. Cottrell.

line with the large plans of the Memphis business men, it was decided to get the services of a man who is a leader in agricultural development work.

While there is sincere regret in the Rock Island family over the loss of Prof. Cottrell's services, there isn't a man on the system familiar with his work who does not extend hearty congratulations because of the decided financial advancement that goes with the new position.

Business Car 1918, which has been the home of Prof. Cottrell for five years, has more mileage to its credit than any other

car of its class, having carried the message of better farming to every nook and corner of the lines in the fourteen Rock Island states. Its chief occupant has always said that his rolling home lacked only one convenience, and that is a fireplace, and it may be that this longing for a hearthstone has something to do with the severance of associations that have been uniformly pleasant for all concerned.

Something about the comprehensive plans of the Memphis Farm Development Bureau will no doubt be of interest. Before accepting the place Prof. Cottrell had to be assured of complete co-operation on the part of the commercial interests of the city of Memphis, and this has been forthcoming in the pledge of 2,000 members of the Business Men's Association, each to devote not less than two weeks of the year to personal work in making the bureau a success. Over 200 of these 2,000 men have pledged more than two weeks of their time for personal service, agreeing to go into the country districts for the purpose of carrying out the plans that are being made by Prof. Cottrell for farm development.

The first work will be to effect permanent organization in 281 towns in Memphis' trade territory, each town to have its local farm development bureau, which will co-operate with the central organization at Memphis. In this organization work Prof. Cottrell will be accompanied by a committee comprising a banker, a jobber and a professional man, each of whom will personally look after his own line of industry and see that it is represented in the town organization.

Four thousand commercial travelers making headquarters at Memphis have pledged their support, each traveling man to go through his territory preaching the gospel of organization for better farming purposes. The leading woman's club in Memphis is awaiting Prof. Cottrell's instructions as to how its members can help on the farm home side of the problem. Poultry associations and kindred organizations, the school authorities, the churches—in fact, every agency that can serve in any organized capacity—is being enlisted in a campaign the

like of which has not been waged under commercial auspices anywhere in the world. In past years Memphis spent many thousands of dollars in developing manufacturing, with good results, but its greatest resource, that of agriculture, went without attention until wise business men, realizing that the rich lands of the surrounding territory were producing only to a fraction of their capacity, and that there was no co-ordination either in farm methods, character of production or marketing, decided to remedy this defect in their commercial structure by launching the Farm Development Bureau. Approximately \$25,000 has been raised for the first year's work, and with that sum at his command, in addition to his 2,000 willing assistants, Prof. Cottrell can be sure of results.



EXPERIMENT STATION AT DALTART, TEX.

Farmers in the semi-arid region of the Southwest are very much interested in the work that is being done by the United States branch experiment station at Dalhart, Tex., in the development of drouth resistant feed crops. Knowledge of a theoretical character obtained from books is good enough in its way, but for results the principles must be carried out in practice. This is the work being done by the Dalhart station, which is in charge of Mr. W. D.



Griggs, whose activities have been of great service to the dry land farmers of the Panhandle country. The view of the station shown here indicates that crops are not confined to experimental plots, but are grown in fields. The Dalhart farm was one of the first stations to grow Sudan grass, after the seed was brought from Africa by the Department of Agriculture. This prolific hay crop is now being generally introduced among the farmers in the Panhandle country, who are grateful to Uncle Sam for an important addition to the list of dry farming products.

MR. SHOPMAN, DO YOU USE YOUR GOGGLES? IF NOT, WHY NOT?

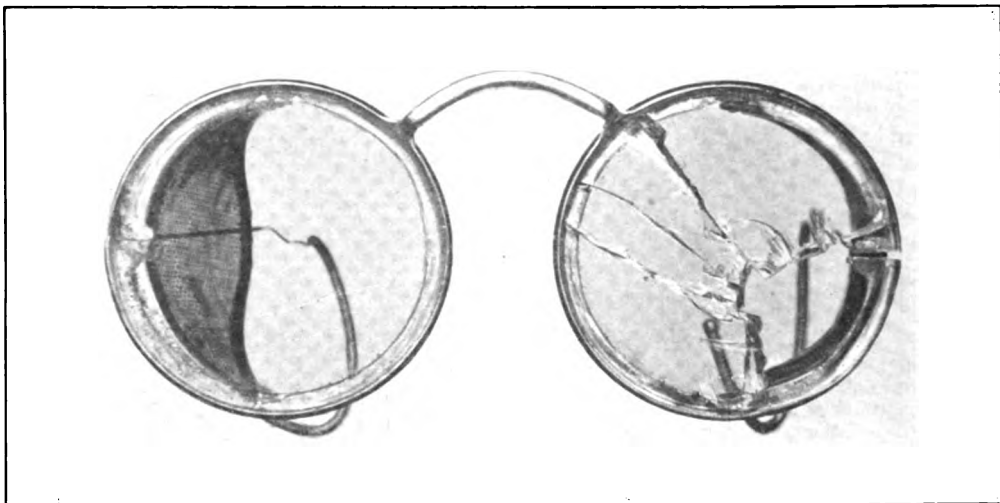
By L. F. Shedd, General Safety Supervisor.

How strange and seemingly unaccountable, and yet how true, that those poor unfortunates who are deprived of their eyesight should be so apparently happy in the face of such dire misfortune. Those thusly afflicted, for blindness is surely an affliction in the fullest meaning of the term, appear to be resigned to the fate that decreed their sad condition, and to the ordinary observer appear to be as contented as mortals can be, enjoy the gay and busy world about them, and get their full (?) measure of happiness without the aid of their eyes. Their sad condition, as well as the matter of fact sort of way such condition is accepted, present a study for the student of Nature, human nature particularly. How clever are the blind, how keen of wit, how delicate and accurate their touch, how able are many to go about safely and securely without assistance, how easily they determine persons and things with correctness; but, alas, who of us who are endowed with GOOD EYES would not shudder at the thought of changing places with one who is blind, and who of us would even think of placing a price in money upon one of God's priceless gifts, namely, GOOD EYES, and yet in the face of it all, we see men every day who take chances while working upon machines and otherwise of injuring or losing either or both of their eyes, who if they LOST in that game of chance, would be compelled to enter the ranks of the partially or totally BLIND. What a blessing the Almighty bestowed upon his children when he endowed them with GOOD EYES with which we might behold the beauties of Nature and this grand old world that He created for US, that we might SEE the beautiful, SEE our little ones, our good wives, mothers, sweethearts and friends, and yet we carelessly and thoughtlessly expose those EYES to danger. Why do we do it? Men, can it be that the apparent happiness and contentment of the BLIND have deluded us so as to permit our being indifferent about the welfare of our EYES? Do we fully appreciate those priceless and rare gems, GOOD EYES? Do you take proper care of YOUR EYES? If you do not do so, why? Isn't it time WE ALL gave serious thought to this subject, and got right with ourselves. We believe it is time NOW and you are urged to stop and think.

Assuming that you are not wearing your goggles while at work in the shops and where your eyes are in danger, what answer would you give yourself, your dear wife, your dear children or a dependent old father or mother to the question, "Why do you wear goggles in your POCKET, in your LOCKER, and elsewhere—why do you NOT wear them where they belong, namely, ON YOUR NOSE IN FRONT OF YOUR EYES?" Can you give yourself an intelligent answer to that question? Can you give any one an acceptable and satisfactory rea-

son why your goggles are NOT properly worn? The answer is at hand, YOU CAN NOT GIVE ANY REASONABLE ANSWER. There is none, for it takes no argument to convince the most skeptical that to expose the eyes to danger is the height of folly. Particularly is this true when you have asked for, and have been given, without cost, a pair of the Rock Island Lines "Free for the Asking" goggles with which your eyes CAN be protected; but it is up to YOU, Mr. Shopman, to protect them. Will you do it? If you have

From Mr. C. L. Sharp, general foreman Shawnee, Okla., shops, we have received the following advice, submitted also to you as another example of thought and care for his eyes on the part of a machinist at those shops, the letter reading as follows: "I am sending you today Registered No. P-29025 one pair of Eye Protectors which were broken through accident here several days ago (letter dated Aug. 1, 1915), while Louis Tamm, machinist, Shawnee, was wearing them. These were broken while he was chipping a cylinder bushing. His wearing



not a pair, and your work requires their use, ASK for a pair, and the "Ask and Ye Shall Receive" will find strict application. Get a pair NOW.

The picture presented is an actual reproduction of a pair of GOGGLES that were worn by Boilermaker J. G. Freeland in OUR shops at Shawnee, Okla., and were broken as shown, by a piece of "stay bolt" flying and striking the lense while he was working on Engine 1263 in those shops. He STILL has his eye, unharmed, uninjured, because he wore his goggles ON HIS NOSE IN FRONT OF HIS EYES, not in his locker or elsewhere. If you want to know how happy Mr. Freeland is because he was wearing a pair of our "Free for the Asking" goggles, when Mr. Staybolt took a notion to be unkind to him, write him at Shawnee and ask him, and if you doubt the facts herein stated, also ask him about them, for he will be glad to tell you all about either. Instead of being a one-eyed boilermaker he has TWO GOOD EYES, and he wore goggles. Cannot all shopmen on the Rock Island Lines take heed from the example set by Mr. Freeland and save their eyes just like he did? We are happy with you, Mr. Freeland, and trust that your experience may be the means of inducing others to follow the example set.

these goggles evidently saved his eye, for the manner in which this glass was shattered would have destroyed his eye."

Is Louis Tamm an advocate of wearing your goggles on your nose in front of your eyes and not having them at HOME or ELSEWHERE? Ask him and we know the answer. The answer will be plain YES.



ADMISSIBLE EVIDENCE.

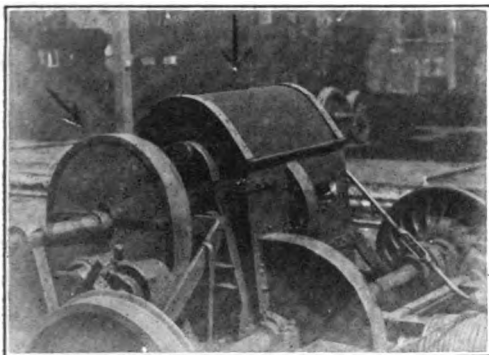
Again, readers, we have the evidence to submit to show conclusively that the Safety Bureau on the Rock Island Lines is not only preaching but practicing "Prevent Injury." We were happy to receive the following statements from these places on our lines telling that personal injuries during the month of June were put to rout:

From the Amarillo Division we get the advice of injuries occurring on that division in one word, which standing alone and unsupported, tells the tale. The word "Blank" completes that report. Another splendid record added to their already noticeably good ones.

Biddle shops in Arkansas and Fort Worth shops in Texas, BOTH as busy as men, machinery and material can make them, come to our assistance with the advice that during June NOT ONE injury occurred in

those shops. Can we conceive the results our work will bring to us if we follow the splendid example of the "boys" in these shops? We thank every one who made this record possible, and trust many such reports will be sent us.

A long jump, but let's go to Estherville, Iowa, the busiest place on the Dakota Division. NOT ONE injury to shopmen or carmen at that point, nor on the entire Dakota Division. Could such results be obtained except by the closest co-operation and an honest interest in the movement to "Prevent Injury?" The answer is forthcoming and is simply NO. It takes interest and effort to produce such results, and this record is simply the proof that the Dakota Division, its Superintendent, its Safety Committee and the employes are advocates of the theory "Better Be Careful Than Sorry."



*Properly and Effectively Guarded.
Transfer Table—Chickasha Shops*

To "Prevent Injury" is to be of service to yourself, to your family, to those dependent upon you and to the Rock Island Lines,

in whose employ we are and of which fact we are all proud. Let us strive to do our utmost to "Prevent Injury" and to realize the wisdom in the sayings, "Self preservation is the first law of nature" and "We are our brother's keeper."



APPOINTMENTS.

Effective Aug. 1, Mr. B. H. McNamara was appointed master carpenter of the St. Louis Division, with headquarters at Eldon, Mo., relieving Mr. J. L. Moss, assistant engineer, of the duties of master carpenter.

Effective July 25, Rock Island station at Solomon, Kan., has been discontinued and Rock Island trains will use the Santa Fe station at that point, Mrs. M. C. De Long acting as joint agent.

Effective July 25, E. G. Richards was appointed agent and operator at New Cambria, joint with Santa Fe, vice E. M. Donmyer.

Effective Aug. 1, 1915, Mr. Fred Lloyd was appointed division storekeeper, Minnesota Division, headquarters Manly, Iowa, vice Mr. Ernest Martin, assigned other duties.

Effective July 24, Mr. W. A. George was appointed roundhouse foreman at Liberal, Kan., vice Mr. W. H. Graves, resigned.

Effective Aug. 10, Mr. J. G. Bloom was appointed acting engineer maintenance of way for the Second District, vice Mr. J. M. Brown, granted leave of absence on account of illness.

Effective Aug. 5, D. W. Kennedy was appointed agent at Pearl, Kan., vice N. A. Faus.

Effective July 26, Mr. C. A. Welch was appointed acting day roundhouse foreman, with headquarters at Riddle, Ark., vice Mr. H. T. Gibbons.

Effective July 24, Mr. W. T. Cousley was appointed assistant car foreman at Cedar Rapids, Iowa.

EMPLOYES PENSIONED.

Name.	Occupation.	Location.	Monthly pension.	Pension effective.
John Corcoran,	Sec. Foreman,	Colo. Div.....	\$20.00	11-1-14
Frank Hummell,	Sec. Laborer,	St. Louis. Div...	20.00	7-1-15
Samuel F. Boyd,	Gen. Agent,			
	Pass. Dept.,	Davenport, Ia...	39.00	10-1-15
James A. Burke,	Loco. Engineer,	Illinois Div.....	63.35	12-1-14
John Aschenbrenner,	Sec. Laborer,	Mokena, Ill.....	20.00	9-1-15
Benj. F. Toms,	Cross. Flagman,	Cedar Rapids, Ia.	20.00	9-1-15

PENSIONERS WHO HAVE PASSED AWAY.

Name.	Occupation.	Location.	Died.
Geo. W. McKnight,	Machine Operator,	Cedar Rapids, Ia.....	6-19-15
Pension effective, July 1, 1911; pension ceased, June 30, 1915; amount, \$20 per month; total pension received, \$960.00.			
Harry P. Fox,	Pass. Conductor,	Iowa Division	5-26-15
Pension effective, March 1, 1912, pension ceased, May 31, 1915; amount, \$56.40 per month; total pension received, \$2,199.60.			
Chas. Werthmiller,	Gateman,	Chicago Shops	6-1-15
Pension effective, November 1, 1912; pension ceased, June 30, 1915; amount, \$20.00 per month; total pension received, \$540.00.			

MERITORIOUS SERVICE

Mr. E. E. (Johnnie) Light, chief clerk in the mail and baggage department, Chicago, is entitled to mention in the column of "Meritorious Service" this month. His merit marks are due to the following circumstance: A short time ago the landlord of the Edmonton apartments, in Hamilton Park, where he resides, distributed postal cards containing a picture of the apartment building and calling attention to his plan for increasing the number of tenants, by offering to pay a commission to all present tenants who should bring new ones. Two days later Mr. Light announced the birth of a daughter to his home, thus entitling him to the first commission for having produced a new tenant. The landlord, however, hasn't decided whether to pay the commission or raise the rent.

Mr. C. L. Williams, brakeman, Arkansas Division, recently fired an engine when the fireman on his train was injured. He was awarded five merit marks.

Messrs. E. Anderson and W. S. Scott, brakemen, Arkansas Division, rendered valuable assistance in repairing bad order car, and allowing same to move without any unnecessary delay. They were given five merit marks each.

