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ISLAND
EMPLOYEES
MAGAZINE

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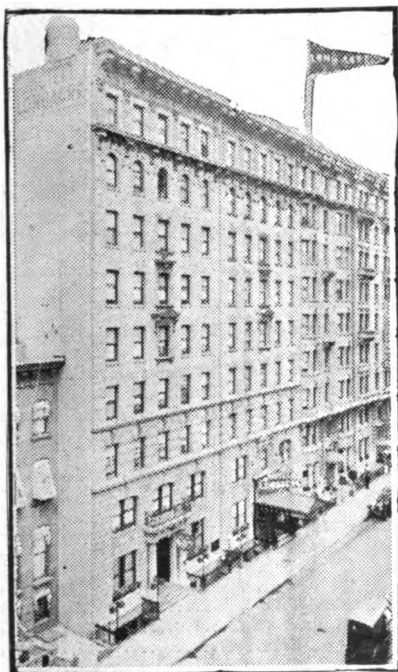
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 Present Occupation _____
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THIS CHART, printed in two colors, describing the method of dismantling and assembling the **BETTENDORF TRUCK**, will be mailed free to readers of the Rock Island Magazine.

Readers of the Rock Island Magazine will readily appreciate the use to be derived from learning all they can about the equipment with which they come into contact daily.

The Bettendorf Company BETTENDORF, IOWA

THE BETTENDORF CO.,
Bettendorf, Iowa.

Please send me your free chart showing the dismantling of the Bettendorf Truck.

Name

Address

.....

Rock Island Employees' Magazine

Edited by Harley E. Reisman

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¶ This Magazine is published monthly at Room 927 La Salle Street Station, Chicago, in behalf of the 80,000 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

Thank You!

You Rock Island men have a big vote of thanks coming for the way you handled our business during 1914.

We want you to know that we appreciate your good services. It's part of our business to get things out "on time." To do that, we've got to depend on you men who handle the "baggage" after it leaves our shipping floors. When we satisfy and please our customers with good service and prompt delivery, it's largely "up to you" whether we make good on our promises or not.

Thanks to your being "on the job" for us all the time, we haven't had many kicks from our customers on your line. Things have gone out on schedule time—and everybody happy.

Our business, you know, is to sell almost everything under the sun, from a catalogue. Nearly 1000 pages big, now, and full of prices that are 15 to 40 per cent under usual figures.

If you want a copy of this book yourself, all you have to do is ask for it. New Spring Edition's just out. You're good for a copy if you say you want it. Address the house nearest you.

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Every policy has back of it a reputation for prompt and liberal settlement of claims, extending over our

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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. Wentworth 4361.

CHILLICOTHE, ILL.

Dr. J. W. Daugherty.

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R. Linzy.

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Residence 20.



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Dr. G. D. Walker,
Tel. Office 9.
Residence 179.

EL RENO, OKLA.

Dr. F. H. Clark,
Office, First Nat'l Bank
Bldg.
Residence, 321 S. Roberts Av.
Tel. Office 23.
Residence 321.

EL RENO, OKLA.

Drs. Hatchett & Aderhold,
Proprietors,
El Reno Sanitarium.

EL RENO, OKLA.

Dr. G. W. Taylor,
114 E. Woodson St.
Tel. 225.

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Star Phone 119.

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Neustadt Bldg.,
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Residence 89 R.

MOLINE, ILL.

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Tel. Office 318 and 1480.
Residence Moline 6.

McPHERSON, KAN.

Dr. A. Engberg,
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Residence 2.

OKARCHE, OKLA.

Dr. H. C. Brown,
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Residence 74.

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Dr. S. B. Hall,
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Tel. Office 1099.
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Dr. J. S. Wead.



C. H. Caswell, General Agent, Freight Dept., Chicago.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

FEBRUARY, 1915.

No. 8.

HOW TO INCREASE REVENUES

By P. H. McGuire, Assistant Agent, Des Moines, Iowa.

Every man having to deal with the public from the standpoint of a railroad agent will agree that the public is generally very well posted as to its rights and privileges, both under the law and published tariffs covering the transportation of freight and other charges incident thereto. It does not hesitate to assert itself as to what is due it; nor to claim the full performance of the service for which it pays; also to obtain a favorable interpretation of the law or tariffs affecting its interests, whenever an occasion arises that admits of any doubt.

This is only as it should be, and should not be complained of, as it is only good business tactics, but do railroad employees generally, and agents particularly, exercise the same good business acumen in dealing with the public in asserting the rights of the company and obtaining all that is legally due for the performance of a given service for the public? Do they exercise the same vigilance in protecting the interests of the company in the way of obtaining all the revenue that may be legally assessed for the performance of their service that the public does in protecting its interests—by seeing that the charge is reduced as much as possible, etc.? I am afraid they do not.

It has been frequently stated both before the Interstate Commerce Commission and elsewhere in public print that the railroads are not now obtaining all the revenue that they are justly entitled to under their tariffs, and a close investigation and consideration of the subject will, to some degree at least, verify the assertion—though probably not nearly to the extent that those opposed to an increase in freight rates would have us believe.

Owing to the multitude of tariffs now published covering the transportation of freight and the necessity of having to refer to a number of them before the proper and total revenue legally due the company on any shipment can be properly protected (any one of a number of tariffs covering a subject may affect the charge, such as those covering transit charge, switching charge, or absorption of same, demurrage charge, storage charge, refrigeration charge, reconsignment charge, reweighing charge, etc., all applying differently on different commodities or under different circumstances that they may or may not be applied), it is small wonder that some one or the other of these charges that should properly and legally be applied are often overlooked.

In addition to this, while the public is generally fully alive to the fact that when an overcharge is inadvertently assessed some shippers or consignees are very often ready to bring pressure to bear for the purpose of reducing the charge, either by inducing a favorable interpretation of the tariffs in its interest or by representing a commodity as other than what it really is, or by stating that it is packed to conform to certain rules, when as a fact it is not, and therefore subject to a higher charge.

Among the principal sources of loss of revenue to the company due to agents not being thoroughly posted on the tariffs and rules of the company and those issued by the different agencies may be mentioned the following:

At our smaller stations, where the local freight does the switching, agents should be diligent to apply the industrial switching charge when a car is moved from one industry to another or where a shipper or consignee requests a car switched for any reason from one point to another after it has previously been set as ordered. Our tariff 21432 specifically provides for a charge covering this service, and agents are not only morally but legally required to assess it.

This might be further safeguarded by issuing to conductors a series of switching tickets to be filled out when they perform a service of this kind—one to go to the Auditor Freight Traffic and the other left with the agent to be charged against the station.

Our tariffs provide that less than carload shipments may be reconsigned when orders for reconsignment are received prior to arrival of the freight—the through route applying, otherwise the combination local rates from point of origin to reconsigning point and from that point to reconsigned destination apply. Agents should be very careful to apply the combination of locals after the shipment arrives and not simply change the heading of the waybill.

At stations where less than carload shipments are transferred by wagon, the shipper paying the transfer charge, and where the shipment is of such a nature or quantity that it is deemed expedient or advisable by both the delivering line and the receiving line to allow the shipment to go forward in the original car

to reduce the liability of a claim, or for other reasons, agents should always bill the transfer charge as shown in our tariff 16400 against the shipment. The tariff does not state that it must be transferred by wagon in order to assess this charge. Agents are therefore legally compelled to apply it. It should be billed out as advance charges and reported on miscellaneous collections report. This will help to offset the per diem charge if a foreign car.

A familiarity with the storage rules published in our tariff 21500 would probably also tend to increase the revenue. For instance, a less than carload shipment reconsigned has only 24 hours free time, instead of the 48 hours where a shipment is delivered, and shipments of explosives take a much higher storage charge than ordinary freight.

An intelligent and close application of reconsigning rules governing carload shipments as published in our tariff 21500 would undoubtedly result in an appreciative increase in revenue. These rules vary in different territories, but as a matter of illustration take items 305 to 340, inclusive, where reconsignment is placed with carrier prior to arrival of shipment, or within 24 hours of notice of arrival, no reconsigning charge will be assessed, providing back or out of line haul is not necessary. *But a shipment that has been once reconsigned will not again be reconsigned without assessing the proper charge.* It is clearly up to the agent to see that the revenue is protected that could properly be applied.

Another matter that should be closely watched is the stamped weight on waybills covering carload shipments. It is a matter of frequent occurrence that the weights shown are not anyway near the correct weights, very often varying several thousand pounds. In cases where agents have any reason to believe the weight is more than that shown, agents should ask the consignee to see his invoice and assess charges on the invoice weight.

The writer a few days ago handled a waybill covering a carload of hay where the association weight showed the net as 25,600 pounds. The car was a 50-ft. car and the hay alfalfa; the weight did not look reasonable, and upon procuring the invoice the correct weight was shown

as 41,900, and charges were paid on this weight. This, as I say, is a frequent occurrence and cannot be too closely watched.

In weighing less than carload shipments an agent almost any day can save more than his salary.

Another source of loss of revenue may occur daily if carload shipments, both outbound and inbound, are not inspected to see that nothing but the commodity or commodities actually billed are loaded in the car, and in cases where it is done that the less than carload rate is applied on the articles that will not mix with the balance of the load. This is frequent on such commodities as lumber and house trimmings that also contain nails and other hardware; furniture, agricultural implements that frequently contain hand implements, building materials, emigrant movables and a score of other commodities.

There are numerous cases every month at the great majority of our stations where a shipper, having less than a carload of freight of a class that he wants to go to destination without transferring or unloading by the company, orders a car for the purpose. If the agent bills the shipment out at the actual weight and less than carload rate without any notation on the waybill that a car was ordered for shipment, the destination agent can do nothing else but collect on the less than carload rate.

Our tariff 92-G provides that when a shipper orders a car for a less than carload shipment the billing agent shall note on the waybill, "Car ordered, protect carload minimum." This notation should be on every such waybill.

Very often shippers order a car for this kind of service, particularly on household goods, and the omission of the notation referred to deprives the company of revenue to which it is entitled.

Perishable freight in refrigerator cars very frequently arrives at destination with a quantity of ice in the bunkers which is unloaded and made use of by the shipper. When this is done our tariff provides that a freight charge must be assessed on the weight of the ice so-recovered. Agents should be careful to assess freight in all such cases.

These are a few of the many sources of revenue that the company is entitled

to, and if our agents are not alert the company's treasury suffers. Attention is directed to them for the reason that because of their nature they cannot be adequately protected by the auditing department without the co-operation of our agents.

There are approximately 1,400 stations on the Rock Island system, and by the agents becoming thoroughly posted on the tariffs and rules of the company and strictly applying them, thereby employing good business methods, the increased revenue would be considerable. Suppose it should average a dollar a day at each station. That would amount to \$42,000 a month, or \$504,000 a year—quite a neat amount. This estimate may appear to be overdrawn, but let an agent at a station of one or two thousand inhabitants conscientiously try it out for one month and keep a record of the revenue thus obtained (that he had not previously been obtaining at his station) and I believe the estimate will be found to be too low, rather than too high.

We are pretty thoroughly imbued with the advisability of conserving the interests of the company in the way of reducing causes for claims: the saving of supplies and other methods necessitating expenditures. Undoubtedly the same perseverance and attention given to the securing of all the revenue to which the company is entitled under their tariffs would show astonishing results.



LIFE'S CONTRAST.

As we pass the rays of sunlight
Streaming through the windows
bright,

It is hard to think tomorrow
Only lies beyond the night.

We must pass through darkest shadow
Ere the sunlight beams our way;
We must suffer in the darkness
If we see the light of day.

Life is always dark and daylight—
Half or more is always sad—
But enjoyment of the morrow
Makes for good and not for bad.

Do your duty as you find it,
And you'll find, from day to day,
Sunlight streaming o'er your pathway
Changes night to brightest day.
"EMM ARE."

PENSION INFORMATION

The Pension System of the Rock Island Lines having been in operation for five years at December 31, 1914, it is thought that the readers of the magazine will be interested in the following data concerning same.

There were pensioned during this five year period 255 employees; 132 of them having reached the age limit were retired and 123 were incapacitated. Of the 255 employees so pensioned 59 have passed away, leaving at the present time 196 on the pension roll.

There was paid to such retired employees during the five year period a total of \$231,801.08 of which \$67,377.45 was paid during the year ended December 31, 1914.

The 255 persons granted pensions were employed as follows:

Officers	10
Engineers and Firemen	46
Station Agents and Employees	26
Crossing Flagmen and Towermen	32
Shop Employees	58
General Office Employees	9
Conductors and Other Trainmen	19
Yardmasters and Employees	8
Maint. of Way Employees	44
Storehouse Employees	3

The monthly average range of pensions granted has been as follows:

149 at minimum rate of \$20.00.
39 from \$20.00 to \$30.00.
24 from \$30.00 to \$40.00.
16 from \$40.00 to \$50.00.
10 from \$50.00 to \$60.00.
7 from \$60.00 to \$70.00.
1 from \$70.00 to \$80.00.
2 from \$80.00 to \$90.00.
1 from \$90.00 to \$100.00.
6 from \$100 to \$150.00.
General average \$29.59.

The average age of employees pensioned on account of incapacity was 63.6 years, while those retired since the first year on account of age limit, average just about 70 years.

The average length of continuous service for those retired account incapacity is 33.2 years and of those retired account age limit 33.1 years.

These figures are presented thus in detail, so that each employe may be fully conversant with the workings of and benefits being derived from the Pension System.

Many of the employees pensioned account incapacity, would today be forced to work, although physically unfit, were it not for the pension system and many of those pensioned account age limit are

now thoroughly enjoying the evening of their lives instead of having to labor to the very end.

The Pension Board does not want to close this article, leaving the impression that the employees are the only gainers from the Pension System. It was adopted by the Board of Directors of your company five years ago, because it was believed it would be of mutual benefit to the employees and to the company.

Any benefit the company is to derive must come from added loyalty and co-operation of the employees, and these figures are presented in the belief that they will encourage us to render even more loyal and efficient service.

FRANK NAY,
Chairman Pension Board



LOSS AND DAMAGE-FREIGHT BY DISTRICTS.

BY F. NAY.

In the last issue a table was presented showing the loss and damage-freight by districts for the first four months of the current fiscal year, and the following will show the same information for the five months:

	1st Dist.	2nd Dist.	3rd Dist.	R. I. Lines.
	%	%	%	%
Year ended June 30, 1914	3.94	2.48	2.36	3.13
July, 1914	3.68	1.87	1.80	2.62
August, 1914	2.89	1.85	2.57	2.54
September, 1914	3.08	2.03	2.53	2.67
October, 1914	2.40	1.45	2.10	2.08
November, 1914	3.88	2.39	2.09	2.95
Average, five months....	3.14	1.91	2.20	2.57

It will be remembered that the loss and damage payments for November were the highest during the current fiscal year with the exception of September, and were almost the same as during that month. The above table indicates that the increase for November was on the First and Second Districts, as the Third District for November shows a slight decrease compared with October, and is the smallest month for the Third District with the exception of July. However, it will be noted that we are still spending more than 2½ cts. out of every dollar while our neighbors and competitors are showing between one and two cents.

THE DEADLY PARALLEL

Editor's Note.—Mr. J. Lynn Avery, Traveling Freight Agent for the Rock Island Lines at Los Angeles, Cal., writes us under date of Dec. 21 as follows:

"For your information I am enclosing two clippings, which the good examples of the difference between government and private ownership of railroads, especially to those employed as clerks by the railroads.

"The first is a clipping from the Los Angeles Tribune of Dec. 18, wherein you will note that the Post Office Department are contemplating discharging employes who have been worn out in the service; also that some of the employes have been in the government service for nearly thirty years.