Mr. E. C. Armstrong, conductor, Arkansas Division, while deadheading recently chained up a drawbar which had pulled out of train. This was highly appreciated and he was awarded ten marks of merit.

Mr. J. A. Schray, engineer, Pratt, Kansas, has been credited with ten merit marks for unusual efforts put forth to handle Extra 1914 West, June 27th, Arlington to Pratt without violating the sixteen-hour law, and for assistance rendered chaining up drawbar pulled out at MP-288.

Mr. C. H. Turner, agent at Spickard, Mo., noticed a break beam down on a car in train 912 passing his station August 2nd. He signalled the train to stop, and the brake beam was taken down. For his watchfulness in this case he was given five merit marks.

Mr. H. F. Phillips, engineer, and Mr. O. M. Lund, fireman, of Haileyville, Okla., have been commended for quick response to call for wrecker. They were ready to go 16 minutes after called.

Mr. C. E. Cooke, conductor, Shawnee, Okla., has been credited with ten merit marks for firing engine when fireman took suddenly ill.

Mr. A. L. Courtney and T. E. Walker, brakeman, Trenton, Mo., were given five credit marks for voluntarily firing engine on an extra between Wathena and Horton, July 13th, at time the regular fireman was overcome by heat.

Mr. Peter Bush, signal maintainer, Trenton, Mo., was given five merit marks for stopping Extra 1751 when he noticed a brake beam down on car.

Mr. R. A. Nations and Mr. M. Pohl, brakemen of the Des Moines Valley Division, have each been credited with five merit

marks for firing engine 707 Keota to Washington on stock extra in order to avoid delay to train account 16 hours overtaking Fireman C. L. Hill.

Mr. L. J. Costello, engineer; Mr. F. Hancock, fireman, and Mr. W. Owens and Mr. M. Smith, brakemen, of the Des Moines Valley Division, have each been credited with five merit marks for voluntarily re-railing car 95354 on siding at Avon, July 15th. This service was performed while waiting at Avon on Extra k674 for passenger train, the car not being in any way connected with their work or movement.

THESE GENTLEMEN ALL DESERVE SPECIAL MENTION.

Mr. James Ludington, conductor, C. R. I. & P. Ry., did some very good work after the accident to TCOX 620, Cotton Seed Oil, which occurred in train No. 84, July 9th. His prompt action and good judgment in this case, in getting this car to a point where part at least of this oil could be saved, was very commendable indeed, and his personal record has been credited with ten merit marks.

It was generally known that a Mrs. ——— connected with "The Ladies' Store," Amarillo, contemplated a trip from Amarillo to New York City, and the representatives of the other lines at Amarillo, as well as the Passenger Department of the Rock Island, endeavored to secure the passenger. Insofar as the Rock Island was concerned, the lady objected on account of Pullman arrangements and other conditions, and had given us to understand that she would patronize another line. Mr. W. H. Lawrence, conductor, Amarillo, learned of this lady's intentions of using another line, and became interested and solicited her business to such an extent that Mrs. ——— bought a ticket over the Rock Island. Inasmuch as the business would have been lost to the Rock Island but for the interest manifested by Mr. Lawrence, he is deserving of special credit for his good work.

Mr. J. A. Newhouse, conductor, and Mr. B. H. Crow, brakeman, Arkansas Division, rendered valuable service by firing an engine from Waveland to Booneville when the fireman had given up his engine. The action of these two gentlemen is very commendable.

Mr. J. D. Cuneo and Mr. C. R. Batchelder, engineers, and Mr. W. E. Wallace, brakeman, Arkansas Division, discovered a fire at bridge 760, June 7th, and rendered valuable service in extinguishing the fire without any damage to the bridge. Such was highly appreciated.

Mr. C. E. Clark, brakeman, Pratt, Kansas, while passing McPherson on Extra 2010 West, July 10th, discovered and extinguished fire in empty box car C-39419 on another transfer.

Mr. Roy Hodges, brakeman, Pratt, Kansas, on July 19th discovered arch bar and

oil box broken on RI-82213 in Extra 1569, thereby probably preventing an accident.

Mr. L. F. Daughtry, brakeman, Pratt, Kansas, while on train Extra 1509, July 19th, was at Turon, No. 34 passed, noticed brake rigging dragging on one of the cars in that train, and stopped the train and made repairs.

Mr. W. B. Hardy, conductor, Pratt, Kansas, while on train No. 1st 93, July 23rd, fireman was taken sick at Wineola, and assisted to fire engine to Liberal avoiding delay to train.

Mr. A. E. Browlee, brakeman, Pratt, Kansas, while on Extra 1781 West, July 17th, 1915, fireman took sick at Hutchinson, assisted to fire engine from Hutchinson to Pratt.

Mr. C. A. LaRue, conductor, Pratt, Kansas, on July 16th, after draw bar was broken in rear of tank engine 2023 at Imogene, chained car to engine and took train to Herington, thereby preventing an engine failure and making running time with fruit train. Also on train 1781 west the next day he assisted to fire engine after fireman became sick at Hutchinson.

Mr. W. F. Carter, brakeman, and Mr. Geo. Gebhart, engineer, of Pratt, Kansas, while on train No. 1st 93, July 23, when fireman was taken sick at Mineola, assisted to fire engine to Liberal avoiding delay to train.

Mr. J. S. Bainum, engineer; Mr. S. M. Nelson, fireman; Mr. G. C. Phillips, conductor, of Pratt, Kansas, while passing McPherson on Extra 2010 West, July 10, discovered and extinguished fire in empty box car C-39419 on another transfer.

Mr. Geo. Reynolds, brakeman, Dalhart, Texas, while on train No. 1st 93, July 24th, at Hooker, discovered that both column bolts were broken on URT-3886, which probably prevented a derailment.

Mr. Chas. Davis, switchman, and Mr. Walter Mitchie, fireman, of Armourdale, Kansas, discovered fire in cars 32813 C on track 29 between track 29 at Mill St. and the 18th St. viaduct and car Southern 134188 on track 42 between Mill st. and the 18th St. viaduct.

Messrs. T. F. Whalen, W. L. Hill, D. D. Edgar of Des Moines, Ia., on August 6th at Carlisle, while our train service was crippled on account of accidents, while waiting at Carlisle with light engine 1493, voluntarily offered to set some cars for Carlisle Brick and Tile Works, in order to keep them from shutting down their kiln.

Mr. J. T. Hanley, agent of Edgerton, Mo., and C. C. Martin, section foreman of same place, on July 15th, took a boat and lifted our wires out of the water, which was covering the track between Edgerton and Edgerton Junction, and rendered the wires serviceable at a time when it was impossible for us to send our linemen there. We lost all the wires again 24 hours later between Camden Point and Platte City, but the one day's use of them assisted us to a great extent.

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

Mr. J. Wimple, conductor, Kingfisher, Okla., recently controlled routing orders on nine cars of automobiles from Detroit to Guthrie and Cashion, and he had them routed via our line. Such work is indeed appreciated.

Mr. Alex Harness, train porter, Kansas City, Mo., was instrumental in securing passenger for this line from Kansas City to Marion a short time ago.

Mr. C. M. Christenson, rate clerk, Freight Department, Chicago, recently solicited some passenger business for our line to the coast, for which he is to be thanked.

For a long time the Passenger Department have noticed the great interest taken by Mr. Carl Scholz, manager, Mining Department, in inducing travel over the Rock Island Lines, and at various times has notified them of prospects and also induced several people to take our line after they had made arrangements to use a competing line. We want to thank Mr. Scholz through these columns for his great interest.

Mr. Joe Williams, news agent, Little Rock, Ark., on August 18th, induced passenger to purchase ticket Form LE No. 3101 Tinsman to Alexandria, who intended to take another route giving us short haul.

Mr. J. L. Sawyer, train porter, Little Rock, Ark., on August 20th, secured three and one-half tickets to Kansas City via our line, by converting passengers who intended to use an opposition route.

Mr. G. W. Roane, time keeper, Amarillo, Texas, has sold eleven tickets from Amarillo to El Paso, one way, to a party of Mexicans returning to that point. The revenue resulting from these tickets amounted to \$186.45. These Mexicans were intending using another line from this point, but through his efforts he secured them for our line and the E. P. & S. W. He not only solicited them at the station, but went out into the town to get their business.

Mr. Jack Tischer, switchman, Cedar Rapids Yards, has been instrumental in securing one round trip California ticket, using our line both ways between Cedar Rapids and Denver.

Through the efforts of Mr. Jas. R. Renau, clerk in the Freight Office at Wilburton, Okla., we were recently able to secure two tickets from Wilburton to Clinton, Mo.

Mr. M. E. Slavens, section foreman, Conway, Texas, has been instrumental in securing two Mexicans from Amarillo to El Paso, they intending using another line from Amarillo to El Paso. The sale of these tickets amounted to \$38.90.

Mr. John Ryan, engineer, Hot Springs, Ark., recently secured for our line a round-trip ticket to Boston, sold to a Mr. Rodds at Hot Springs.

Mr. W. T. Wilkins, conductor on the Titonka-Garner line, has been instrumental a great many times in securing business from competing lines.



ARKANSAS DIVISION.

By H. L. Howe.

CHANGES AND APPOINTMENTS.

Mr. L. E. Wetzel has been appointed lumber yard foreman at Argenta, vice Mr. E. C. Burke, resigned.

Mr. W. H. Strickland installed as agent at Weldon, Ark., vice Mr. A. P. Colvin, on leave of absence.

Mr. E. B. Coleman installed as agent at Tupelo, Ark., vice Mr. C. C. Downs, transferred.

Messrs. Geo. M. Bethel and F. R. Hoeltzel have accepted position as ticket sellers Little Rock station, vice Mr. Cecil Raines and Pet Rather, resigned.

Mr. C. A. Welch is appointed roundhouse foreman at Biddle, vice Mr. H. T. Gibbons, resigned.

Miss Mynnie Lazarus has accepted the position of stenographer in general freight office, made vacant by Miss Flo Gardaner, resigned.

Mr. Lynn R. Corley installed as agent at Biscoe, vice Mr. Ernest Petway, granted leave of absence.

Mr. Reid McConnell has accepted the position of clerk to Foreman Loco. Dept. Biddle, vice Mr. Francis McCarthy, resigned.

Mr. Sam Latkin has accepted the position of clerk to special agent, vice Mr. Arthur Neil, transferred.

OBITUARY.

Ah, Life! with Kismet's fleeting tread

Makes countless pages in history;

Alive today—tomorrow dead—

Anon a hopeless mystery.

Yet, like a rose amongst the thorn

With autumn's ripening seed,

Thou shalt on some immortal morn

This germ with crowning life adorn—

What more does mortal need?

Friends and fellow employees will long remember Engineer John Maloney, who met his tragic and untimely death on the night of July 29, 1915.

Man in this transitory sphere of mortal life can do naught more than his duty and await the disposition of that destiny ruled by the Supreme Power, which cannot be intelligently questioned.

But we some times wonder at the rulings of Fate. The heart aches and the eyes moisten in sympathy for those who most keenly feel the loss of their dear ones. Yet each and every one of us must eventually depart at our own station on the highway of Time and meet our God, whither then—no man knoweth.

Jack Maloney was jovial, big hearted and a man in every sense of the word. As a husband and father, a friend, a loyal citizen and an employee, there were none better. He ranked twelfth in seniority, employed by the company June 25, 1900, and served over fifteen years. He resided at 321 East Fifth street, Argenta, Ark., and is survived by a devoted wife and one child. Our deepest sympathy is extended to his loved ones in this, their most anguished hour of bereavement.

We deeply sympathize with the family and friends of Tom L. Ramsey, brakeman, who was called without warning on July 30, 1915.

The Woodman steals through like a thief in the night, and the morning dawns upon another felled oak. Yet from its acorns some day shall grow a forest.

Mr. Ramsey was well liked and had many friends who share with his family in mourning the loss of a good man. He resided at 1201 West Sixteenth street, Argenta, Ark., and is

survived by a wife and one child. He formerly worked as car repairer at Argenta, and was transferred to brakeman on July 20th, 1914, serving in the latter capacity a little over a year.

We sympathize with Mr. H. H. McDonald, traveling auditor, whose father died on July 27, 1915.

Sympathy and condolence is extended by many friends and relatives over the death of Mrs. Laura D. Albrecht, wife of Engineer C. H. Albrecht, Arkansas division. Mrs. Albrecht died at the family residence, 1220 Welch street, Little Rock, at 1:30 p. m., July 26, 1915. The body was taken to Denton, Kan., for burial in the family cemetery. Engineer J. H. Rockhoit and wife accompanied the party to Denton.

HEARD ON THE LOCAL.

Messrs. W. L. Stout and J. B. Cottingham of Memphis gave us a call recently on their return from a meeting at El Reno.

There lived along the River Ourcq

A certain guy who was a Cloureq;

But he got tired and wouldn't wourcq.

And ere long turned into a Tourcq.

He's Sultan now.

"Dad" Ryan is practicing philanthropy, which seems of course to be a part of Dad's nature. There are no doubt many kind deeds, the origin of which can be traced directly or indirectly to Dad Ryan. One of his latest stunts is dealing out gum to his friends—said chewing commodity being purchased from an unfortunate individual who finds it rather cumbersome to either navigate or make a living.

WARGRAM.

Gen. Von Nesser's Studebaker arrived safely and runs like a "Singer." Just escaped a few days from being the car to tear up the curbing on Third street.

AMONG THE POETS.

I give and live in Pewlasky Hites,

Rolly roly rock—Holly hollyhock!

I hark and bark at the masky lights!

Molly molly mock—Dolly dolly dock!

Wild and woolly, mild and bully,

Cows are mooly—chickens on the hum;

Get up early, wet and surly,

Cross and burly—pickin's on the bum!

—L. C. Reed.

I spied a "chicken" one day, one day,

Bedeckt with "down" so gay, so gay;

Quoth I, "Fair one, O do look back

Before my heart has gone to rack."

White Wyandotte was she, was she,

Or else a live Rhode Island Red;

But how I choked to see, to see—

O how I croaked—tee hee, tee hee!

When she lookt back I beat my head,

For Black Minorca was she, was she!

—A. P. Neill.

O Summer Time to thee I give

A welcome rhyme and long to live;

Cigars in big batches

And plenty of matches.

A mad dog that snatches

The hide off in patches!

A screen without latches—

Mosquitoes in batches

From eggs ever hatches;

My temper h—l catches

For ten thousand scratches!

—O. W. H.

John Jones on a summer's day

Puld his kicks and crept in the hay.

Said he, "Away with the strenuous strife!"

Old Maud was wise. This was the life!"

—L. W. Wilson.

I know a fireman named Seymour,
Who makes "Whistling Jim" awful sore;
He stands up on Main
And whistles refrain,
Till Jim says he'll whistle no more.
—Levy Herald.

Take me to the Frisco Fair,
Where the "X" is grand to see—
Take me right away.
Where the treasure is so rare,
Gathered from the land and sea—
Fain I might away!
—Roselle Chilton.

"THE ZAPATISTA."

"Thank you!" said the pretty cashier at Grier's several noons ago when accepting the small kale which compensated for the infinitesimal supply of carbon I had consumed in order to ally the nervous tension of the solar plexus. Placing a jit-segar in my homely phiz I strolled out to the iron gate where the Station Master shines most gloriously—especially when passengers are ready to depart. Some Howe or other I felt like a ship at DOCK.

The "Zapatista" peddled toward me with an appealing and appalling appearance.
"What's the matter, Mex?" I asked.
"Carranza!" he muttered. "That blackSMITH over there at the gate said I was a forger 'cause I had a ticket to Anville."

He still held the ticket in his tongs.
"Looks like a shower today," said I indifferently. At this remark he lookt at me RATHER WHYLEY.