"The other clipping is from the ROCK ISLAND EMPLOYEES' MAGAZINE for December, giving a list of fifteen employes pensioned during the latter part of 1914.

The comparison is obvious and should bring home to the railroad employes one very great disadvantage of Government ownership of railroads.

UNCLE SAM IS WRITING CHRISTMAS LETTERS TO AGED POSTAL EMPLOYEES.

Chicago, Dec. 18.—Postmaster Campbell was writing Christmas letters today to postoffice employes who have grown gray and decrepit in the government service and they were not pleasant letters, either, to write or to receive.

"You will please explain to me within ten days why you should not be dismissed from the postal service because of old age."

That was one of the letter forms. Another was this:

"You will please explain to me within ten days why you should not be dismissed from the postal service because of infirmity."

Men who have worked for the Government for almost thirty years received these letters. Their age, their infirmities, which have ended their usefulness to the nation, make them equally useless to other employers. Probably most of them will be unable to get new positions. Some have families dependent upon them. The government of the United States, unlike the governments of other nations, provides no pension for those who have been worn out in the harness.

(From December issue of this Magazine.)

EMPLOYEES WHO HAVE BEEN PENSIONED.

Name.	Occupation.	Location.
Daniel R. Salmond,	Pumper,	Horton, Kan.
Peter Zuber, Sr.,	Agent,	So. Amana, Ia.
Geo. J. Dennis,	Section Foreman,	Harvey, Iowa.
Louis Koll,	Shop Laborer,	Horton, Kan.
Abner Thos. Elwell,	Passenger Agent,	Council Bluffs, Ia.
Ole Peterson,	Section Laborer,	Morse, Ia.
Andrew Holmgren,	Cabinet Maker,	Chicago, Ill.
Richard McGuire,	Crossing Flagman,	Morris, Ill.
Isaac A. Watson,	Jt. Tr. Baggage man and Expressman,	Chicago, Ill.
Patrick Wm. Hynes,	Car Repairer,	Cedar Rapids, Ia.
Isaac Peter Smith,	Locomotive Engineer,	Eldon, Ia.
Frederick C. Schultz,	Locomotive Engineer,	Val. Jct., Ia.
Walter E. Wilkins,	Fireman,	Cedar Rapids Div.
Wm. Simmon Ryan,	Passenger Brakeman,	Cedar Rapids Div.
Felix J. Sevcik,	Laborer, Machine Shops,	Cedar Rapids, Ia.

NEW MODERN SUBURBAN STATION AT AUBURN PARK, ILL.

The suburban depot at Auburn Park constructed by Jos. E. Nelson & Sons, Chicago, has been completed and was put into operation by the railway company on December 19, 1914.

The main part of the depot is on the ground level, with shelter shed at the top of the stairs on a level with the track elevation. This spring we will complete another shelter shed at 77th street. The depot is now located at 78th street and Goldsmith avenue. The main building is 24x59', one story, 18' from foundation to plate. This part contains wait-

elevation is a pent house over the elevator shaft, which contains the elevating machinery. This is 15' 4" x 14' 6", 17' high to plate from the concrete foundation. Connected to this is the shelter shed, 9' wide by 34' 6", 8' to the plate. Elevator shaft is 4' 10" wide and 14' 11" long, with a 31' lift; size of platform is 4x14', electrically operated, one-ton capacity.

The main building is of brick on concrete foundation, which is mostly foundation of the viaduct and retaining walls. All the floors are on a gravel



Suburban Station, Auburn Park, Illinois.

ing room, with room for future extension of waiting room. There is a portion 22x32', one story, 10' high, which contains an office and baggage and express room. Another wing, size 8' at one end and 19' at the other end, 38' long, one story, 10' to plate, containing two toilet rooms and future smoking room.

The main stairway up to the top of the track elevation is approximately 8' wide, 66' long and 31' rise. On top of the track

filling with concrete base. The floors of the main waiting room and the two toilets are of art marble. Floors of the future waiting room and smoking room are simply concrete base. The baggage room has concrete floor with a sidewalk finish. The ticket office has a concrete sub-floor in which are inserted beveled sleepers, with a finished maple floor. The main waiting room has enameled wainscoting 8' high; toilet rooms have enameled brick wainscoting 7' high.

Roof framing is of wood, covered with composition. The ceilings are plastered on wire lath.

The rooms are heated with hot water and lighted with electric lights. The depot proper cost \$13,107.09 above the foundation. The shelter shed cost \$1,300 and the elevator and pent house \$3,269. The foundation for the building was put in by the company force, as the main part of it was the foundation for the viaduct and retaining walls. Company force also built the stairs, including the surrounding walls of same.



FREIGHT CARRIED BY—SEND IT BACK AT ONCE.

By F. NAY.

The following letter from Mr. H. R. Crist, Agent, Tampa, Kansas, is right to the point:

"In looking over November magazine I notice under heading 'Haste Makes Waste,' a very good subject that is handled in a manner that shows Mr. E. L. Blanton, agent Valencia, Kansas, is very familiar with what we are in need of to help cut down this loss and damage-freight, but I think that he has overlooked one very important part that especially applies to the agents, and that is, when finding any freight that has been carried by in a car, to not let the train-crew take it onto the next station and send same back from there, but to have it unloaded at the place where it is found and then make sure that it is sent back on the first train and not hold it for several days before returning it to its destination, and if perishable send back on a passenger train. It will save delay and loss to shipments. I know that there are several agents who are very careless in this matter and by looking after it in a more satisfactory way, we will not only help cut down the loss and short reports, but also help in saving this road a lot of good cussings that are received on this kind of handling."

Of course, it should be understood that in sending the freight back, it should be handled under billing, because that insures prompt delivery and furnishes a record by which the handling of the shipment may be subsequently traced if necessary.

ROCK ISLAND RAILWAY CLUB.

One of the most enjoyable meetings ever held by the Rock Island Railway Club was that of December 8, when the ladies were the club's guests of honor at the Great Northern Hotel. The attendance was so large that it was necessary to engage the main dining room for the banquet and the vaudeville program that accompanied it. The entertainment committee had engaged an especially fine array of musical and vaudeville talent through Mr. Johnny Nash, manager Western Vaudeville Association.

C. T. Ames, president of the club, again proved himself worthy of his office and presided as toastmaster. Others at the speakers' table were: Mr. William Gourlay, General Traffic Agent of the American Express Company; M. L. Bell, General Solicitor; T. R. Beman, General Attorney; S. H. Johnson, Assistant Freight Traffic Manager; Mrs. Ames, Mrs. Gourlay, Mrs. Bell and Mrs. Beman.

Among the guests present were: C. P. Flanders, Chief Clerk, Railway Mail Service, Chicago; A. B. Ramsdell, Superintendent at Rock Island, and S. W. Mullinix, Superintendent Shops, Silvis, accompanied by their wives.

Mr. C. A. Tice, Agent, South Chicago, and Mrs. Tice had as their guests Mr. A. H. Young, Supervisor of Labor and Safety, Illinois Steel Company, South Chicago, and Mrs. Young; Mr. F. S. Mitenduler, Agent E., J. & E., South Chicago, and Mrs. Mitenduler; Mr. F. A. Tice, Agent Chicago Short Line, South Chicago, and Mrs. Tice; A. A. Burkett, Agent Pennsylvania Lines at South Chicago.

The next meeting of the club is to be held February 9, 1915, in the banquet room of the Fort Dearborn Hotel, at which time the nominating committee is to make its report.



Vera (eight years old): "What does trans-Atlantic mean, mother?"

"Across the Atlantic, of course; but you mustn't bother me."

Vera: "Does 'trans' always mean across?"

Mother: "I suppose it does. Now, if you don't stop bothering me with your questions I shall send you right to bed."

Vera (after a few minutes' silence): "Then does transparent mean a cross parent?"—Ideas.

ROCK ISLAND CONDUCTOR IS VIOLIN MAKER.

With a pocketknife and chisel as tools, G. T. Shrader of Little Rock has made two violins of Arkansas sycamore and maple, which will be part of the state's exhibit at the Panama-Pacific exposition. One just completed yesterday is the fifteenth violin he has made. Violinists who have bought or played them pronounce them wonderful in construction and in tone.



G. T. Shrader.

Mr. Shrader is a Rock Island conductor and all his violins have been made during his leisure hours. He does not play, but has an acute ear for tone qualities and to this he attributes his success as a violin maker.

Mr. Shrader never had any instruction in violin-making or in any similar work, he says.

"Violin-makers are born and not made," Mr. Shrader says. "I had never seen a violin constructed when I first decided to try and make one, but I knew I could do it and I have sold the instruments which I have made for \$150 each."

The instruments to be sent to San Francisco are unpolished and without varnish and show the natural wood. The back and ribs are made from sycamore and the neck from maple. Around the edge of each instrument is an inlaid purfling of ebony and maple.

KNIFE AND CHISEL TOOLS.

In making the instruments, Mr. Shrader said all the carving was done with a pocketknife or chisel and the thickness of the wood was measured with his fingers.

Testimonials to the excellence of the Shrader instruments from persons in widely scattered cities of the Middle West are held by Mr. Shrader. Some of these are from owners of his violins and others from musicians who have played the Shrader violins.

The construction is such that it is practically impossible for any part to become loose from the part to which it is attached. The instruments are also said to have a tone that will equal that of the violins of the old masters.

Mr. Shrader, though born in Tennessee, was reared in Arkansas. In sending his instruments to the exposition in San Francisco, he says, he desires to advertise the state and show that Arkansas can produce the wood and the workmanship necessary for a fine violin.



LOSS AND DAMAGE-FREIGHT.

By F. NAY.

The snail received another boost upward in December, and for the *second time in a year* we are able to express the charges to operating expenses for loss and damage-freight in seven figures. The following is the story for the six months of the current fiscal year:

July, 1914	\$100,002.76
August, 1914	110,918.36
September, 1914	124,956.28
October, 1914	96,554.99
November, 1914	124,685.10
December, 1914	93,856.17

Total for the six months\$650,973.66

A DECREASE in December over November of \$30,828.93.

Now here is the result for six months:

One-half of amount charged for loss and damage-freight year ended June 30, 1914	\$692,868.71
Amount charged from July to December, inclusive, 1914	650,973.66

Gain for six months\$ 41,895.05

It will encourage you to note that December is the smallest month in this fiscal year, but you will not be satisfied with that because each succeeding month should be smaller.

Another way to measure the substantial gain of \$41,895.05 is to call attention to the fact that that is an average of

2.53 cts. out of every dollar of freight revenue collected, whereas the average for the fiscal year ended June 30, 1914, was 3.13 cts. In other words, while last year out of every dollar the Rock Island collected for transportation of freight it had only 96.87 cts. left after paying the loss and damage claims, for the first half of the current fiscal year, the Rock Island has left 97.47 cts. after paying its loss and damage claims. That is showing a substantial improvement, but we ought to spend still less,—very much less out of each dollar for smashing up our patrons' freight. Another railroad which

pays only 1.19 cts. out of each dollar, is making strenuous efforts to still further reduce the causes for loss and damage to freight, so as to reduce the payments. We should be satisfied with nothing less than 99 cts. out of each dollar; or in other words, we should reduce the causes for loss and damage so that the payments therefor will not exceed one cent out of every dollar we collect.

Each of us can suggest some better use for the difference between 1 ct. and 2½ cts. out of each dollar of freight revenue, than to spend it for loss and damage to our freight shipments.



Superintendent F. N. Tinsman, Assistants and Clerks, El Reno, Oklahoma.

EMPLOYEES WHO HAVE BEEN PENSIONED.

Name.	Occupation.	Location.	Pension Effective.
Geo. H. Roehrig,	Jt. cr. Inspector,	Leavenworth, Kan...	11-1-14
John T. Thacker,	Section Laborer,	Malvern, Ark.....	10-1-14
Edw. Cunningham,	Section Foreman,	Horton, Kan.....	1-1-15
Jas. R. Burlingame,	Station Agent,	Luverne, Minn.....	4-1-13

PENSIONERS WHO HAVE PASSED AWAY.

Name.	Occupation.	Location.	Died.
Thomas Paulson,	Coach Painter,	Chicago Shops.....	12-19-14
John Witdorp,	Crossing Flagman,	Chicago, Ill.....	10-30-14
John Reilly,	Shop Laborer,	Argenta, Ark.....	11-23-14
Wm. Dunlap,	Shop Laborer,	Cedar Rapids, Ia....	12-14-14

SOME RESULTS OF THE YEAR 1914

(Reprint from the Railroad Association Magazine—John P. Munn, Chairman.)

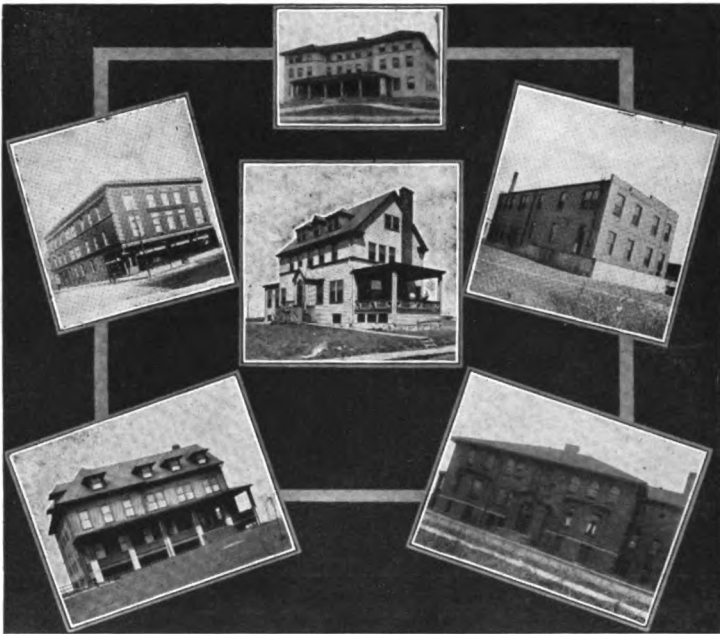
The year recently closed was one of substantial accomplishment in the face of grave difficulties, and the manner in which the Railroad Department of the Young Men's Christian Associations made progress is just reason for encouragement and gratitude.

That in the opening of new and improved buildings the past year will rank as one of unusual effectiveness is shown by the following list:

Kirk Yards, Ind. (\$20,000); Ross-

was the outlook a year ago, is nevertheless gratifying, for despite unfavorable business conditions the year opens with the following impressive list of buildings assured or under construction, and this list will be greatly enlarged as soon as normal industrial conditions return:

St. Thomas, Ont. (\$65,000); West Springfield, Mass. (\$62,000); Le Grande, Ore. (\$41,000); Harmon, N. Y. (\$10,000); Logan, W. Va. (\$10,000); Bellwood, Pa. (\$7,900).



Railroad Y. M. C. A. Buildings.

Top, Yard Center, C. & E. I. Ry. Dept. Center, Elsdon G. T. Ry. Dept.

Top left, Dearborn Station Dept., 920 So. State St., Chicago.

Lower left, Penna. Lines Dept., 59th St., Chicago.

Top right, Glen Yards, C. & A. R. R. Dept.

Lower right, C. & N. W. Ry. Dept., 367 N. Karlov Ave., Chicago.

ville, Ill. (\$40,000); Lenox, Ill. (\$20,000); Marshalltown, Iowa (\$75,000); Silver Bay, N. Y. (\$4,000); Grand Central Terminal, N. Y. (\$475,000); Dickerson Run, Pa. (\$60,000); Scranton, Pa. (improvement, \$10,000); Tyrone, Pa. (\$50,000); Derry, Pa. (\$8,000); Monroe, Pa. (addition, \$8,000); Silver Grove, Ky. (\$20,000); Grand Island, Neb. (\$75,000).