"Yes," he replied. "I wanted to take a CARR and go out to the BOLLE game—they'll have a GAY time. But if it RAINES I would RATHER not go, Senor."

"Yes, I have 'seenyour' rose—where did you get it?" I asked. He then informed me that a party by the name of MILLER had given him a fleur.

"Say AL-LEN me a peso?" he added.
"Sorry," said I, "but I must be FIRM-IN my resolution. When did you arrive?"
"I came in this MORGAN; you can tell the WORRELL that."

"Did you see SAM RAYs that CARMAN?" I suggested, modestly.

His eyes glinted and squinted. His mouth twitched.

"I had bad luck today," he finally said. "One of my SHIELDS broke and I stuck a HAWTHORNE in my foot. You bet I WINST'N wiggled, 'cause it hurt. Carranza!"

His attention was attracted to a HUNTER leading a large cur.

"Look, Senor," said he, "see that dog WAGNER tail? That's the Submarine Fish-hound No. K9. Betcha she belongs to JACK the HUNTER."

His eye wandered to a large and portly gentleman standing near the bars. The Mex pulled my sleeve excitedly.

"Look, Senor—big gringo! Better look out for him. He's very STOUT and quite a WALKER. You fool with him and breed scab on nose, 'cause heza GERMER and maybe throw big engine at you!"

"RICH—RDS, you say that," I cautioned, and then told him that throwing engines was a MERE DITH and quite a pastime in Arkansas.

His optics glittered like a steel dagger, and as he was now looking at a BROWN-bear-faced fellow who had been murdering pie, I came to the conclusion that he was sticking the Bull.

"Have you ever BENNET-SENEca?" I asked. Silence.

"No, Senor," he finally said, "I've BENNETT this plaza all day."

"Guess better pin this ticket to a PAGE in my notebook, for I may need it to ride ina WHITE-HURST. I go now, Senor—farewell!"

"Where to," I asked, "braking STONE or TREATing ties?"

His lamps flashed and for a parting word he came close and hissed in my ear:

"Watchout for that copperSMITH over there, Senor, and I'll be FIRM-IN HYDEing out till the CARRS leave. And if I KILPATRICK you will REED about it. Carranza!"

THE LADIES' CIRCLE.

By Violette Greye.

A jitney a day and pennies to horde,
Soon laid away will buy me a Phorde.
Girls, have you seen the new style hose? I bought a pair the other day. They have a wee tiny mousey just above the vamp, and on each mousey's back is inscribed:

"Dickory, dickory dock;
The mouse ran up the sock."

"Dear Violette: Why do you stay at home?—Flo Kelly." That's easy. I stay at home because I am "homely."

A miss by the name of Leota
A few days ago to me wrote a
Note of criticism
And self hypnotism:

"For boys she don't care one lota."
Well, of all the nerve! What do you think of this, girls? I have a letter here from Pete Bennetsen. It reads: "Dear Vi: When you get this I'll be looking for you. In fact, I've lookt all over the Ark. Div. and inquired till tired. I'd like to meet you if you are pretty. Object, doormatrimony.—P. B."

The following communication received too late to get in last issue:
"Dear Miss Violette:
"Back am I from dear old Chi'
With never a thought of trouble.
I had a sublime and glorious time,
And never a burst of the bubble.
But the noise of the 'L'—a noise like—well,
The whole blamed town is loud as—(deleted).
"Editha Fosteritus."

Miss Ruth Turner and mother, of Des Arc, were in Little Rock recently. Miss Turner is employed at Des Arc station.

Mrs. J. W. Terry, formerly Miss Marie Grant, gave us a call in Little Rock recently. Mrs. Terry was at one time a stenographer in the superintendent's office.

The name of the author of the following is withheld for reasons best known to herself:
Papa, dear papa, please buy me a car—
A Ford with eccentric tin wings on back;
One that will travel from earth to a star,
And I'll grab me a man and never come back!

Miss Lena Holtzman looks well after her "sojourn" to various vacation points, and now she hides behind a green silk parachute—possibly from the light of the sun, or the light in the lamps of some son who fain would sparkle darts of admiration. Wish I were good looking as thou, Lena—but, poor Violette! I was blest with luck, not looks.

ALL HAIL THE STORK!

Born to Mr. and Mrs. Chaney, of Lonoke, one bouncing baby girl on Aug. 12, 1915. Good luck, old man! Very fortunate, too, as the next day was Friday, the thirteenth. Now believe us, he is SOME DAD!

"EMBARGO."

Carey Martin Carried Nation

Years ago, 'tis said;

Took a part in demonstration—

Heavy on the red.

Ah! but now he carries tunes

Slow as humble snail;

Has the heart-string-bug of June's—

Fore! thou lover-male!

"Dear Dock: Your dope is certainly rotten. —L. X." Yes, it seems so—and from which grows the lily. O, you Solomon!

A Phorde and its money is soon parted.

The maddest bird of tongue or pen

Is an old maid chicken called a hen.

INDEFINITION.

FORD—Am. "4d"; Nor. "Jforde"; Ark. "Phorde"; Scan. "Fphzaurde." A Hot Tamale

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke--Cinders-Alkali Dust-Strong Winds-Reflected Sunlight-Eye Strain and in fact should be used for all Eyes that Need Care.

These Suggestions most surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Can; a tin willie. 1. Signifying a millionaire's desperate dilemma. 2. Enjoyed by some (see Jno. Geister), and wanted by all (see Jess Morgan). 3. A medium of exchange: Ex.—A buys a bushel of potatoes from B, paying for same with a Ford; B returns change in the sum of sixty cents. 4. A transport for bad roads and used in some districts for husking corn. 5. The "father of jitneys." 6. A pewter loco, propelled by surplus energy. 7. To cross a river in one—and drown.

FORD—An automobile. (Not in use.) Also PHORDE.

FORD—A victim of jokes. (Obsolete.)

FORDYCE—From the Ancient Arkansan "ford" and "ice." 1. To wade a frozen river. 2. Your next shake, as "4-dice." 3. An auto accident in January, i. e., Ford-ice! (See Hawthorne.) 4. Headline in Gazette after Neser bumps into some big car, e. g., "Ford-eyes" or "Four Dies." 5. A village of refuge for the love-stricken. For further particulars on 5 see Guy Malone. 6. To get "canned" as "fordize." Mr. R. C. Wolf, 47th Lynn, Chgo.

Dear Sir: Your ditty about the "Gal from Arkansas" is very funny indeed. How did you ever in the world discover her domestic accomplishments? Are you in love with one? The verse, however, is among the ancient relics and has evidently been fished out from the dusty archives of some stale second-hand book store. The girl from Arkansas is today a fair example of American womanhood and up-to-date. If you doubt the veracity of this, just make us a visit. Of course, being buried in a large city has a tendency to suffocate and stifle one's cerebellum, and also force one to view distant objects thru one's own glasses.

Yours sympathetically,
VIOLETTE GREYE.

AMARILLO DIVISION.

By Sorghum Bill.

This being the month that most people are taking vacations and leave of absence, your Uncle Dudley did the same thing, and left his note book on the dresser, hence the items will be short and few in number.

Mr. T. S. Barnes, who has been missing for 30 days and spending most of that time in New Jersey, has returned, much rested and feeling fine.

A good many ties have been unloaded over the division during August and looks very encouraging for section foremen to get "tied" up for what will be coming soon—a good, long, cold, snowy winter.

M. H. Leed, agent at Shannock, has returned to his duty after a layoff. Full of business as usual.

Mr. A. D. Morgan, agent at Erick, is taking a good rest and vacation.

July wound up with ten hard rainstorms in the Pan Handle district, setting back thrashing and moving up on crops and weeds. But crops of any kind is what gives us business.

Mrs. W. T. McDaniel of Yarnall, wife of section foreman, was the victim of a serious operation fore part of August and at present is getting along fine, being cared for at St. Anthony's hospital at Amarillo.

Elmer Svote is handling water service foremanship while his "dad" is away. Don't know what that girl of his will do when he is out.

Mr. Van Heeke, superintendent, and Mr. W. E. Danver, master mechanic, were over to El Reno at the annual cotton meeting.

Gravel output at the pit is doing nicely. The rain does lay them out some.

Excavating gang is making some show now with the new gravel west of Bard and soon some old landmarks and bad spots will be a thing of the past—not any too soon, though.

The special train with a full list of officials passed over the division and seemed to enjoy the prosperity that stared them in the face. Crops of all descriptions waving along the line, every track with cars loading with wheat, etc. Everything moving along with the right kind of spirit and more coming. Never were the prospects for railroad and farmer so good here. Dame Nature has pushed one our way.

Fred Verner is at Endee, building couple small bridges for highway to improve the handling

of business to Endee and Glenrio and the community in general.

Severe rains in the neighborhood of Endee caused several small washouts, which were quickly repaired. The use of Stearn ditcher No. 4 was a big factor and Con Maderias is the boy that knows just what to tackle to help out on these jobs.

J. I. Johnson must have some surprise up his sleeve for Glenrio or Rock Island, N. Mex. It's either a new elevator or potash plant or a packing house. Something of some kind will result.

One of the worst storms that raged for some time happened along in the vicinity of Amarillo. Had considerable hail, large enough to play havoc with windows and roofs and crops that were up. Also flower gardens and trees.

Mr. W. H. Gruhlkey and all the family took a couple weeks off and up home to Marseilles, Ill., with "Paww" and "Maw" and "watchin' the wheels" spin by the back yard and cussing about where he put in his first day for the Rock Island over 31 years ago, as well as taking a few of the old "tarriers" down through some of the big ranches in Texas and caught three big fish—three inches long. Such is life in vacation time.

"ABNER'S" BRIEFS OF THE ARD-MORE BRANCH.

By G. "Hiram" Young.

Boost and the world boosts with you; knock and you're hurting yourself.

Did you ever notice some men who are strong for prohibition at election time act as though a trip on a train without a bottle of Squirrel would be the same as going to war without his gun?

Most people merely ask how did it happen instead of saying they are sorry, when they see you all bandaged up. That's curiosity instead of sympathy, which is another bad feature in favor of the safety first movement.

Judd Hairy, one of Conductor Hatfield's brakies, got a carload of cinders in one of his eyes, which was the cause of him looking like he was winking at you the other day.

Someone said that engine failures as well as man failures are caused by the action on the part of the man.

Conductor Ed Litter said his idea of a mean man was one that would buy a pair of two-bit guaranteed socks, then loan them out to his neighbor when it was seen that he couldn't put a hole in 'em within the time limit.

Oscar Hatfield remarks that there isn't much argument to be put for the man that can't persuade his wife to take a vacation during the open park season. You might ask Burny Shelton how it is done, Hat.

Fireman S. J. Bryant's idea of a man being his own enemy is one that is too stingy to eat all he wants.

Conductor Todd Hughs says in regards to the fighting around Warsaw he will bet the whole bunch around there saw-war all right. Wouldn't doubt, it Todd.

Fred Eaden of Shawnee says when your friend wife writes that you may expect her home any day from her vacation, she is using that means to keep you at home while she is away.

"Seeing is believing," says Nemo Levins. In other words, he don't believe the newspapers and pictures in regards to these new style bathing suits the women are supposed to be wearing. Well, we're from Mu-zury on that, too.

Diplomacy may keep down lots of trouble, remarks Dutch of Shawnee yard, but he'll bet all the kraut he has that it won't keep one from having to pay his phone, gas and water bills. How about dog tax, too?

Prepare yourself, we have secured the services of the well-meaning poet, Chisel Chin, not Chin Goon, or Chin Chisel, but Mr. Chin. Better watch yerself.

It isn't a matter of impossibility to convince a man the importance of a train leaving a station on time, but when a woman gets left, that OLD TRAIN IS PLUMB MEAN, and generally she says she is going to tell her hubby.



















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"Safety First" necessitates the "Watch of Railroad Accuracy." For proof of Hamilton Accuracy and Durability you do not need to go outside your own circle of fellow-workers. Strong praise of the Hamilton may be heard in any group of railroad men whenever watches are mentioned. The number of Hamiltons on the large number of American Railroads that have adopted "Safety First" principles is growing greater every day.

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You owe it to yourself, your fellow-workers, the traveling public and your employers to carry a watch as good as the Hamilton. The only watch as good as a Hamilton is another Hamilton.

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It pictures and describes the various Hamilton models and gives interesting watch information.

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Master Builders of Accurate Timepieces
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The Hamilton Watch Exhibit at the Panama-Pacific Exposition at San Francisco is in the Palace of Varied Industries, under the Dome. You are invited to see it.



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

DID YOU KNOW THAT—

You can tell that a town-bought egg is getting old when it starts to getting "shakey"? Its reputation starts to getting bad from the very start?

The fault is layed with the egg?

Lots of people have the principle?

But few have the nerve?

You can tell which way a sissor lives from the train, as he will get off looking that way?

Tom Cook says he is afraid to put it on the market, but he has a sure winner for an excuse to get to town. Get it patented, Tom, under some other name. By all means do not be in the way of the world's progress.

Adventists numbering 700 in Ft. Worth declare that the second coming of Christ will be when the allies take Constantinople. If it's going to be that long, why—er—well, we have noticed that their taking of anything of importance has been nearly that slow.

Which is proper, muff or puff? Durned if we know which, but Togo, the train auditor on 47 and 48, has got one filled with talcum powder and is keeping all dolled up. The only thing he regrets is he can't tie a bow tie.

We have learned that Brakeman Wm. G. Olds' girl has declared that she no longer will be neutral. She hasn't declared war yet, but will if Billy is seen with—er—er—oh, you know what makes a girl jealous, so finish it yourself.

'Twas ever thus, when a boy goes to town he comes back telling us what there is new there. Our friend M. P. Jolly returned from McAlester and says he found a place where they sold a Ford Sundae.

If you want to know who the next president is going to be ask Roadmaster McAdam of the Ardmore branch. He went to three Socialismness T'do's and is in position to tell what's the matter with the country now.

The pessimists probably overlooked trying to kill the sweet potato crop but it is just as well, perhaps, for they didn't have no luck with any of the rest of their stunts, now, did they?

Chisel Chin says with reference to Hiram losing his toe hold against the rafters of the building that covers the bathing pool at Benson Park, while swinging prior to diving off, the falling was a natural consequence following such, but the whole accident came as a complete surprise to Hil.

Bully Cob made a trip running the other day but lost money account of polish being so high (the kind that shines conductor's brass badges). As to telling the truth of the horrors of war, Sherman seems to be getting righter every day.

POET'S DEPARTMENT.

"Sports."

Hello, Ray Danvers, with your Palm Beach suit, Believe me, Slick, you sure look cute. Now I will tell you just how I know. Because that little Girl has told me so. Of course, you know what little one it is, (And it isn't nobody else's Biz) So I won't mention no names right here Because you and I would both feel queer. I think I have got it fixed up now, Ray, For the interduction most any day, So some time when we're both in town And happen to be just oozing around, I'll try to make it a point (you know) To have her go to a picture show. Then we'll go in, for a while to stay, And I'll interduce you that very way. Now, Ray, if this is all right with you And you think it's the proper thing to do, Just let me know when you want to begin, And I'll be stickin' around—

Signed, Chisel Chin.

"More Sports."

G. Hiram and Chisel Chin and Billy Olds went out to swim. We started out to Benson Park at 5 o'clock before 'twas dark. Hiram suggested we'd go in the pool, where we'd get wet and try keep cool. Hiram had a quarter. Billy had a half, and to see them figure would make you laugh. I thought before we got our suits, that Hiram would have to soak his boots, but we got the suits and started in—Olds, Hi and Chisel Chin. Hi jumped in with an awful yell, oh he cried, "Boys, it's colder'n h—". Then Olds turned to Chisel Chin, and says, "Watch me how I jump in." And about

that time he started to jump, his foot slipped, and he fell k-whump. Hiram and I both laughed out loud when Billy came up and faced the crowd. All faces but Bill's was smeared with grins, so Billy got out—signed, Chisel Chin.