Looking forward to the new year, the prospect for buildings to be opened during 1915, while not quite as promising as

Though the year 1914 witnessed substantial growth in the possession of property either owned or controlled by the association, the truest and most enduring growth was along other lines. For example, a striking advance was made in what is termed "internal" development. Not in many years has there been so fine an increase in efforts and results along educational and religious lines.

While 2,067 lectures and practical talks were reported during 1913, the number increased to 2,618 during 1914,

thus showing an increase of 634, or over 30 per cent. Moreover, there were 3,387 enrolled in educational classes, as against 2,477 the year before. These figures suggest an increasing effort to stimulate helpfully the mental life of railroad men. Their significance is better understood when it is remembered that the Railroad Association works almost exclusively among mature men who come to its buildings after long and exhausting hours of toil. With this fact in mind, these figures are impressive of present activity and eloquent of future progress.

In religious work a record step forward has been taken. Reports from the local associations show a total of 380 Bible classes, with 11,589 different men enrolled. What a striking and effective reply such figures give to the charge sometimes made that religious matters no longer interest men who toil and that the Bible is an uninteresting book to practical men dealing with life's prosaic everyday affairs!

Bible study is but one of the many forms of religious service characteristic of the Railroad Association. Religious meetings of different types in the buildings and in shops, roundhouses, freight yards and other places brought to almost half a million railroad men (421,981, to be exact) the message that Godliness is profitable, both for the life that now is and for the life that is to come.

During the year 2,887 men professed conversion, while 956 of this number are definitely known to have actually joined the church. Doubtless many others also took this step, but of them no record has been kept.

In the number of buildings newly opened, in buildings under construction or assured for the future, in the development of its intensive activities and in the increased emphasis placed upon those phases of work most vital to the religious welfare of railroad men, the year 1914 was a year in the history of the Railroad Association to be remembered with gratitude and to be looked back upon with appreciation. Surely its closing days constitute a splendid new point of departure for larger service and greater helpfulness to men during 1915.

A WORLD BROTHERHOOD.

In Chicago the association is organized at six points for railroad men, in seven centers for city men and ten professional and other schools, and in four communities where the work is conducted without buildings or equipment.

In the membership of the association there were, during the year 1913, 18,679 members.

The six Railroad Departments of Chicago issue an annual \$5 membership ticket, good for full privileges in all such departments and generally recognized in railroad associations throughout the country. A preference is given in favor of members in the use of certain privileges in our buildings, namely, the free use of the lavatories, baths and social privileges; also a reduction is made on games and the use of beds.

All railroad men, irrespective of membership, are entitled to the privileges, though in all cases an increased charge is made for some privileges to non-members. On application at any of the railroad departments and on payment of the fee these membership tickets are issued by the General Secretary of the Young Men's Christian Association of Chicago.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION OF CHICAGO.

Administrative Officers.

Board of Trustees—John V. Farwell, President; N. W. Harris, James B. Forgan, M. J. Carpenter, Cyrus H. McCormick, C. C. Kohl-saat, R. J. Bennett, W. H. Holden, Arthur B. Jones, Wm. A. Fuller, N. S. Davis, M. D., Edward P. Bailey.

Board of Managers—William P. Sidley, President; A. Stamford White, John B. Lord, C. T. B. Goodspeed, James R. Chapman, Edward P. Bailey, Thomas Templeton, Charles R. Holden, Leverett Thompson, A. B. Mead, A. M. Schoyer, H. M. Hubbard, H. G. Hetzler, Charles C. Hyde, Murdock MacLeod, A. E. Ziehm, W. F. Hypes, E. M. Bowman, Edgar H. Nichols, Francis W. Parker, Watkin W. Kneath.

Railroad Advisory Committee—W. S. Tinsman, Chairman; H. U. Mudge, A. J. Earling, E. P. Ripley, C. H. Markham, A. F. Banks, J. J. Bernet, Howard G. Hetzler, W. A. Gardner, Hale Holden, W. G. Blerd, S. M. Felton, D. C. Moon, M. J. Carpenter, Richard Fitzgerald, U. E. Gillen, H. R. Kurrie, F. C. Batchelder, A. T. Lowmaster, R. L. Burnap.

General Secretary—L. Wilbur Messer.

Railroad Secretary—W. N. Northcott.

Railroad Committee of the Board of Managers—H. G. Hetzler, Chairman; Robert Quayle, A. M. Schoyer, W. S. Tinsman, H. R. Kurrie, C. L. Kimball.

ROCK ISLAND LINES



SAFETY BUREAU

SOME FACTS ABOUT THE USE OF GOGGLES— EYE PROTECTORS

By L. F. Shedd, General Safety Supervisor.

The accompanying illustration, a story without words, should appeal to every well thinking railroad shopman, and others whose eyes are endangered through the work they are called upon to perform in the pursuit of their several vocations. This illustration tells of FIFTEEN EYES that have been saved among the shop men on the Rock Island Lines during the past eighteen months; not in the shops of some other railroad, but in the shops of our railroad, the Rock Island Lines. The introduction of these free goggles was accomplished through meetings held on the company's time at the various shops during the middle of the day, and at such meetings the desire to distribute them FREE OF CHARGE to those needing them and applying for them through proper channels was stated, with the result that to date we have distributed about FOURTEEN HUNDRED pairs, and in so doing, we verily believe we have taken away just that many chances of losing eyes, provided, however, that the receivers of them will WEAR them and NOT carry them in their pockets and elsewhere. They will save eyes; they have saved EYES and yours may be the next pair placed in jeopardy. If you have a pair, wear them; if you have not a pair, ASK for and receive a pair, and then wear them as the men were doing whose testimonials were attached to these shattered goggles when received by the General Safety Supervisor. Ask the men whose names appear herein, and

who were wearing these shattered goggles when they were struck with flying particles from the air "gun," from a broken rivet, from a re-bounding piece of metal and otherwise. Ask them whether or not it pays to have a pair of our FREE goggles and whether or not it PAYS to wear them. Ask them and be convinced.

The following employees were the fortunate wearers:

1. J. A. Robertson, machinist, Shawnee, Okla. August 11, 1913; chipping a saddle; piece of steel struck lens.

2. Victor Perry, boiler maker, Shawnee, Okla. August 21, 1914; using air motor and caulking tool; piece of rivet head struck lens.

3. Harry Crowley, machinist apprentice, Chickasha, Okla. September 3, 1914; planing brass cross head gib; chip of brass struck lens.

4. C. K. White, machinist, Chickasha, Okla. May 19, 1914; chipping driving box, piece steel struck lens.

5. J. H. Moon, boiler maker, Cedar Rapids, Ia. September 3, 1914; drilling "tell tale" holes in stay-bolts; piece steel struck lens.

6. Arthur E. Black, machinist, Pratt, Kan. October 25, 1914; chipping driving box; piece steel struck lens.

7. Earnest Mossman, machinist, Horton, Kan. May 15, 1914; working on derrick repairs; rivet head struck lens.

8. Unknown (name), machinist, Horton, Kan. April 1, 1914; flying chip of steel struck lens.

9. Charles Kennedy, machinist, 47th Street Shops, Chicago. December 10, 1914; chipping air-pump bracket; piece steel struck lens.

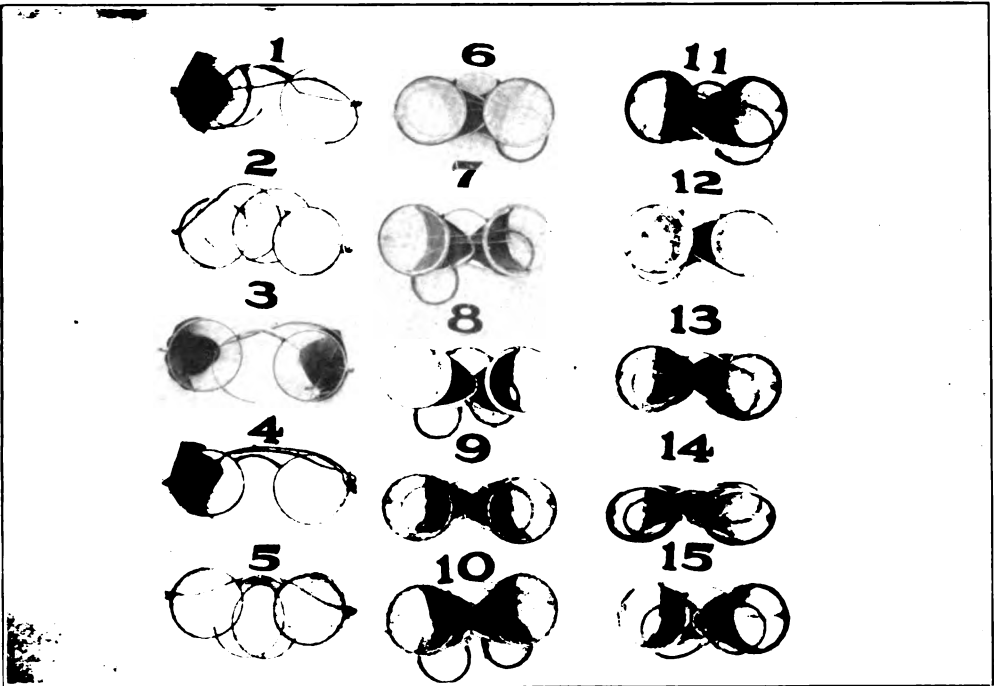
10. William McConnochie, machinist, 47th Street Shops, Chicago. December 10, 1914; chipping hub liner out of driving box; piece brass struck lens.

11. A. L. Long, machinist, Silvis, Ill. June 30, 1914; chipping. Statement says "If I had not worn the goggles no doubt I would have had my left eye destroyed or severely injured."

12. George D. McCormick, boiler maker, Silvis, Ill. August 14, 1914; cutting off stay bolts; piece flew, re-

mer plunger broke, flew, rebounded and struck lens; eye NOT injured.

Do we take as good care of our eyes as we should? Do we take the same care of our eyes that we do of our feet, teeth and hands? The answer in many instances is a negative one. We study the comfort of our bodies and cover the parts needing protection, and yet we expose our EYES, the "windows of our souls," to many and various dangers. Men, get awake to the fact that it pays to protect the eyes. Ask the Safety Bureau for the necessary remedy, it will be cheerfully furnished and without cost. Apply today.



Goggles Worn by Parties as Indicated by Corresponding Numbers in Article.

bounded and shattered lens. In his statement he says "Did not hurt my eye any, but might have done so."

13. Charles Morrison, boiler maker, Silvis, Ill. August 29, 1914; splitting a nut with airhammer; nut broke, piece struck lens, shattering it.

14. George Guinther, machinist, Silvis, Ill. October 28, 1914; chipping driving box shop; piece steel struck and shattered lens; eye NOT injured.

15. Fred Tallady, boiler maker helper, Silvis, Ill. November 21, 1914; ham-

A SPLENDID RECORD—ONE TO BE PROUD OF.

The Safety Bureau has reason to rejoice over the information received from the shops at El Reno, that during the month of October, 1914, there was not a single personal injury recorded in the car department, of which Mr. A. L. Yost is the general foreman. He and those who work with and for him at El Reno shops car department are to be complimented and congratulated. Keep the good work going, Mr. Yost; it's appreciated by men and management alike.

Another gratifying "Bit" of advice comes from the Mechanical Department to the ef-

fect that during that month there were but twenty-nine injuries in that department and of this number twenty-eight were taken care of by the Red Cross First Aid Crew of the shops and without loss of time to the injured. A remarkable record and one that proves what man can do for man when man is interested in man's welfare. Great credit is due and is herewith given the First Aid "Boys" of the El Reno shops for such effective handling of injuries in that shop, and particularly to those gentlemen who handled the injured referred to, but whose modesty prevents their names appearing as they have requested.

But the El Reno shop men did not stop with this splendid record but tell us that during October there was not a single injury to the eyes in the entire shop departments. Think of that record, NOT ONE eye in jeopardy during that month. Such a showing cannot come of its own accord; it takes interested "Prevent Injury" workers to accomplish such results and our thanks and appreciation are herewith conveyed to the El Reno shop forces and those in charge, both of whom should receive equal credit. This is a record that the El Reno men can be more than proud of, and is one also that other shops may justly envy and strive to emulate.

ANOTHER SPLENDID RECORD— FORT WORTH SHOPS.

The month of November, 1914, will long be remembered by the Safety Bureau and the "Boys" at Fort Worth shops. During that month there was but ONE personal injury in the entire plant; NONE in the Car Department. Can't we have more of such good news?

To obtain the results mentioned, there must needs be team work among the various branches of the shops and there must also exist that interest exceptional to a place like Fort Worth where those in authority as well as those who use the hammer and the saw, if you please, work for the advancement of the "Prevent Injury" movement. Such results do not come of their own accord, but are the fruits of well spent labors, accompanied by co-operation and an admission from every one that "He is his brother's keeper." To avoid injury to yourself, and to help others to keep free from injury, is a noble and elevated thought, and the Fort Worth shop men are entitled to full credit for their untiring efforts to support the greatest and most humane movement ever inaugurated among railroad men, namely that movement to "Prevent Injury." The appreciation and thanks of the Safety Bureau are hereby and herewith extended to all those who are in any way responsible for such a splendid record.

MEN READ THIS—AND PROFIT BY IT.

The Des Moines Valley Division made a remarkable record for the Safety Bureau during the month of December, 1914. The

reports from that division show but ONE personal injury on the entire division and that, an injury to a finger that was caught under a train chain, one that might occur to the most careful of men under certain conditions. The very gratifying and highly pleasing thought is that NOT ONE INJURY occurred on that division during December, 1914, that could be charged to careless practice, defective tools, machinery or appliances, improper property conditions and last but not least, NOT ONE INJURY chargeable to violation of rules. Think about it, talk about it and be impressed with what men can do when the "Prevent Injury" movement is uppermost in their minds, and when the work is carried on as it should be, safely and without chance taking.

Thanks to the Des Moines Valley Division for closing the year's record with such a splendid report.

OUR ARMY AT EL DORADO, ARK.

The shopmen at El Dorado, Ark., strange as it may sound, have joined the "Allies" and are fighting against personal injuries in those shops with a determination to win. The Clerical, Car and Mechanical Department employes have formed a "Triple Alliance" and are waging war against every careless practice through which personal injury might invade their ranks. They have plenty of ammunition, plenty of food and beyond that, have the determination that OLD CARELESSNESS must be exterminated. The report from those shops gives us the good news that during the month of December, 1914, NOT ONE man was injured in the Car Department. This good news comes to us through the Assistant General Manager, Mr. A. B. Copley, who quotes a letter from Mr. H. E. Allen, superintendent, to that effect. Mr. Copley adds to the advice: "This is team work," and in this saying the whole secret of such a splendid report lies. Men, personal injuries can be prevented; they can be prevented by every one of us; they can be prevented by YOU. Will you do your best to imitate El Dorado shops? We are depending on you to assist the "Prevent Injury" movement just the same as other shops have done; El Dorado among them. Thanks to the "Fellows" at El Dorado.

WHAT'S THE MATTER WITH THE PAN HANDLE DIVISION? SHE'S ALL RIGHT.

The Safety Bureau is not always severe in its criticism when a man is injured at Sayre, Okla., for well we know that at times it takes one hand to hold your hat, on there and at another, the other hand to get the sand out of your eyes, to the newcomer at least, so that when we get the advice from Superintendent Tinsman of El Reno that during the past FOUR MONTHS not a man has been injured in the Mechanical Department at Sayre, we naturally want the entire Rock Island Lines employes to know about such a splendid record, hence this advice in the Magazine, through which we

trust EVERY man in the employ of our splendid railroad will read and learn. The Pan Handle Division is never lacking in its interest for the "Prevent Injury" work, and we want the employes and officers of that division to know that their efforts are appreciated and continuance asked. To the other divisions, we hold the Pan Handle up as an example, a good one to follow. Thanks to every man who in any way contributed to such an exceptional record at Sayre.