Ah, alas and alak. No longer will Haileyville see "The Cattle from the Pastures Coming Home" through the Main street of the city as heretofore been the practice. The laws of man forbids them even getting in the way of switch engines. Poor Bossy with the grumpley horn will be tied on the grass with a nice little string. The tingle of her bell if heard on the streets will be a sign of ancient days when her freedom wasn't restricted by the laws of our country. The herd law has been passed, have you heard of it? Well, you had better herd your herd in a herd where her bell won't be heard in the same place heretofore heard. Honest now, there ain't no bull about this.

REFLECTIONS OF A STUDENT BRAKEMAN.

Some water tank stops are second cousins to a head in cerlishun.

It has been said that there ain't nothin' impossible. But the feller that said it never was a student brakeman and tried to do all he was told to do.

The one time the whole crew agrees on a subject is when someone says: let's go eat.

The student don't know but thinks he does; the boomer knows and don't care, which makes a hard pair to draw to.

The head brakie sent me back to the crummy fer a dummy. The rear brakie told me to go and ask him what he wanted with me.

The swing brakie told me to cut off three, but I cut 'em all off. I wanted to git through quick; they all got mad.

The taller said I'd make good 'cause I was noticing little things a'ready when I got a cinder in both my eyes.

I wished now I'd got a job us supertendunt so's I woulndt have to work.

I got mad cause the boss woulndt let me make all my student trips on passenger, but don't you tell him.

The caboose brakie told me to go and couple up that air, and lafed when I asked him "that air—what?"

The gurl at the eaten' place said I acted like a shor nof brakie, all but havin' a pie book, cause I quarreled at what I had to eat.

I'm shore glad I didnt ask fer a job as passenger conductur for he don't git to stand up and ride on top where people can see him.

The conductur told me to go and spot a car and to hang on to one when I cum out, but I left all uv em, fer I found a place on the engine to hang on.



BLUE ISLAND SHOP NEWS.

By Ed. Schneider.

What we couldn't understand is why Fire Chief Schwachow did not enter his firemen in the Illinois firemen's tournament held in Blue Island on July 27, 28, 29 and 30. But after interviewing the chief, he advised us that his boys would have won all of the prizes, and that after some of these firemen coming so far to compete in this tournament, he didn't think it would be right to enter his 124th street team because the others would not have stood a show. All right, Herman; we'll take your word for it.

Our assistant M. C. B. clerk, W. Kick, was awarded 10 merit marks, for buying the Tribune on July 29.

SOCIETY.

It's a lucky thing, Georgia, that Herrington is booked up to the end of the season, because it would have looked bad for Herrington had we had met their ball team.

John Nordquist spent his vacation in Buffalo, New York and at the Niagara Falls. He reported a good time.

Wonder why Sid Payne acts so strange lately. He sighs and looks so sad. Never mind, Sid, she's coming back again in December, then look what a good time you will have.

Understand Oliver Burk's fellow-members in the church society he belongs to have placed their confidence in him to the extent of electing him treasurer of their organization. Such faith

as these members have in human nature ought not to go unrewarded. Of course, we don't mean to insinuate that Burk would take anything, but at the same time, my morning newspaper has frequently disappeared when Burk was the only one in the office. Keep up the good work, Burk, and when they call the roll up yonder you will be there, providing you slip in when there is nobody looking.

Watch 'em, Geiger.

YES.

Bill Haskell made quite a name for himself by umpiring that game on August 1. You are some umpire, all right, all right.

Mystery—Who broke the mouthpiece on the telephone?

Elmer Reynolds, material clerk, can now be classified under the heading "Papa," he being the proud parent of a baby girl, born Sunday, August 8. Congratulations, Elmer. As is customary on such occasions, Elmer passed out some good cigars, which everybody enjoyed.

MORE GOSSIP.

Understand that Mike Gaeto, our labor foreman, has been elected to the office of trustee of the Blue Island Italian band. You will be bandmaster next, Mike.

We are advised that "Satchel" Goldstein, assistant timekeeper at this point, is some sprinter. It is reported that he ran two blocks in 6:04. Some speed merchant, Goldie.

Edward Edmunds, engineer, spent two weeks of August up at the Dells of the Wisconsin. Pat McCarthy, former engineer, had charge of the engine during his absence.

Edgar Johnson, carpenter, was distributing free cigars on August 16, on the strength of the arrival of a new comer at his home (a baby girl). Thanks for the cigars, Johnson.

Did you see that mustache McAllister is growing? Oh you are somewhat there Mac, for a steel worker.

FAMOUS O'S.

O'Sullivan.
O'Henry.
O'Hara.
O my.
O yes.
O Horror.
O H—I

"EMIL SHOGREN."

He is like the little girl who wore the little curl

Right in the middle of her forehead.
For when he is good, he is very, very good.
And when he is bad, he is horrid.

THINGS WORTH KNOWING.

John Nordquist has been transferred to Michigan City, where he is looking after the building of the new Rock Island freight equipment. Otto Summerfeld has succeeded the "Terrible Little Swede" as car foreman.

Say, Haack, who is this Miss Elsie Louise Everhavealotofdough, Frank? Doyoueverexpecto?

OUR MONTHLY HEALTH HINTS.

If you have got anything to say to a mule, say it to his face.

Don't sit on a tack.

Always peel hard boiled eggs before eating them.

Don't get up at the German patriotic meeting and shout "God Save the King." It may have disastrous effects.

DID YOU KNOW THAT—

Joe Flouers, steel worker, spent his vacation in Pittsburgh, Pa.? He has advised us that he don't think much of Pittsburgh. He says you have to get a prescription to get a shave on Sunday and a political pull to get a drink." Well we are glad you came back single anyway; we thought you was going to bring back a wife. Tony says she wouldn't have you; is that right Joe?

Watch 'em, Geiger.

BASEBALL NEWS.

The 124th Street All Stars added another win Chicago Local Freight 6 to 0 at Hamilton Park on August 1. The game was well played by both sides, it taking but one hour and five minutes to play the nine innings. In the last of the seventh, 124th street scored five runs on 4 hits and 1 error, thereby clinching the game. S. Satori of 124th street allowed but one hit, he also got 13 strikeouts.

Score by Innings:

R. H. E.



Have
Healthy,
Strong
Beautiful
Eyes.

Oculists and Physicians used Murine Eye Remedy many years before it was offered as a Domestic Eye Medicine. Murine is Still Com-pounded by Our Physicians and Guaranteed by them as a Reliable Relief for Eyes that Need Care. Try it in your Eyes and in Baby's Eyes —No Smarting—Just Eye Comfort.

Twenty years of honorable success have firmly established Murine "In the World's Eye" as the "Standard of Eye Remedy Quality." Autoists—Golfers—Tour-ists—Mechanics—All—should have Murine handy by as First Aid in Emergencies.

Ask your Dealer for Murine —accept no Substitute, and if interested write for Book of the Eye Free.

Murine Eye Remedy Co.
Chicago



124th St. All Stars...0 0 0 1 0 0 5 0 *—6 7 0
Chicago Local Frghs. 0 0 0 0 0 0 0 0 0—0 1 1
Batteries—Satori, Payne, Fuhs and Gavin.

Another Win.

The 124th Street All Stars defeated the En-gineers' Office 8 to 6 on August 15. The game was loosely played by both sides, the features being home runs by Jack Ritchie and Ernie Satori.

Score by Innings:

R. H. E.

124th St. All Stars.....1 3 1 0 3 0 0—8 6 0
Engineers' Office.....0 2 0 1 0 3 0—6 6 1
Batteries—S. Satori, Payne, Cook and Snyder.

Foul Tips.

Steve Copeland was one of the distinguished fans present.

Lucky thing for our opponents that Shogy and Swanson did not play, or it would have been another walkaway for the All Stars.

It takes some people an awful long time to get home from a ball game, doesn't it? One in particular did not get home until 11:30 p. m. after playing ball in the a. m. It's funny, isn't it?

If Nylander's batting .479, what does Dingbat?

Watch 'em Geiger.

We Won Again.

124th Street had an easy time defeating the baseball club representing the freight depart-ment from Rock Island on Sunday, August 22, at Hamilton Park, the final score being 11 to 3. Features were home runs by Swanson, E. Satori and Moore.

Score by Innings:

R. H. E.

124th Street.....0 0 0 3 0 0 5 3 *—11 14 1
Rock Island.....0 0 0 1 0 0 0 1 1—3 6 2
Batteries—Satori, Swanson, Meron and Moore.

Notes of the Game.

Bedford of the Chicago Local Freight was one of the distinguished fans present.

How many hits did you get, Steve?

Geiger of Rock Island appeared to be all in after the game. What was the matter, Geiger? Was Chicago too much for you?

Haack got three more hits. You are some clouter, Crow.

Donnelly of Peoria played third for Rock Island. We were all glad to see you in the line-up, Donnelly.

Who said Swanson couldn't hit?

Hats off to the Rock Island boys. They sure are a bunch of good fellows.

Ed. Meehan, muddler-in-chief of the "Monthly Muddle," published in Rock Island, played first base. He played as good a game on first as he edits his columns. You write some good stuff, Ed.

Henry Brandt was the official umpire this time. You did fine, Henry.

Tony Flowers was another one of the loyal rooters present, so was Wm. Stewart.

Joe Gattenbauer should have been present. Maybe the result would have been different, Joe.

MORE GOSSIP.

Harry Davis, switchman, has resigned, to accept a position with the C. T. H. & S. E.

Ed Fredette has written us, stating that he is playing professional ball in the Dakota State league. Glad to hear it, Ed.

Bob Johnson has succeeded Fred Cordt as index clerk, the latter having resigned to accept a position with the Chicago Telephone Company.

❖ ❖ "BURR OAK TRANSFERS."

By Bandy.

Slim Driesherf, our long biller, recently met with an accident that caused him to get under the doctor's care. Seems he had a joy ride in a "Tin Lizzie," but somehow or other he got mixed up in the mechanism details. Never again, says Slim, who will from now on "Watch his step," "Practice Safety First" and "Save his nickle a day."

The following item recently appeared in the Posen Police Register: "For good all round reading, something to chase away the blues, and items of general interest, read the Burr Oak Transfers. They always have something of interest."

We thank you, Posen, for your compliments. To our agents billing grain for Chicago delivery. Bill grain on Burr Oak instead of Chicago, as it goes into our account and we are changing headings of billing every day to Burr Oak. We would also mention that tariff 22000 D is suspended, effective Dec. 1, 1914, and supplement 29 to 22000 C should be used in grain rating, except from Illinois points where 22000 C applies still. Furthermore, refer to supplement 22 to 18400 C and don't ask for protection of low capacity car as ordered when the size is below a forty cap.

Dan Henrich, our chief O. S. & D. clerk, recently spent a few days with the First Regiment in connection with some film being done by the Essanay people. Don't know what position Dan had—scene pusher or pie tosser, though he is good at both. Dan reports the Essanay as a fast company and that he would like to stay with them. We would, too. As we should like to see you on the screen.

Walter Crossland, our most correct biller, made a banner record in July when he secured an error rate of .002, or one error in 500 tallies billed. Errors charged against billers here consist of mistakes made in Advances-Prepays-Items billed-Destinations-Car references and block numbers-Consignees-Consignors - Weights and notations.

Through fourteen states does this great road go, then why should not the following be so:

Memphis, Tennessee,
Oklahoma City, Oklahoma,
Rock Island, Illinois,
Esterville, Iowa.

Hanley, New Mexico,
Inman, Kansas,
Gilead, Nebraska,
Horton, South Dakota,
Edgerton, Missouri,
Round Lake, Minnesota.

Ramah, Colorado,
Amarillo, Texas,
Tinsman, Arkansas,
Eunice, Louisiana.

We are sorry, Mildred, that you don't like to have your name appear in our Transfers. We will try and not offend you in future in any-

thing we might mention. We don't have to have a house fall on us to give us a hint, and we hope we are still friends.

George Caswell better beware or his photo business will drop many points if he don't get busy. Lester seems to be getting most of our local work now. Is it the price or a matter of personality?

Because the boys call you Moxey, Even at that you ought to be glad, Refuse to believe that they are foxey, Tell them it is not so very bad, Hold their hands for just a little while, And then maybe you can get them to start a smile.

Engine 2504 can well be proud for the reason that two of our young ladies, Helen and Bertha, stood recently at the head of 2504 and had their picture taken. Don't know how 2504 is acting now, but it was acting queer at the time. Strange even an old engine can feel the effect of fine associations.

Strange how some people knock one another, especially when the "Another" is not about to hear. A little "Golden Rule" now and then would be better. Does this fit your case?

C. H. Noe, Oklahoma City. Glad to hear from you, but why not write us a line in the magazine instead of saying a little Hello on a claim brief. Van Slack, over on the C. & E. I., did the same. Drop in some time—quite a change here since you were with us in our troubles.

H. L. Howe, Arkansas division. Wilson Woodrow if the sea was calm, but just now there is too much Bryan, and very Tumulty, but if Hitchcock would call out Garrison to protect him then all would be well.

Position wanted by an experienced violinist. Have had several years' experience and also carry a machinist's card. The salary item don't matter. Prefer first violin position, as I have played second fiddle long enough. Address Scatty Thomas of the cashier's department.

Puzzle. It works at Burr Oak and ought to wear skirts, dippy over the ladies, same as an Edison or worse. What is it? Party giving right answer will be given transportation to the Panama Fair via the H. & L. Route.

Ed. Schneider: Please have your man who bills company freight at 124th street shops change his carbons once in a while. We never did like punk tissues. Get busy.

We understand Paul Kieffer has invested in a Billy Goat and we would like to know what is up. Are you going to clean up Morgan Park or the party who started the story? Bah!

Walter Crossland has been making week end trips to Joliet, but for what purpose we have not yet learned. Must be "Grl," or else why does he take Herman Driesherf along as his valet? It's a good stunt anyway, but let us in on the dope.

Says Bertha to Harry Watts—What does a river chew with its mouth? Harry to Bertha—A tree has a fork, but did you ever see one eat? These two must be reading the jokes in the News.

For one who has never been away from mamma, Elmer Malm beats them all. Claims he put the Falls in Niagara and the O in Buffalo while he was on his vacation.

Mabel Fay reports some big time on her vacation, second week in August. She don't say how she put in her time and we presume it is none of our business. But your time will come, yet.

Tom Cruger, our portly rate chief, spent his vacation moving. Cheaper to do that than pay rent? That is what Slim says about the subject, anyway.

Carl Rohde spent his vacation at South Bend, Ind. They say he went there to buy an auto. Guess Carl thought he could get a Ford any old time.

Carl Palmer went to Niagara Falls with Malm and we understand they both had a time with their 35 cents each to spend. Good thing they had round trip pass.

Franklin McLean, chief out bound yard clerk, days, spent his vacation at Peoria. Who did you look up while there?

Right this way shouts the porter at the train.

Or any other place we always make things plain.

Come take our line for pleasant short hours,
Kant anyone beat this line of ours.

If it's freight that you wish to ship,
Sending it on like the crack of a whip,
Lines direct to every important town,
And service continually up and down,
Now is the time to start good things,
Don't fail to get on when the engine
bell rings.

FORTY-SEVENTH STREET LINE.

Ray C. Wolf, Editor-in-Chief.

DEDICATED TO MR. E. B. SMITH.

Some one's put a jinx on me,
Just who I cannot say;
But I'll find out very soon,
Then for it they will pay.
This jinx is long and lean and kiddish,
An odd old thing to see;
And any place I chance to go
This pest does follow me.

This jinx is comical to hear,
Chattering all the time;
The noise it makes sounds awful,
Still it thinks it is sublime.
It thinks itself cute and cunning,
When buzzing like a bee;
But I can't understand just why
This pest should follow me.

When ladies are around it,
It doesn't even drink,
And will stare at them for hours,
Its eyes will never blink.
The queerest part of all is
It has no memory;
I'm a married lady, but
This pest still follows me.

Its always been a mystery
How such things do exist;
Men like Lincoln have been shot
And things like this are missed.
I've bought a gun that's loaded,
That will end all misery;
It will mean some slow music
If this pest still follows me.

F. S. J.

ANOTHER CASE WHERE THE PUPIL TEACHES THE TEACHER.

As set forth some time ago in this effervescent column of wit, Mr. Jeremiah Connell, the distinguished Bostonese from Boston, started to take lessons from "Slats" Fasold, the international croquet champion. At a recent hotly fought contest Mr. Connell beat Mr. Fasold by a large score and has now proceeded to challenge him for the title.

Mr. Edgar Crowley, a recent convert to the cause, has started in the real estate business in Gresham. He is now selling bungalows for \$100.00 down and \$25.00 per month. Get in the ring, boys.

Probably the most foolish thing a man ever does is propose to a woman. It's ten to one she will be foolish enough to accept him.

Ever notice how easily a heart-broken damsel cements the pieces together and awaits another smash?

TOOK A WALK.

"I dunno what to do," said Jerry Tauer. "If I go to Yurup I'll get shot, if I go to a resort I'll get drowned an' if I stay to hum I'll have a fuss with my family."

SAFETY FIRST.

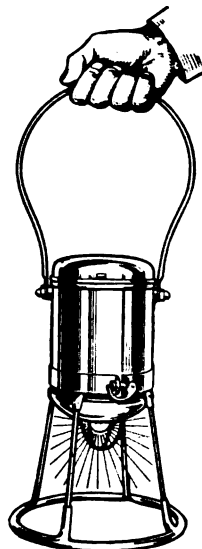
Mr. Shedd gave a compliment to the 47th street blacksmith shop in last month's edition regarding the splendid record they had made. Why should this not be true of the whole 47th street back shop? If every man will do his duty in the way of this movement there will soon be a minimum of injuries and they can all look to us for a model. Let's put our hat in the ring, boys, and see how careful we can be. Watch your step!

BACHELOR'S DECISION.

I'll not get married on Monday,
For that's the day they wash;
I'll not get married on Tuesday,
For that day I play squash.

FEDERAL ELECTRIC LANTERNS

Are Authorized for Use on the Rock Island Lines



Mr. Ridgway, Chief Operating Officer of the Rock Island Lines has issued instructions to the General Managers that the Federal Electric (Safety First) Lantern may be used by trainmen as white lanterns.

Scores of lanterns are already in use by Rock Island men and everybody who uses one would not be without it.

No oil to leak out and spoil your clothes or soil the floor, carpets or furniture—no matches—burns upside down or right side up, or in any possible position—can't blow out—stiffest wind and hardest rain storms cannot affect it—no oil tank to obstruct the light—throws all the light downward where every other lantern casts a shadow. Can be seen a mile away.

Gives a steady, clear light, always sure, and ready instantly. Economical—reliable—safe—durable—waterproof. Designed by a railroad trainman particularly for railroad use. Meets every railroad requirement. Cheapest battery cost. Handsomely nickled. Collapsible. Fits easily into your suit case.

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

Federal Sign System (Electric) Desk Chicago

Dealers and Agents Wanted Everywhere

I'll not get married on Wednesday,
For fear that it might rain;
I'll not get married on Thursday,
So long as I am sane.
I'll not get married on Friday,
Bad luck might then befall;
I'll not get married on Saturday,
I'll not get married at all.

Y. S.

WEDDING MARCH.

James Burns, machinist helper, and Miss May Kennedy will be married September 6, 1915. Best of luck for a happy journey.

STEALING.

He stole down to his loved one's house;
He stole a kiss all right.
Her father stole down in the dark—
He stole out in the night.

Y. S.

INSPIRED SHOPMEN.

Leading southward from our great and busy city, away from all the noise, smoke, factories and shops, winds the old Hammond road, so well known to those who are fortunate enough to possess automobiles. Of course there are street cars for the less fortunate and they get their share of the mob.

While journeying along the country road one forgets that there ever was such a thing as worry. All the trials and tribulations of the old round house, the steaming and hissing engines coming in and going out, the hat full of work slips, etc., are all forgotten as you speed along in this modern Eden. How refreshing the pure air is to the lungs after the smoke and dirt of old Chi. Birds of all feathers fly to and fro; here and there a frog dives from the roadside into a marsh of bull-rushes and cat-tails. Dotted along the road and surrounded by fine shade trees, one can find numerous half-way houses where refreshments of all kinds can be had. The chicken and fish dinners with Budweiser on the side cannot be equaled, and those who are lucky enough to come along this road and have the needful are indeed fortunate. On the bank of Wolf Lake, about 30 miles from Chicago, is one of these spots known as Camp Cuneo. It was to this beautiful spot that a

small party of men from Burr Oak and 47th street shop quietly stole on the first Sunday in August for a fish fry. The party was planned and given by our well-known brother members, Doc Briggs, Barrellhouse Davis, Thos. Fitz Erbsein and Gesuntheit Tragnitz, in honor of that faithful friend and coworker, Brother Frank Grady, night roundhouse foreman at Burr Oak.

Everyone reported a grand time. The fish were excellent, the Budweiser and cigars were fine and the service something to talk about. The boys are planning to give numerous other parties at Camp Cuneo and are already picking the members for the honor.

HOW FRIVOLOUS THESE MORTALS BE! (From the Kankakee Gazette.)

If as much time was put in reading the Bible as the "Line," there would be a moral tidal wave sweeping the country.

EXPENSIVE STUFF.

One of the back shop machinists recently bought a glass eye for two dollars and the next morning it was gone. It is still a secret about the disappearance.

Our sympathy is extended to Mr. Bert Larson, shop draftsman, account the death of his father who died at Moline, Ill., Friday evening, July 30, 1915.

A lie travels by the Marconi route, while truth goes by slow freight and is often ditched at the first water tank.

PROUD MORTAL.

Mr. Jerry Connell.

Dear Sir: As I am the proud father of a bouncing seven-pound baby boy, I want all the boys to wish me good luck. You will kindly pass this box of cigars around to the boys and give one to Leo Hogan. Don't pass him the box because he might take more than one. Even though he never does buy any tobacco, I cannot deny him in my happiest moment.

Wishing you all a proud father's blessing, I remain, Wm. Brumbaugh.

Wish the happy father and mother all the luck in the world, and some day hope the little Brumbaugh junior will be a Rock Island master mechanic. Cigars acknowledged.

Mr. Marshall Muir, formerly of the A. F. T. at Hamilton Park, has accepted the position of assistant timekeeper at 47th street shop, effective 8-9-15, vice James B. Fineron, promoted.

Mr. B. D. Goldstein, accountant at 47th street shop, has been promoted to accountant at Fort Worth, Texas, effective 8-7-15. The office force presented him with a diamond stickpin as an appreciation for the interest he has displayed in the work. He has the best wishes of every one at 47th street for his future success.

I didn't begin with askings.

I took the job and I stuck;

And I took the chance they wouldn't,

An' now they're calling it luck.

HER PRAISES ARE SUNG.

Ed. Kruse says that if it is the same Lucy Moore that he knows, he wishes John Quinlan all the luck in the world, and he believes that she is nearly all the earth. How about it, boys?

A NEAR COMPLIMENT.

Heard regarding a certain back-shop machinist: "He ain't much for looks, but he can come nearer findin' a drink in a dry town than any man ye ever seen."

ONE WHO KNOWS.

Bandy of Burr Oak and Ed. Schneider of 124th street shop are too closely allied for their own comfort. They had better part before another war is started.

TRANSFERS.

Mr. Jos. Bunting promoted to accountant, vice B. D. Goldstein, promoted.

Mr. Frank J. Ondrak promoted to head timekeeper, vice J. Bunting, promoted.

Mr. Ray C. Wolf promoted to assistant accountant, vice F. J. Andrak.

Mr. James B. Fineron promoted to assistant timekeeper, vice R. C. Wolf.

DALHART, TEX.

By D. C. B.

Private car 1910, with Mr. Greenough and Mr. J. M. Brown, was down at Santa Rosa August 11th on company business.

The prospect of the good wheat crops is proven by the new elevators built up and down the line preparing to handle the new crop.

Mr. A. C. Johnson and wife left August 15th for his two weeks' vacation, which they will spend with his folks at Marysville, Kan.

Night Yardmaster J. R. Harris left August 15th with his wife for Kansas City for treatment, and if she does not improve he will take her to Rochester, Minn.

Mr. R. S. Holmes, who has been relieving Operator C. E. Mitcham in "Da" office, left August 12th for Greensburg, relieving Agent Woods, and Mr. Holmes was relieved by Mr. W. T. Hayden from the EP&SW, who was extra dispatcher here in 1914. Mr. Mitcham, who has been quite sick, is now able to be up and was down at office August 16th.

Mr. W. R. Robinson, chief clerk to master mechanic, is figuring on his annual vacation, which will be spent on his farm near Corsena, Tex., and we are wondering if he will be asking for a file on this and that, but we suppose will either be a rasp or a nail file.

The following foreign inquiry was made regarding the handling of a car of prunes: "Subject PRUNES":

"Car — out of San Francisco — arriving at Kansas City — carried Prunes. When Prunes checked out of car at K. C., 28 cases Prunes checked, boxes broken, Prunes smashed and unsalable account Prunes roughly handled and Prunes shifting. Advise handling of this car Prunes over your line, advising if you have any record of accident to Prunes or rough handling of Prunes that could have caused this damage to these Prunes." Evidently this car contained prunes.



DAKOTA DIVISION.

Certain items of very great importance that should have been reported in this magazine some time ago were neglected because a "fall guy" would not take it upon himself to do the necessary, but at this late date it is desired to make known to those who may not have heard about it, that our chief timekeeper, John Meron, about two months ago took upon himself a wife. The details of the "elopement" are very interesting. The very popular Miss "Bun" Thompson is the lucky girl. They have the hearty congratulations of the whole staff.

Jack Turner, roundhouse clerk, made one of his schedule trips to Bureau recently to spend a few days. There is a strong evidence of a great attraction there for Jack. He would without a doubt be pulling a star part in a love drama had he followed his seemingly natural vocation—the vaudeville business.

Miss Kathryn Hillman, stenographer in superintendent's office, absented herself from the office for the entire month of June and made a thorough inspection of the Panama-Pacific International Exposition. A month is a long lapse of time and we were all glad when she returned to the office. So was Bob.

Anton Stoery, cashier, Estherville, has returned from spending his honeymoon through Colorado and California, taking in the exposition. He looks hail and hearty and gives excellent report of the manner in which trainmen on our railroad and other lines treat bridal couples in general. He contends that the report of his "lack of interest" on train 420 is greatly exaggerated.

Between two branches of the service, "K. I." seems to be in a fair way to become prematurely gray. We have hopes, however, that he will reconcile his difficulties before his hair gets too gray. Between K. I. and Art Beatty the effect of Cashier Stoery's absence was reduced to as much of a minimum as possible. We noticed, however, frequent and continued signs of working activities on the part of both these men, who attended to Anton's official duties while he was away on his honeymoon.

Effective with the resignation of Jack Meron as timekeeper, Roy Arnett was promoted to that position, with Earl Dickerson as assistant. Roy is big enough for the position and Earl was just married, hence they should work together very well. Carl Rogers, formerly the 250 clerk in chief dispatcher's office, succeeded Mr. Arnett as maintenance of way clerk.

17, about one hundred and twenty-five officials and employees being present. Mr. A. B. Copley There is some doubt expressed about Agent W. A. Cousins' ability to step high. According to recent statement volunteered by him, he, with very little effort, stepped over a clover patch some six feet high. The clover patch is very close to the station stock pens and can be readily seen from any of the passing trains. College athletes in search of material for "high steppers," not "jumpers," can do lots worse than taking Mr. Cousins on. He is agent at Spirit Lake, Ia.

There are some things at which Trainmaster Haldeman balks; one of them is auditing the performance of a grain elevator.

Frank Peterson, chief clerk to superintendent, has just purchased a handsome "Buick 6." He was recently seen speeding by headed for the Lakes, carrying some eight or ten girls. However, Mrs. was in the rear seat.

The observation that may be had from the rear platform of any train over the Watertown line is one that would gratify the most unconcerned of individuals. Excepting for the corn, the crops are in excellent condition. The oats are very heavy and it is estimated will average about 35 pounds to the bushel, and about 80 bushels to the acre. Flax and barley are very favorable, but the acreage is limited. Harvest has just started and with good weather conditions from now on, the Watertown line this fall will experience the movement of a good many trains.

Mrs. F. E. Cogswell, wife of agent at Pipestone, passed away on Thursday, July 29th. Mr. Cogswell has our deepest sympathy in his bereavement.

Mr. J. W. Ghoslin, formerly employed in superintendent's office at Estherville, also at Cedar Rapids and Manly, was taken to the hospital recently in a serious condition and operated on for appendicitis. He is now getting along nicely.

There have been extensive improvements made around the Estherville depot. A beautiful flower bed was made in the lawn west of the station. The rocks that border the lawns along the roads have been whitewashed, and the entire grounds set up the appearance of a well-kept park, thanks to the employees who take so much pride in their own station grounds.

Mr. W. B. Gavin, OS&D clerk in superintendent's office, is to be complimented on the fine appearance he makes in his white uniform and cap, when directing the Estherville Band on Monday nights in the park. Sousa has nothing on Bill.

Chief Dispatcher E. B. Callender is seriously contemplating the purchase of a Willey's Knight. Nothing but the very latest for Cal.

Our genial roadmaster, J. W. Petersen, is seriously considering shipping the entire output of his large Oklahoma farm to supply the German army in case it should be needed, provided transportation facilities can be had. His sentiments have not been nearly so much in evidence since the last communication that President Wilson dispatched to the imperial government.

Master Mechanic Fitzgerald, when at Sioux Falls recently, purchased a fine Maxwell automobile. Fitz is on the road most of the time but he has a son at home who will undoubtedly see that the car is run a good number of miles this season.

Conductor Clinton Dewitt Dugan died at his home in Valley Junction, Sunday, July 11th. He was one of the oldest and best known employees in the train service, having been on the passenger run between Des Moines and Sibley for many years. For some time he has been a sufferer from Bright's disease and has been forced to lay off for several months, working occasionally for short periods.

EL RENO.

Master Carpenter M. Bishop received the sad news August 23 of the sudden death of his mother, whose home was in Wilkes Barre, Pa. Mr. Bishop departed for that point at once. He has the fullest sympathy of his many friends in El Reno in his great loss.

The annual cotton meeting of the third district was held in the El Reno city hall August



Look for **SHIRLEY** on this buckle when you buy suspenders—if it's there you're sure of getting the kind you've learned to trust—

Shirley President Suspenders

50¢

The red-striped **SHIRLEY** tick-et guarantees you satisfaction or money back

For 17 years the choice of three million men who want freedom, ease, service, and style in suspenders, **SHIRLEY** Presidents are the original free-shoulder suspenders. They leave you free for work or play, give solid comfort and outlast all others.

Imitated now but far from equalled—protect yourself—it's easy. Just look for **SHIRLEY** on the buckles. It's on the red-striped "satisfaction-or-money-back" ticket, too. Be safe.

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TULLER

For Value, Service,
Home Comforts



NEW

HOTEL TULLER

DETROIT, MICHIGAN

enter of business on Grand Circus Park. Take Woodward Car, get off at Adams Ave.