ROAD MASTERS AND SECTION FOREMEN—"STOP, LOOK AND LISTEN."

The writer hereof had the pleasure a short time since of meeting a Section Foreman who has been in the service of the Rock Island Lines for a long time and from whom the statement was obtained that during his EIGHT YEARS as a foreman he had not had ONE man injured. Think of such a record. Would we believe it if it came from some other railroad? But it did not come from some other, but from the living lips of an employe of OUR railroad, a man who knew of what he was speaking and who spoke the truth as herein stated. Why has he not had ONE man injured? Because he was a careful man himself and insisted on HIS men being that same way. Cannot we have more just such foremen to assist the "Prevent Injury" movement as we find in Mr. J. H. Barnes, foreman at Arthur, Ark., Louisiana Division, the man to whom the credit of this article is given. Hold him and his work for the cause up as an example. It is a good example to follow.

WHILE YOU'RE LISTENING, HEAR THIS ONE ALSO.

From the Amarillo Division we get the good news that during the past EIGHTEEN MONTHS Gus Glenos, Extra Gang Foreman, who has worked on an average about TWELVE men daily, has not HAD A SINGLE MAN INJURED during that time. Think what a foreman can do if he be interested in the safety of his men, if he place safety above all other considerations, and when he is an advocate of that great and good movement to "Prevent Injury." He deserves the notice of all well meaning and good thinking railroad men, and to him the thanks and appreciation of the Safety Bureau has been extended and are hereby extended again. How did he do it? Ask HIM, and I venture the assertion that HIS answer will be that he watched over his men while at work, that he spoke to them along the lines of safety at various times, that he warned them to be careful and above all, he impressed upon their minds the fact that it was their duty to themselves, to their families and to the company in whose employ they were, NOT to be careless and through such carelessness be injured. How much better for those men to be careful and safe than to be care-

less and crippled? If you want a mark to strive for, let Gus Glenos give you that mark. Thanks again, Gus.

OPPORTUNITY.

"If I only had the opportunity."

How often we hear this expression. The cry of the weak and vacillating. The statement of the man who, because he does not recognize in his every daily task "Opportunity," blames "bad luck" and almost everything else but his own inertia for his failures. "Lack of Opportunity" is his excuse.

To those of us who are in the transportation business, especially those in the passenger traffic department, opportunity is presented in every imaginable way. Every prospective passenger, every passenger ticketed, every inquiry, every criticism or complaint, every letter or telegram, every tariff or circular of instructions; in fact, every transaction and detail of daily routine presents opportunity.

Opportunity to be manly and courteous. Opportunity to be patient and cheerful. Opportunity to be honest and courageous. Opportunity to make friends for ourselves and our company. Opportunity to become better informed and posted regarding rates, train service, scenic attractions, industrial, mining and agricultural possibilities, and so forth, pertinent to our line of business, in order that we may intelligently and satisfactorily answer inquiries of interested persons, who may ultimately become our patrons. Opportunity to become more systematic, thorough and neat in the conduct of our offices or stations. Opportunity to be prompt and painstaking in our correspondence. Opportunity to correct mistakes and misunderstandings which result in annoyance to the traveling public and the management. Opportunity to do the little things better; to do everything in the right way; to do them cheerfully, persistently, energetically, sagaciously and enthusiastically. Opportunity to render "value received" service to the traveling public and our employer. Opportunity to better the standard of our company's service. Everywhere and in everything lies opportunity.

If we better our work, we better ourselves, for we make ourselves more efficient and competent, and these are the measures of our value. The more efficient and competent the man, the less the need of supervision. Indeed, as he rises to his opportunities and takes advantage of them, he gradually acquires the power of initiative, supervision and execution, the qualities of a leader. Promotion follows as these requisites are developed and displayed. First, from a minor position to one of a somewhat more important nature. Then to a still more important position, and so on until the top of the ladder of promotion is reached, and then—behold the "Successful Man."

There is opportunity for us all right now, right where we are. Will we recognize it?

RAIL MARKINGS

By Paul M. La Bach, Assistant Engineer, Rock Island Lines —

(From Railway Review.)

Importance of correctly understanding the meaning of rail markings. The markings used by various rail mills are quoted and explained.

Those who have to handle the routine rail failure reports turned in by the men on the ground often find many errors which show that the persons making the reports are not very familiar with the purpose for which they are used. The study of the causes of rail failures began as far back as 1870, and have been kept up with increasing interest on the part of many to the present time, but in order to follow the history of a rail it must be marked so that it can be traced from its position in the track to the point of origin at the steel mill.

The first mark we found in common use was the mill brand. The name or initials of the manufacturers were countersunk in the finishing roll, and this caused these markings to appear in raised characters on the web of the rail. Later, the year was added to this and finally the month. This latter item was marked in Roman numerals, usually II for February, IIII or IV for April, etc. This was considered sufficient until about 1890, when it became customary to add the heat numbers to the other markings. As the heat number was constantly changing in the progress of manufacture, it was countersunk with a die, sometimes by hand and sometimes by a machine for the purpose. With the exception of two manufacturers, this was placed on the opposite side of the rail from the brand. The heat number was a number assigned to the contents of a converter or furnace. An analysis of the run or blow was made by a metallurgist at the mill and turned over to the inspector for the purchaser. This analysis had to be identified by the heat number on the rail when comparative studies were made.

The ores which were low in phosphorus having become pretty well exhausted in 1903, open-hearth steel began to be used in larger quantities than before. This led to the marking of this kind of steel in order to distinguish it from the Bessemer. Some companies mark "O. H." on the same side as the mill brand, while others stamp it on with the heat number. Special steels, such as ferro-titanium or electric are marked "F. T." or "E."

The molten steel from the Bessemer converter or the open-hearth furnace is cast into ingots of different sizes at different mills, the average size for the open hearth being about 20x24x72 ins., and the Bessemer 20x20x64 ins. There are from 10 to 30 ingots per heat. Seven or eight years ago it was found that the quality of the steel varied with the relative position of the rail in the ingot. The ingot after being cast is rolled out into a long bloom of about 8x8-in. section. This is cut into two and goes to the rail mill and is rolled into rails.

The head end of this bloom corresponds to the top of the ingot. The first rail from each ingot is stamped "A" with a die and the second "B," etc. The place of marking varies with the different mills, as shown later on.

In addition to the other markings, there is a number in raised figures found on the same side of the rail as the mill brand which shows the section number. This section number indicates a design or cross-section which is found in the catalogue of the manufacturer.

A few samples of these markings are as follows: "O. H. 9020. I. S. Co. Gary, IIII 1912," in raised letters about an inch high shows that the rail was made from open-hearth steel, and 9020 is the section number. An Illinois Steel Co. catalogue indicates that it is the 90 pound A. R. A.—"A" section. "I. S. Co. Gary" is for Illinois Steel Co., Gary mill; "IIII 1912" is the date, April, 1912.

On the opposite side will be found the heat number and section number, "12345 A."

"O. H. Tennessee 9020 7 1914" is another brand which differs from the above only in the fact that Arabic numerals are used for the months.

In "162 Maryland III 1912 90 lbs." 162 is the section number; "Maryland" indicates that it was rolled by the Maryland Steel Co.; "III 1912" is the date—March, 1912, and 90 lbs. is the weight per yard.

On the other side, stamped with a die, will be found, with Bessemer rail, "62468 B."

The "3" turned sideways indicates the third ingot of the heat; "62468" is the heat number; B shows that it is the second rail from the top of the ingot.

Open hearth steel is marked in the same manner as the Bessemer, on the side with the mill brand. On the opposite side, stamped in with a die, will be found "2 x 3127 D." The "2 x" is the number of the open hearth furnace; "3127" is the heat number; "D" indicates that it is the fourth rail from the top of the ingot.