ABSOLUTELY FIREPROOF

200	Rooms, Private Bath,	Single \$1.50,	Double \$2.50 Up
200	" " " " " "	2.00	3.00
100	" " " " " "	2.50	4.00
100	" " " " " "	3.00 to 5.00	4.50

TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET

no Floors—Agents' Sample Rooms

New Unique Cafes and Cabaret Exellente

called the meeting to order, and at his request Mr. T. H. Beacom took charge and presided over the meeting. The cotton circular of instructions was taken up and discussed thoroughly and a few changes made in the previous circular. The meeting was extremely interesting, and all present seemed to derive much benefit as well as pleasure from it.

On account of the rush of business we missed getting out items in the last issue, but will make up for it this time.

Miss Pearl Dix, who has been stenographer in the freight office for the past four years, has been promoted to stenographer in the yard office.

Miss Tillie Levy is relieving Miss Dix as stenographer in the freight office.

Geo. Purcell, cashier, is spending his vacation at the expositions and will also take in several other cities on the way. So far he is the only one of our force that has raised sufficient currency to attempt the trip.

The freight house and platform men were treated by the El Reno Wholesale Grocery Co. on the afternoon of August 21. The grocery company were showing their appreciation of the favors shown them while they were being crowded with rush orders during the fruit canning season. In one day they delivered 3,500 cases of fruit jars for local shipment.

For the month of August the less car load tonnage handled at the El Reno station has exceeded the tonnage handled in any other month since a record has been kept of the tonnage handled. For the first nineteen days we averaged over 232,000 pounds of less car load freight per day over our platforms.

The fishing club has been somewhat handicapped this summer by the continued high water in the river. There were some good catches made, but it appears that almost every Saturday night the river would come up and make it very difficult working in the water.

Wm. Bell, Dick Lulaney and A. L. Hoffman spent Saturday night, August 7, sitting under a tarpaulin on the banks of the North Canadian. While waiting for the storm to let up, Dick went to sleep and happened to get under a drip and got a cold bath.

Low Normandin and family spent the day in Oklahoma City attending Ringling Bros. circus. By going a few hours ahead of time they managed to get a seat.

Lawrence Higbee and bride returned from a two weeks' honeymoon spent in Colorado and New Mexico. After passing the cigars, Lawrence settled down to his old job as if nothing had happened.

Bennie Warren and bride returned from a thirty-day honeymoon spent in Michigan. Mr. Warren has been with the car department for several years and has the good wishes of all of his friends.

HAMILTON KRISPETTES.

By Essanbee.

Elmer Steffen tendered his resignation recently, and left for parts unknown. We all wish Elmer the best of everything in his new venture. The old combination will miss him.

Bertie Hegelund, whom we all thought had embarked in the millinery business, is now taking in washing. You will observe that after dismissal the clothes line effect around her desk.

Madeline Wall, the "Lillian Russell" of the A. D. office, spent the week end in Silvis and Rock Island August 21, visiting friends. Rumor has it that Madeline met a certain "Adonis" there with the name of Jim Hill, who we understand from our friend "Red" Warner, is no relation to Sam Hill.

Big Bill Van Sant is touring the East, stopping at the principal cities en route. On one of these particular trips, we have in mind along the Potomac information to the effect that Van picked up a swell "skirt," as the writing on the postal was very indistinct. Van most probably means "shirt."

Slim Du Beau while on his recent visit to the Colorado Rockies met with a peculiar experience. We were given to understand that "Slim" hired a burro to transport him among the rough spots. However, the burro on seeing

the size of "Slim" decided to meditate, and while in this mood the burro commenced to stampee, the best thing Slim resorted to was a saw-buck which was nearby, and which he placed alongside the burro, and each time that Slim tried to mount, the burro drew away from the buck. This went on for some time and at last out of pure disgust Slim picked up the burro gently and carried him away. Moral: Slim, never hire a burro when you have to carry him.

Bessie, one call deserves another, especially when it is selected company. We are addressing you, Miss Conlon.

Linn Du Crow returned recently from an important engagement at the exposition under the colors of the Hayden Choral Society, who carried off the highest honors while there. We never realized that a Caruso was in our midst.

On Friday, September 3, Axel Anderson, the tennis expert of the rate department, will walk to the tune of Mendelssohn's wedding march, when he will wed Miss Anna Smith, a south side young lady. The two have known each other since childhood and their new venture in the matrimonial line we trust will be one of endless bliss. The couple will leave for Niagara Falls and the Canadian border on their honeymoon. We knew you would turn the trick, Andy, and your many friends extend their best wishes.

Perhaps the clouded expression on Miss Rasmussen's countenance can be attributed to the fact that the State of Kansas had its share of severe weather and this no doubt caused "HIS" delay. Cheer up, Helen, we are bound to have sunshine after a few cloudy days.

It is rumored that Miss Katherine Duffy is now on the pay-roll of the car accountants' office. If this is true her smile and good cheer no doubt will be the purpose of creating as many friends as she had at the La Salle street station.

"I could see my own Killarney and the dear old lakes so grand, And the magic stone of blarney, where I held my sweetheart's hand."

These must have been the visions of our erstwhile friend, Sydney Crowley, and which will culminate in his marriage to Miss Helen Newell, Wednesday, Sept. 8th, after an acquaintance of five years on the Emerald Isle. Best of luck and future happiness is the earnest wish of all your friends, Syd.

Ducky Drake left on an exploration tour of the Grand Canyon in Arizona where he intends to spend his vacation under the turquoise skies. Stanley bring back a "gold mine."

Tommy Durkin and Heinie Ruben, the Siamese Twins, are spending their vacation sojourning amongst Chicago beaches. We expect some good fish stories from the duplo combination.

Earl Spence is spending his vacation on a small island near the coast of Maine learning the art of catching lobsters. Earl's experience as a fisherman is not limited and we expect an invitation to a lobster dinner when he returns.

R. L. Becktel, the Sidney Hatch of the A. P. T., is primed for the big event of the Junior A. A. U. Central Championship, and we feel sure he is a winner. After taking several gold medals and a silver cup during the Chicago Market Week, besides being presented with "Berlin Bathrobe" by Mr. Uffendell, chairman of the Athletic Committee of the I. A. C., for capably representing the club.

Mr. W. G. Jones, erstwhile "Chapple," is wearing out the tennis courts at Hamilton Park on his vacation, we knew that "Chap" wore a tennis cap at the office, but we never saw him in action, although we will admit that he is some stepper.

A. P. T. Baseball.

The Benedicts of the A. P. T. scalped the bachelors in a thrilling encounter, by a score of 5 to 4, Saturday, August 14th, at Hamilton Park.

The come-back triplets, White pitching, Monson receiving, and Big Chief Hawley on the key-stone sack, were star performers for the married boys. White whiffed eleven stalwart bachelors while his statistical sidekicker caught his benders in Ray Schalk fashion. Hawley dem-

Our friend, Beau Brummel Thompson, while on a recent trip to Colorado Springs seemed to

be in a rather somnambulistic mood. In one instance he was found in this condition while a D. R. G. train was at a standstill, and it was necessary for the baggageman to awaken Beau to the situation that he was traveling and not in a cozy place at home.

The two Lillians, Nelson and Vock, are spending Labor Day at Minneapolis. As we go to press, our congenial friends, Fred Ames and Aloysius Ryan, report having had a splendid trip through the Canadian wilds.

"HERINGTON, KAN., FLASHLITZ."

Georgia M. Cullins.

DID YOU KNOW?

We are still on the job and working pretty hard, if we didn't have any news last month in last month's issue. Nothin' like givin' the poor public a rest once in a while.

WHO SAID KANSAS WAS STARVING?

While making a trip through the West an Eastern newspaperman makes the following observations of conditions in Kansas: "There isn't much poverty in Kansas; and the kind of misery that the liquor states abound in is unknown. I heard two traveling men, riding from Newton to Hutchinson, discussing: 'Since Kansas went dry,' said one, 'I make these little towns and sell a lot of stuff; couldn't touch 'em before. And if towns that size were in a wet state I'd lose my job for stopping off at 'em.' 'Same with me,' the other said, who represented an adding machine house. 'These dry states 'beef' mighty little when business is bad in other parts of the country. I'll bet New York'll go dry before long.'—Current Events.

STILL ANOTHER VICTORY.

Herington beat the Caldwell team 6 to 4 on Aug. 8th.

"Boots" refused to eat "chicken" which he took for frog legs, for fear he would hop all over the field instead of running. The Caldwell bunch sure understand how to get all the "chicken" for their side.

onstrated his clouting ability by polling two triples and a single in four trips to the counting station, driving in three runs. The old reliables, Peterson, Eckman and Kilty, rendered valuable assistance in their respective positions, while Pierce and Harrell pulled down the long ones in the outfield. Nip Erhardt pitched great ball for the lonesome boys, but to no avail. Howard, Beste, Patchen, Redderoth and Drexel aided him in his heroic endeavors to stem the tide of certain defeat, but it was simply a case of too much opposition.

The Bachelors take their defeat philosophically, being proud of the fact, no doubt, that their erstwhile married pals are the only ones they must recognize as their peers.

Ed Hines, lover of good reading, is now delving into the deep mysteries that make the heart strings throb, otherwise known as love. We feel sure that when Ed finishes his book we can count on him in entering the ranks of the benedicts.

Hank Richards reports a delightful time on his trip to Atlantic City and New York, there is no danger of him going astray amongst the bright lights, as he is in the company of his better half.

"Hammy," otherwise HHH, of the Interline must consider himself a submarine when he writes from "Milwaukee" a trifle submerged but floating, our only expression of a submarine in that state would be to lower your periscope and make haste for the word "Schlitz."

A Song.

None knows the day that friends must part,
None knows how near is sorrow;
If there's laughter in your heart
Don't hold it for tomorrow.
Smile all the smiles you can today,
Grief waits for all along the way.

Today is ours for joy and mirth,
We may be sad tomorrow,
Then let us sing for all we're worth,
Nor give a thought to sorrow.
None knows what lies along the way,
Let's smile what smiles we can today.

—Detroit Free Press.

Some of the boys made a few hits while in Caldwell and en route, though some of them



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Built to conform with the most rigid inspection. In making them, every possible precaution is taken to insure both accuracy and durability—that's why they have been tried in the service and found Right.

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Movements Only

16 Size	— 17 J.	— 5 pos.	\$28.00
"	— 21	"	30.00
"	— 21	"	40.00
18 Size	— 17	"	24.00
"	— 21	"	28.00

Fitted to your own case if desired.

Write today for 68-page book "How and why own a South Bend Watch."

South Bend Watch Co.

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South Bend, Ind.



FROZEN IN ICE
KEEPS PERFECT TIME



didn't know it. "Mr. Applegate" specially had a very nice visit when he "accidentally" met an old schoolmate, or was it just a "cousin o' mine" on 24 comin' home?

One of the boys confessed his longing to join Ringling Bros. circus after making a few turns around the grounds at Caldwell.

I wonder if a certain fireman in Caldwell is a cheerful loser when it comes to betting on the game. Come up some day when there is a game on and we'll take up a few more of your loose bets.

It's too bad E. Schneider's Blue Island team can't get a date with the Herington boys, as they feel the same about it as the Blue Islanders do, that they can't be beat; come on in, the water's fine.

Now that King Kinney is off the staff we shall all miss his column as formerly conducted. To the new editor of Hamilton Park news, we can only say, "Here's to your future." One little verse may partly express what the future hopes for King Kinney are:

"I would flood your paths with sunshine,
I would fence you from all ill,
I would crown you with all blessings,
Could I but have my will.
Aye, but human love may err,
But a power all wise is near,
So I only pray
God bless you and God keep you through the years."

A couple of firemen and a certain unnamed conductor on the south end seem to be having quite a time seeing who will get a regular run at a boarding house in Caldwell. One of the firemen might win a happy home if he could only convince "her" that he never spent any time with another "party" in Salina. Wonder if "papa" will be in on the local tonight? It's a long ways to Caldwell, etc. Ask Harry.

If it takes the train crew on the Salina local five minutes to wreck a car and string the contents around over the country, how long will it take John and Frank to transfer a car of salt pork that had been in the wreck. First prize, a regulation size stick of striped candy.

It's kind of funny to help unload a car of watermelons, especially when you drop one.

John Miller, son of Conductor Miller of Kansas City, formerly a resident of this city, was accidentally killed in the Wabash yards at Kansas City the 12th. Funeral services were held from the home of his parents Saturday morning at 10 a. m. He leaves a widow at Moberly, Mo. Their many friends on this division extend their sincerest sympathy to his parents, widow and brother in this their hour of sorrow.

"This is the road to Happiness;

Start now from where you are;
Turn to the right and keep right on
Along the path of willing feet
And over Heart's-ease Hill
Across the fields of Sweet Content,
By the stream of Glad Good Will,
Then thro' the lane of Loving Hearts,
The gate that's called Today,
And down the steps of Little Things
Into the Common Way.
And take the Cloak of Charity,
The Staff of Wise Employ,
A loaf of Bread of Daily Grace,
A flask well filled with Joy;
A word of cheer, a helping hand,
Some good to give or share,
A bit of song, a high resolve,
A hope, a smile, a prayer."

What a beautiful road to happiness, if we only take the time to find it.

Who ever heard tell of cigarettes being "sold" in a relay office?

The "paintings" referred to in the June issue was to brighten up our minds in order that we might keep up with the brighter lights such as Memphis.

MEMPHIS TERMINALS.

"Auf Wiedersehn."

Among the most important events during the month was the visit of Vice President A. C. Ridgeway on Aug. 5th, traveling special train, as well as General Manager T. H. Beacom and Assistant General Manager A. B. Copley on Aug. 11th.

James Wilder, the young son of R. L. Wilder

(alias Uncle Bob), who has been with the Rock Island for over thirty years, was hit by an automobile on July 29th and quite seriously injured. The lad is reported doing nicely.

Miss Ada E. Humphreys, stenographer in the local office, leaves soon for a short vacation in Minneapolis, Minn.

Among those who will have to forego a vacation this season is Mr. Wm. Conway of the commercial office; he had to spend his \$10 allowance for violation of the speed limit—trying to compete with Barney Oldfield on a six-mile thoroughfare.

Check Clerk Hugh Mask, in the warehouse, has sent his "cotton" coat to the laundry—preparing for the coming season.

Mr. Geo. M. Bethel left the local office on July 28th to accept service in the ticket office at Little Rock. Another congenial employee who will leave us is Mr. J. R. Babb, who goes to Texas to accept service with a Cotton Compress Co.

Mr. W. L. Stout, local agent, and Chief Claim Clerk W. J. Cottingham attended the O. S. & D. meeting held in El Reno on July 19th.

Superintendent A. E. Walker has visited us several times during the month; on his visit of July 17th he was accompanied by Mr. A. C. Shields, division Engineer, and his private secretary, C. S. Wagner. Mr. J. Short, chief dispatcher at Fort Worth, also paid us a call on this date.

The Business Men's Club of Memphis held a "Farmers' Convention" at the Chisca Hotel on July 27th; a very interesting talk was made by Agricultural Commissioner H. M. Cottrell. The meeting was attended by Local Agent W. L. Stout, as well as other Rock Island representatives in Memphis.

Mr. Victor Shoffelmayr, editor of "The South-west Trail," spent several days in Memphis.

Local Agent W. L. Stout enjoyed a very nice visit from Mr. and Mrs. Adam Hild, some old friends from Quincy, Ill., who spent the month of July in Memphis.

We had visitors from the refrigerator service department, Mr. H. A. Huber, on Aug. 4th, and Mr. W. J. Bacon on July 23rd.

Per Diem Clerk W. M. Hester has had his hair clipped—keeps his head cool, and a consequent improved disposition.

Mr. L. E. Cato, traveling agent of the claim department, has been in Memphis a good deal during the month trying to dispose of some refused shipments. He either likes the town mighty well, or else had a little trouble in getting rid of the commodities. But we like to have him about the local freight office.

The peaches that Statistician "Tim" Babb sent out from El Dorado, Ark., where he spent his vacation, were luscious fruit, and we want to thank him through the magazine. We know now he meant edible peaches, and we believe that he did buy the swing for his sister and not for some other "guy" to share with HIS "peach."

MISSOURI DIVISION.

C. J. Millington, engineer, with his wife, left for an extended eastern trip July 16th. They expect to be gone at least six weeks.

J. F. Slaughter, agent at Maysville, is taking a six weeks' layoff. The station is being handled by F. E. Berry.

Dispatcher Stanley Stroff took his vacation July 15th to August 1st.

Charlie Johnson, chief timekeeper on the Illinois Division, was a caller at the Trenton offices one day last month while on his way to Kansas City to attend a schedule meeting.

Rex Elledge, file clerk in the superintendent's office, spent the day of July 20th in Kansas City buying repair parts for his Mitchell six.

A daughter was born to Walter Davis, assistant accountant in the superintendent's office, on July 20th. The young lady will be known as Virginia.

Reimer Dye, brakeman, has been carrying his arm in a sling as the result of an injury.

Mrs. A. Alt, agent at Denton, Kan., left July 22d with her family for a western trip. She will be gone 60 days. The station is being handled by J. L. Tarrence in her absence.

L. J. White, agent, is back on the division after a 60 days' leave of absence. He was

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checked in as agent at Cllo, Ia., on July 30th.

Mr. A. C. Keemle, operator at Allerton, and Mrs. Keemle, who is operator at Lineville, left July 20th for a several weeks' vacation.

Fireman W. F. Johnson was married on July 22d to Miss Anita Harris.

Ray Stewart, baggageman at Trenton, was married July 22d to Miss Sampson.

Brakeman O. T. Noel was married last month to Miss Ida Mears of Trenton.

We regret to report the death of Mr. R. V. Young, father of Conductor O. F. Young, of Trenton, on July 20th.

Wm. F. Rush, dispatcher, is the proud father of a daughter born July 23d.

Miss Jessie Pringle, clerk in the trainmaster's office at Trenton, is spending two weeks at Green Mountain Falls, Colo.

Mr. A. C. Streeter, for several years clerk to the trainmaster at Eldon, has accepted position of chief clerk to the district special agent at Des Moines. He assumed his new duties on August 1st. His place is being filled by Asher P. Lutz of Eldon.

Emmett Warren was married on August 8th to Miss Florence Deck at Trenton. Mr. Warren is day ticket clerk at Trenton.

J. F. Mahan, one of the oldest brakemen on the Missouri Division, was seriously injured at Princeton, Mo., August 7th. He was brought to his home at Trenton and died as the result of injuries on August 9th. He leaves a wife and one son, Otto Mahan, who is employed as a pipe fitter at Silvis.

Yardmaster Ben Hall of Trenton, with his wife, spent a few days in Kansas City recently.

Mrs. R. H. Callan and Mrs. A. L. Clem took in Ringling Bros. circus at Kansas City recently.

Mrs. D. B. Sankey and son left August 1st for Canton, O., for an extended visit.

J. B. Waggoner, operator at Jamesport, Mo., has just returned from a 30 days' leave. He took in the fair at San Francisco and visited other points of interest in the West.

L. E. McClure, chief dispatcher at Trenton, left July 29th for a several weeks' trip through the West. John L. Hawn is acting chief in his absence and J. L. Barnett is the present night chief.

Engineer Keith Cresap was married on July 22d to a Miss Moore of Roswell, N. M.

Asa Barnes, machinist at Trenton, fractured an arm on July 30th.

N. B. Sweeney, machinist, on July 31st suffered a severe injury to his right eye.

Fireman Clyde Ellis of Centerville, Iowa, is proudly telling friends of a daughter born August 5th.

A son was born to H. M. Irwin, clerk in the superintendent's office, on August 6th.

Mr. John Redmond of the master mechanic's office force at Trenton, spent Saturday and Sunday, August 7th and 8th, in Kansas City.

Mrs. Anna Herod, stenographer in the master mechanic's office at Trenton, is away on a two weeks' vacation.

Mr. R. Dilly, freight car carpenter, has just returned from a sojourn at Hot Springs, Ark.

Mr. D. B. Spillard, traveling M. C. B. clerk, was a visitor on the division last week.

Miss Eleanor Harris, daughter of Master Mechanic Harris, is visiting in Butte, Mont.

Miss Mary Dennis, file clerk in the master mechanic's office, returned July 30th from a two weeks' vacation, the time being spent at Green City, Mo., and Kansas City, Mo.

Engineer John Word has been laying off on account of serious eye trouble. He is under the care of a specialist at Kansas City and is improving nicely.

Chas. Moss, clerk in the superintendent's office, resigned Aug. 1st, and will take up his law studies again this fall at the Missouri University. His place has been filled by Lewis Beckler.

Miss Blanche Lucas, daughter of M. E. Lucas, Illinois Division trainmaster, is visiting the family of Trainmaster Scoffern at Trenton.

L. Goodlander, agent at Drakesville, is taking a several weeks' leave of absence. Miss Freda Fox, daughter of J. A. Fox, agent at Brighton, is handling the work in his absence.

J. Manlece, operator at Rushville, is laying off for thirty days. He figures on taking a western trip before returning to the division.

Cliff Chase, assistant storekeeper at Trenton, was married Aug. 12th to Miss Alice Weadon of Trenton.

NEBRASKA DIVISION.

By M. B. K.

Dispatcher O. B. Olsen is now spending his vacation in Kansas City, having made the trip by automobile. Ole said he was going to visit his mother. That may be, but with that two-passenger car and other attractions in the city we are inclined to believe his mother will not be bored to death by her son's company.

H. M. Cyphers and wife spent a couple of weeks in Colorado the first of August.

Engineer G. M. Allshouse and wife have just returned from a vacation spent in Colorado.

Engineer C. H. Laird is now enjoying the lake breezes of Okiboji.

Telegraph Operator H. E. Ingram is expecting to spend his vacation at Niagara Falls and he does not intend to go alone. We all wish Mr. Ingram a pleasant honeymoon and a happy voyage on the Sea of Life.

Storekeeper T. Beard and Roundhouse Clerk Fred David were in Lincoln August 1st.

Dispatcher Lee McFarland took a fishing trip during his vacation.

Division Accountant E. J. Worthy and family left about the middle of August for a trip to Canada.

We are glad to see Dispatcher Lee McFarland back at work again after an enforced vacation on account of illness.

Switchman H. A. Austin and wife are spending their vacation in Ohio.

Conductor C. E. Bates and wife spent their vacation in California and report a very pleasant time.

Trainmaster Cameron has been very busy conducting World's Fair specials over the road the past couple of months, with a few circus trains sandwiched in.

The youngest tramp on record was found on a flat car set out of Extra 1725 August 17th at Plymouth. Car contained engines, etc., and when consignee went to look over the shipment he heard a child crying. On investigation a small bundle containing an infant probably four or five hours old, was found close to the edge of the car.

Section Foreman Fred Peterson is spending his vacation in the West.

The engineers who lay over at Belleville wish to express their appreciation to Christian Hope for the improvement he has made in the bunk house there by giving it a coat of paint, and also to Roundhouse Foreman French for the addition of screens at the door and windows.

F. W. Briggs and wife of Lincoln are spending their vacation in Lincoln.

Conductor Brill and wife are taking a month's vacation, spending it in New York, Boston and other eastern cities.

Fireman Leo Cawdry is off duty on account of a sprained ankle.

Conductor L. G. Moyer has returned to work after being laid up with a sprained ankle.

Operator J. F. Cook is spending his vacation in the sunny South.

PEORIA, ILL.

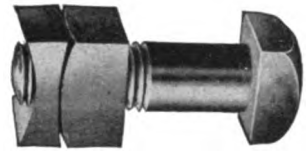
By "Jimmy."

In the news from Peoria in last month's issue appeared a note stating that things were about the same here. Here is where I come in. Things are far from being the same. Business is good and is getting better every day. Besides the regular trains, "extras" are being run in and out at almost any hour of the day. And then to say no news from Peoria, and things the same. Drop around once in a while, and see everyone with their hands full. Prosperous Peoria, the city beautiful, "the link to the corn belt," is growing more prosperous every day, and the Rock Island is helping most we know.

Since our last writing Ralph J. Spurck passed into the valley of connubial bliss and is now bearing the band of matrimony around his brow. Sportsmanlike, he held a stag party at his newly furnished cottage, which, by the way, is the cutest in town. A banquet on a small scale was served to the guests, with plenty of wash-down. The spread was arranged by a

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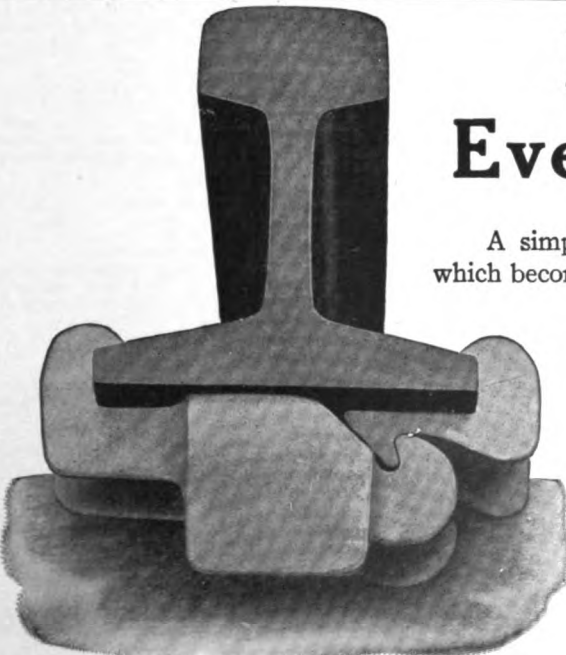
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most able housekeeper and the sweetest little wife in the world—so Ralph says—Mrs. K. J. After the wee hours of the morning crept in, the fellows departed wishing Ralph the greatest of success, after having spent a most enjoyable evening.

Last month's issue, under the Rock Island's "muddle" column, appeared a prediction. Yes, Rock Island predicted a bloody defeat in baseball when they came to Peoria. In plain words they were going to clean us up good. Here are the scores. You must admit Rock Island "Muddle" is far too good a name for your column. On the 25th of July Rock Island got up nerve enough to leave the "berg" to venture to our city and indulge in the world's game here. They came all straightened up, but left with cramps. It was a shame to do it, really. The score was 13 to 4. Of course we had the long end. These fellows have nerve enough to carry baseball gloves and bats through the streets, too. Yes, honest! But can you imagine it? Well, revenge was theirs, so in a gentleman's manner they invited us to Rock Island. We went on August 1 and they were lucky enough to beat us with a bunch of ringers in thirteen innings by the close score of 3 to 2. They secured nine hits to our five, but died on the bases, owing to the alertness of our players. Money, marbles or chalk, we are ready to play the 'maybe-some-day' baseball players from Rock Island any old time that they are ready. Come on, you muddlers.

During the past month a pair of aching hearts were wandering about town, trying to find a pastime. Yes, Walter Thieman and Eddie Arnholt were shy their girls for just one week. The poor girls after months of toil packed up and left for a much-needed rest, only to be hampered with heart-rending letters to come home from the heart-broken ones. However, the girls are home now, contentment reigns supreme, and a wonderful change has taken place in their actions.

On August 7 the office force journeyed to Al Fresco in the good ship Viola. Larkin Company were holding their picnic, and of course the crowd journeyed to join them. Upon landing, trouble started. Our noble ninth mate, Wm. E. Anderson, fell through a hole on the pier. Of course Bill did not see it, or surely it would never have happened, as the hole was "only" two feet square. Joe Best got into trouble, too. He never was very lucky on these parties. He entered the park and after watching Miss Morgan ascend in the balloon he became very sick. Joe always does get sick at seeing these dare devil stunts. However, after much dancing and a good old fried chicken supper the party returned to town at an early hour.

During the past month our levee clerk was smiling incessantly, all due to the fact that he had become a daddy. Yes, Mr. H. Nelson is now the proud father of a bouncing nine-pound boy. Mother and babe are doing fine, and the best of wishes are extended to all of the Nelson family.

THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.
Motto: "Without Fear or Favor, with Foolishness for Flavor." Ed. Meehan, Muddler-in-Chief. Cully and Mac, Assistant Muddlers.
Vol. 1. AUGUST, 1915. No. 5.

MUDDLETORIAL.

We are starting to write without the least idea in the world what we are going to write about, which state of affairs would seem quite consistent with the caption at the head of this varied assortment of words and phrases. In fact, we are of the opinion that if we were to here set down anything really intelligible it would smash the policy of our publication to smithereens. But do not become unduly excited, dear reader. It is highly improbable if not, in fact, impossible that we will give expression to any sane thought. Sane thinking is rather a dry and uninteresting process anyway. How much more soul-satisfying is the mental state of some foolish fibert in a forget-factory who has not the slightest cloud upon the horizon of his belief that he is Napoleon Bonaparte and how much more contented in this delusion than Napoleon himself could ever have been even when he seemed almost to have attained

the pinnacle of his desires. ALMOST, we say, for, being sane, his ambitions and desires knew no limit, while the foolish fibert, populating the world of his fancy with agreeable people of his own imagery, finds what few of us know—contentment. Truly, there are compensations in all things, even in being a fibert.

In announcing in our last issue the arrival of a baby boy at the home of our friend, G. S. Hubbard, in which we stated that this was the third boy, we were guilty of an unpardonable faux pas. Hub informs us that his second born is a girl and we hasten to offer our abject apologies to himself and wife for our misstatement of facts.

A party of telegraph inspectors, accompanied by a U. S. valuation official, recently passed through our station, going over the Peoria line. We were pleased to shake hands with our old friend E. E. Watson, who used to "shoot trouble" out of Cedar Rapids when we were there.

Al. Christiansen, our cashier, is off on his vacation, leaving about August 17th. Understand Colorado is his objective point.

Carl Hicks, second trick juggler on the Peoria branch, is enjoying two weeks of idleness on full pay, of course. We presume he is idle, judging merely on our own line of action, or rather, inaction, were such an unprecedented thing to occur to us.

We understand Freddie Brennan is to enter the matrimonial world, as he was heard asking THE GIRL how soon she was going to say yes. Take a tip from we old married stiff, Fred, and don't do it.

Loretta has certainly developed some speed at pitch and rhum, but don't go too strong, Loretta; it hurts Paul's feeling awfully to get beat all the time. Try your luck with Blanche or Mary, Paul.

OUR BALL TEAM met with dire defeat at Peoria July 25th, much to their surprise and chagrin, and returned handing out that old stuff: "We played against the Three-Eye team," but that didn't go with us, as the Three-Eye were playing in Davenport on the above date. So take your defeat like gentlemen, boys, as that is only two out of eight played you have been beaten. Say, Mac, we don't care to have you go down to Peoria and give any free acrobatic exhibitions, so get some spikes next time.

Heard before the game:

"What we won't do to those guys!"

"Bet you the supper we win."

"Gee! Hope it doesn't rain." (But we understand that at the close of the third inning they were all wishing it would rain, score at that period being 0 to 0.)

Heard after the game:

"Horseshoes, lucky stiff, etc."

"Those fellows don't work for the Rock Island."

"Just wait until next Sunday."

Since the foregoing was penned we are pleased to state that the advice to "wait until next Sunday" was good, for we certainly had some game with Peoria at the Exposition Park August 1st. Twelve big sessions, narrowing down at times into a pitchers' battle between Merow and the Peoria man. (We apologize for forgetting his name.) Neither bunch showed any undue familiarity with the pitchers' delivery, but when they did connect the support on both sides was excellent. We have no box score so cannot give a good account of the game, but it was a good one.

Oliver Reen, our second baseman, made a great hit in Peoria as Charlie Chaplin. Better shave the eyebrow, Ollie, or the movie scouts will get you.

Bernie Hammill, last reported as holding down the day job at Davenport, is now, we understand, on a similar position at Horton, Kan. We have heard nothing from him since he left.

We note with satisfaction that G. S. Hubbard is assigned to the night track at "RK" dispatchers' office, vacated by B. J. Hammill.

Gee whiz! We just noted that we forgot the most important item in our account of the ball game August 1st. We hasten to announce that the final score was 3 to 2 in OUR favor.

Have heard persistent rumors of the intended construction of a new steam railroad to be

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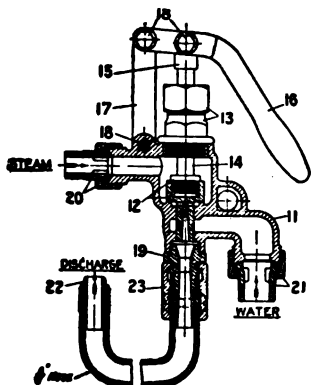
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called the "CAMBRIDGE NORTH AND SOUTH," but have been unable to verify them. Understand Brakeman Roy McFadyen possesses inside information on the subject, but is extremely taciturn and refuses to divulge any of it.

A deep, dark mystery surrounds the freight office which so far has baffled our best detective talent, i. e., "What was Paul doing under the table?" Can't you enlighten us on this matter, Paul? As an afterthought it occurs to us to recommend the application of Yale locks as excellent nondisturbors.

Fred Gallagher, our new seal clerk, journeyed to Chicago August 22d and came back with a very sore neck, due to his first visit to the "Windy City." Fred says he never saw so gosh darned many automobiles in his life. Ed Meehan reports that Fred did not let go of his hand all the while they were there.

Nettie, who is this "Billy" we hear so much about?

R. E. McGowen, operator and ticket clerk, was caught without his fingers crossed just before the start of the big game with Peoria and suffered a broken finger, the third on his right hand. He has been able to find sympathy only in the dictionary, as he says his wife tells him it serves him right for playing ball on Sunday. He seems fairly cheerful, however, and works every day.

A recent issue of the Davenport Times contained the announcement of Mr. S. F. Boyd's resignation from the position of general agent, passenger department, at Davenport. Mr. Boyd has been in continuous service of the Rock Island for the past 25 years, although having been in their service some years before that. Mr. Boyd's health has been much impaired during the past year, he having spent several weeks in the sanitarium at Battle Creek, Mich. At present he appears to be feeling very much better, we are glad to say. We regret very much to see him step out of the harness as he has been one of the Rock Island passenger department's most energetic and loyal workers, and we have no doubt he will continue to have the welfare of the Rock Island at heart even after ceasing active participation in its affairs. No announcement as to his successor has yet been made.

THE BLUES.

(By Mac.)

When the world looks dark and dreary
And of ev'rything you're weary,
When you try hard to be cheery—
But you're sad,
When you feel inclined to fret,
Fume and fuss and swear and sweat,
Then you've got the blues, you bet!
Got 'em bad!

When you think that life's a pest,
But a sorry thing at best,
When you try to smile and jest—
But you lose;
When each small light of gladness
Is clouded o'er with sadness
And you're feeling full of badness"—
That's the blues!



SILVIS, ILL. By the "Bunch."

The 124th Street baseball writer was mixed in his names on that game with Silvis. That was Manning that made that famous steal. Eh, Manning?

We sure had some time on that trip to Horton. Somebody went to sleep and in the meantime someone else got busy with the decorations. But, anyway, the joke was on "Red" and "Kentucky," for Bell "knew all the time" his face was black, didincha, Bell?

Charlie Eckert, the brake rigging man, went to Tennessee on his vacation. Some state, eh, Charlie? Better be careful down there.

"Bob" Duff used his vacation to inspect his orange groves in Florida; expects to be shipping soon.

Tom Connerton, alias "Texas," is not married yet. Don't worry, next year is leap year. Johnnie Aubrey did not take his vacation this year; the regular foremen got theirs.

"Old Bill" Green, sheet iron foreman, went to Chicago on his vacation. While trying to see the wreck of the Eastland through a knothole, a "cooper" came along and jabbed him one and said, "Move on there, move on, this is not a ball game." I guess Bill thought Moline was playing, eh, Bill?

To W. R. L. of Valley Junction.
Some time ago, friend Wallie, good advice I offered you,
But you came back rather snappy in our loved "labor review,"
And you howled about the kiddies, and the old time rolling pin,
With which "wifey" would berate you, should you come home full of gin.

'Twas with regret I read it, for I did not think that you
Held of matrimony's blessings such a pessimistic view.
If "she" knew of your opinion, it would not her love enhance,
Be consistent, step aside, sir, give an optimist a chance.
Yes, one who looks at wedlock in its happiest, brightest light,
And fears not kids or rolling pins because he lives life right,
Who seldom saunters out at night, but early seeks his couch,
And when he writes for newspaper, he never signs, "A Grouch."

I had occasion of late, a new garment to don,
For the old one was not of the best,
And my brother foremen, as well as the men,
All now josh me about my new vest.

"Doc" Krone, Charlie Greer, J. W. Pike, Buster Brown,
The stenographer, clerks and the rest,
All in unison shout, as I go about,
"Where did you get that vest?"

The assistant mechanical engineer, Hull,
Always kindly disposed and well dressed,
Both him and Al, who is a good pal,
Shout, "Where did you get that vest?"

Mr. Linthicum, too, from vacation returned,
With a keen sense of humor he's blessed,
When he shook hands, his smile plainly said,
"Bill, where did you get that vest?"

The Beckstrom boys, Charlie Roach, Walter Reid,
They, my patience have put to the test;
Wherever I go they all want to know,
"Where did you get that vest?"

Now, my friends, one all, the secret I'll tell,
For your joshing I don't care two raps,
So do not shed tears, you ginks with long ears,
I won that vest from a "coon," shooting craps.

Announcement—Bollermaker D. J. "Hy" Warner has withdrawn from the baseball circles for the more exciting pastime of checkers. Your move, "Hy."

What do you think, Machinist Eric Johnson has the nerve to ask \$125 for his \$65 Ford? We mean tin can.

Claim Adjuster Stack recently put in a few hours at the shops and yards and made some satisfactory settlements, as Phil always does.

We hear that Machinist Herb Norton has the leaves all stripped from a tree that is only a short distance from the Moline ball park. Shame on you, Herbert, for defacing the poor tree.

Why does the Silvis ball team manager, Murphy, like to play ball at Watertown every Saturday afternoon?

"Red" Lorenz says he will never again join a "Peanut Club." Nobody bought but "Red."

Our friend, L. W. Smith, on his vacation went, And for company, his family did take;
He hid them away to that summer resort,
That we all know as "Spirit Lake."

He fitted together his rod, reel and line,
And great preparations did make,

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To hook some fine specimens of the finny tribe That are so plentiful in Spirit Lake.

He told us in earnest, the fish that he caught
A team and wagon to carry did take,
Yet he never sent any friend e'en a scale
Of the fish that he caught in the lake.

Under the pretense of taking a vacation, Machinist Wm. Farquhar journeyed to Paterson, N. J., where he was married to Miss Maud Stuart, August 4th. Mr. and Mrs. Farquhar have the best wishes of the shop employes for a joyous voyage on the sea of matrimony. Thanks for the smokes, Willie.

Mr. Willis and Mr. Farquhar, both recently married, were joint recipients of a shower bestowed upon them by tool room employes upon their return to work from the happy events. Among some of the things received were frying pans, clothes pins, pancake turners and cake tins, and an edition of the largest paper in circulation.

Machinist Fred Dyce recently made some extensive purchases at all of the 5 and 10-cent stores in Moline. What's the idea, Fred?

Buster Brown showed up to work not long ago with a new hair cut. Is it a Moellere College cut, Buster?

"Rudy" Holtz has become a member and was initiated August 18th, into the "Sons of Rest Camp" at Campbell's Island. You know Rudy could not get out there for a week if his wife was home. She has gone for A WEEK.

What's the best town in Illinois? Ask Red Davies, Pink Shannon or Shadow Wright. They are the charter members of the team, taking on a few more members now and then.

What would you think of a couple of fellows who would write to two certain girls in Illinois (not mentioning the town) and get a little card inside of an envelope and rave about it. Looks as if a 2,500 ran over that letter. It read as follows:

"Dear Mr. O——.

"Received your note, etc.

"OG."

No, I don't want any more, I've had three hunks now, Westie.

Judge Theophilus had to take a week off to entertain some of his friends from the East, who are on their way to Frisco to visit the Fair. H. K. Thaw was passing through at the time; how about it, Judge?

Machinist Earl McAninch and wife are rejoicing over the arrival of a baby girl, which put in her appearance at their home August 17th. This is their first born and Earl is as proud as a peacock with his tail spread out and his smile has "Sunny Jim's" beat a mile. Congratulations, Earl.

Fred Dyce sent his wife to the country for a vacation. Mrs. Dyce is visiting relatives in Holdridge, Neb. Cheer up, Fred, the time will fly and you can meet No. 26.

Chester Smith, alias "Burlington Smith," at last slipped and fell; yes, boys, he got married Thursday, August 12th.

Who said they liked candy. Don't be so grabby, Glissman, you know you got hold of a piece of candy that tasted kind of salty. This applies to "Topsey" Gerlick also.

Whenever phoning the car department, please ask for "Pete Ovens." If you ask for the chief clerk they don't know who you mean.

Wm. L. Schildmiller, bill clerk, and Louis F. Schildmiller, section foreman, are spending their vacation at New York City, the former's home.

AUGUST, 1915, TOPEKA, KAN., NOTES AND PERSONALS.

By LeRoy Lonergan, Joe R. Fay, Jr.

(Like Mutt and Jeff, Topeka is again to appear in the public press, not that Topeka has been taking a vacation or that it has not had anything of importance to tell the public, but just because everybody has been too busy to tell it. We are back again and back for good—and like Mutt, we don't want to do much the first time, but don't fail to notice the October issue.)

Mr. C. G. Adams, transportation clerk in the general manager's office, is the proud owner of an Auburn automobile. This is a real automom-

bile and guaranteed to run at any time, any place and anywhere, providing it does not break down. Mr. Adams purchased this automobile in Kansas City a short time ago and he also concluded he would ride the "pesky" thing home from Kansas City. Now, gentle readers, it will be unnecessary to give you any particulars as to his west-bound trip, as it happened during a wet spell of weather, and you can draw your own conclusions. However, Mr. Adams reported a very successful trip and a "grand" time. For further particulars you may call on "Gray."

NOTICE.—If you have a "phord" that you would like to trade for some lots located in Topeka, Kan., or a farm or something, call on Mr. R. A. Huey, general foreman at Topeka. Bob wants an automobile pretty bad and has been trying for the past several days to make a trade with Adams for his Auburn, but so far he has been unsuccessful in the attempt. The matter has become very serious and it is impossible to state what will be done. However, we will advise you of the outcome in the next issue.

Mr. E. B. Whitmore, chief of the OS&D bureau, has spent a number of days on the district investigating freight matters. Mr. Whitmore is another one of the many "live wires" on the Rock Island Lines and he is making a vigorous and successful campaign to lessen claims of loss and damage freight.

Mr. and Mrs. George B. Hetherington, chief clerk to the general manager, spent Thursday, August 12th, in Emporia, Kan., on business.

Mr. M. R. Moles of the OS&D bureau, spent the week visiting his mother in Eldon, Mo.

Mr. E. F. Strain, division freight agent, spent the first ten days of August on his farm near Maradian, Okla., harvesting his 30-acre peach crop. Mr. Strain is shipping most of the fruit to Topeka markets.

Miss Anna Goodwin, chief of the stenographic bureau of the general manager's office, is taking a 30-day leave of absence on account of ill health.

Upon request of Messrs. Stephen and Hetherington of the general manager's office, we wish to announce that there will be a professional game of golf next Saturday afternoon at the Shawnee golf links. These two gentlemen are very enthusiastic along this line and they are both first-class A No. 1 players, and the game will no doubt be close. We will give full particulars later on. In this connection we are always glad to correct any misrepresentation that you may find in these columns.

APPOINTMENTS.

Mr. J. G. Bloom is appointed acting engineer maintenance of way for the second district, vice Mr. J. M. Brown, granted leave of absence on account of ill health.

Mr. E. H. Heath, formerly chief clerk in the superintendent's office at Herington, is appointed station supervisor of the second district, headquarters at Topeka, vice Mr. W. Morton, who has entered the service of another department at Kansas City.

GENERAL PASSENGER AGENT'S OFFICE MOVES.

On Friday, the 13th, A. D. 1915, the office of the general passenger agent, which for a number of years has been located on the second floor of the passenger depot at Topeka, moved to Kansas City, to make their future headquarters in the Midland Building. The move was due to Mr. Stewart taking over the St. Louis territory. The entire office force went along, namely: Mr. J. A. Stewart and family, Mr. S. A. Gilliland and wife, Mr. Geo. Norris and family, Mr. L. Follet and wife, Mr. T. W. Nordlund, Mr. Wilber Lowe, Miss J. Johnson, Miss Helen Bloomer and Mr. Albert Rodell.

Mr. A. L. Hudson and family left August 9th for Green Mountain Falls, Colo., where they will spend their two weeks' vacation. Mr. Hudson is assistant maintenance clerk in the general manager's office.

The great campaign is waging on the Second District, and we are calling for reinforcements. We need volunteers, men who are able bodied and willing to join us in the great cause—LOSS AND DAMAGE—FREIGHT. This is a vital question and one that must be met with very keen discernment, and can be accom-

plished in no other way than through a strong co-operation of every employe on this great railroad. Stop and think a moment, boys; think of the amount of money paid out each year in claim payments. You fellows who handle the merchandise are great factors in this cause. The check clerk, the stowman, the train crew, and the yardmen. Use a little judgment in stowing merchandise in a car. Would you pile it up in one end of the car so that on the first little jerk of the train it would tumble down and break open, just because you did not have time or perhaps did not use a little common sense in stowing it away? Would you load a number of old hides up against a sack of sugar or other unprotected merchandise just because you were compelled to stop at some little way-station on the line to load hides when you were late and making up a little time? This is very aggravating and we will no doubt get a little "peevish," but use your heads a little, boys; you are responsible for this freight and it must be received at destination safe. If you notice a grain car leaking on the line, it does not take very long to make out a leakage report and prevent it or set the car out for repairs.

This is an important step in the reorganization of this railroad and we must give it our attention. Therefore, if you are in any way connected with the handling of freight, give it a thought, boys. Is there anything YOU can do to prevent another claim? We need you; step up and join the ranks and help us reduce the claims in LOSS AND DAMAGE—FREIGHT.

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United States Bonds	\$950,000.00	
Cash on hand	924,306.10	
Exchange	1,711,911.82	3,586,117.92
Total,		\$8,742,203.11
LIABILITIES		
Capital Stock		\$800,000.00
Surplus and Profits		252,557.86
Circulation		1,162,800.00
DEPOSITS:		
Bank	\$1,068,249.70	
Individual	4,745,885.34	
United States	113,810.71	6,527,545.75
Total,		8,742,203.11

Condensed Report to Comptroller, December 31, 1914.

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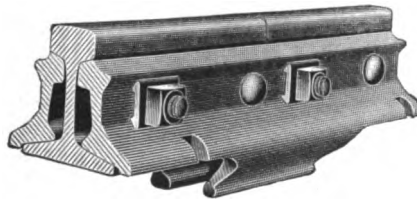
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