The importance of giving all markings is apparent, as an omission will cause a good deal of confusion. The person making the report at first hand should satisfy himself that he had omitted nothing. Frequently, of course, these marks are hard to read, on account of the rust. A stub of an old broom will generally remove it without the use of oil. In bad cases use oil and a wire brush. Frequently countersunk figures can be read by rubbing in a little chalk. It is frequently found that characters can be read better at a distance of five or six feet than close up.

The following statements which embody the practice of the different mills will be found useful in locating and reading the different markings.

Bethlehem Steel Co.—The heat number consists always of five figures, and stamped

on the opposite side of the rail from the mill brand. Previous to January, 1914, the heat number had a letter preceding it, as "B 19768 C." This letter "B" indicated that B furnace furnished the metal. This practice has been discontinued. The "19768" is the heat number and "C" the letter indicating the position in the ingot.

Cambria Steel Co.—The brand "Cambria," weight, section, year and month appear on each rail every 7 ft. 4 ins. Raised letters $\frac{5}{8}$ in. high are on 30 to 90-lb. rails and $\frac{7}{8}$ in. high on rails of 100 lbs. or upwards. Heat numbers are on the opposite side from the brand and appear at intervals of 92 ins. The rail letters are 37 ins. apart. Bessemer heat numbers contain from one to five figures and open hearth always have five figures. Previous to 1908 the heat numbers were on the same side of the rail as the brand.

Carnegie Steel Co. (Edgar Thomson Works).—Previous to Jan. 1, 1913, and starting with No. 1, the Bessemer heats were numbered consecutively for the first quarter of the year and then repeated for the other quarters, beginning at No. 1 for each change. The heat numbers then contained from one to five figures and appeared at least three times on the unbranded side of the rail. The rail letter was hand stamped and appeared near the end, far enough away not to be covered by the joint fixture. The open hearth heat number contained five figures, in addition to which were marked the letters "O. H." immediately to the right of the heat number.

Beginning with Jan. 1, 1913, the markings are as follows: Starting with 30001, Bessemer heats are stamped consecutively throughout the year. The rail letter is machine stamped, appearing as often as the heat number and a short distance to the right of same. The heat number appears from one to three times on the unbranded side of the rail and will always have five figures.

Open hearth furnaces are numbered from 1 to 14, inclusive, and the heats from each furnace are numbered consecutively throughout the year, beginning with number one. The figures on the right-hand end of heat number will indicate the heat and the first one or two (as required) will indicate the furnace number. Heat numbers on open hearth rails will therefore have either four or five figures. Open hearth rails are stamped "O. H." immediately to the right of the number.

Colorado Fuel & Iron Co.—Formerly the heat number was stamped at least twice on the branded side of the rail. The heat number contains one to four figures. The ingot letter is stamped once by hand near the end. The branding and stamping, being on the same side, are apt to be confused. The present practice is somewhat different. The brand "Colorado," the month, year rolled, section number and "O. H." appear in raised letters about an inch high. The heat number, containing one to four numerals, is on the opposite side in stamped figures about one-half inch high. The brand

and heat numbers appear at least four times in a rail length. The ingot letter is on the same side with the heat number, but appears but once in a rail length.

Illinois Steel Co.—Since the first of the current year the markings have been slightly changed and for open hearth steel will be "O. H. 9020 Illinois G II 1914." The only difference being that "Illinois G" stands for Illinois Steel Co., Gary Works. With Bessemer steel the markings will be "Illinois S," the "S" indicating that it was rolled at the South Works. The heat number consists of five numerals stamped on the opposite side from the brand in the case of the O. H. rail and from one to five numerals in the case of the Bessemer, the ingot letter is stamped immediately following the heat number. The relative distance that it stands from the last figure indicating the letter, as "12345A" and "12345.....G."

Lackawanna Steel Co.—The heat number and ingot letter are stamped on the web of the rail on the side opposite the brand. The heat number is always stamped once (sometimes twice) about midway of the length, and the ingot letter near the heat number. Plain Bessemer is stamped with the heat number only. Ferro-titanium Bessemer is stamped "F. T." near the heat number. Open Hearth plain steel is stamped "O. H."; Ferro-titanium open hearth steel is stamped "F. T. O. H." The heat numbers on the Bessemer rails begin with the figure "1" on the first of each calendar year and run consecutively to the end. The highest number has not exceeded five figures.

The heat numbers on O. H. rails consist of four and five figures. The first figure on the first two figures designate the number of the furnace; the last three, the number of the heat from the furnace. For example, the first heat from No. 1 furnace would read "1001"; the fiftieth heat "1050"; the 206th heat "1206." The first heat from No. 15 furnace would read "15001"; the 120th heat would read "15120," etc. The reports for O. H. rail should therefore give not less than four nor more than five figures.

Maryland Steel Co.—Both classes of rail have the same brand (see above). The Bessemer heat number may have from one to five figures, while the open-hearth heat numbers have four or more figures. In the early rollings no "X" numbers were rolled (first 999 from each furnace). For instance, 2534 indicated the 534th heat from No. 2 furnace. Since that time the furnace mark has been "3x," "4x," etc.

Pennsylvania Steel Co.—The heat numbers of four or five figures are stamped, either two or three times, on the same side of the rail as the brand. Branding and stamping are sometimes confused. The rail letter is stamped at least once on the same side of the rail as the heat number.

Tennessee Coal, Iron & Railroad Co.—There are always five figures in the heat number, which is stamped on the unbranded side of the rail twice. The rail letter is stamped on by the same machine but appears in front of the heat number. The number of the month is given in Arabic numerals: thus, "7-1912" is July, 1912.

PREMIUMS TO ROADMASTERS AND SECTION FOREMEN

The awarding of premiums to roadmasters and section foremen on Rock Island Lines for year 1914 for making greatest improvement in track under their supervision, as well as the personal and individual efforts extended during the year for the betterment of the property, was recently completed and all prizes were awarded in time for Christmas, as follows:

Chicago Terminal Division.

P. Meyers, section foreman.....\$50.00

Illinois Division.

J. L. Jensen, roadmaster.....\$100.00

F. A. Hopman, section foreman.... 50.00

P. Parkner, section foreman..... 50.00

J. W. Wilson, section foreman..... 50.00

Iowa Division.

J. B. Pugh, roadmaster.....\$100.00

P. J. Cronin, section foreman..... 50.00

C. G. Donerla, section foreman..... 50.00

C. Thomas, section foreman..... 50.00

Missouri Division.

E. Sullivan, roadmaster.....\$100.00

P. Critz, section foreman..... 50.00

A. Overton, section foreman..... 50.00

J. B. Kempt, section foreman..... 50.00

G. Nevitt, section foreman..... 50.00

Cedar Rapids and Des Moines Valley Division.

C. Linehan, roadmaster.....\$100.00

G. A. Clark, section foreman..... 50.00

D. Storms, section foreman..... 50.00

L. G. Hall, section foreman..... 50.00

Minnesota Division.

C. H. Gruver, roadmaster.....\$100.00

W. Anderson, section foreman..... 50.00

F. Jackson, section foreman..... 50.00

S. Buskowiak, section foreman..... 50.00

Dakota Division.

T. W. Brown, roadmaster.....\$100.00

M. Dunning, section foreman..... 50.00

L. P. Gontjes, section foreman..... 50.00

D. J. O'Connor, section foreman.... 50.00

A. Olson, section foreman..... 50.00

St. Louis Division.

V. B. Simpson, roadmaster.....\$100.00

J. M. Neaf, section foreman..... 50.00

F. M. Wainwright, section foreman. 50.00

Kansas Division.

J. G. Hutchinson, roadmaster.....\$100.00

John Cromer, section foreman..... 50.00

B. S. Servis, section foreman..... 50.00

John Openlander, section foreman.. 50.00

El Paso Division.

J. H. Logan, roadmaster.....\$100.00

H. Garsolowsky, section foreman... 50.00

E. Blalock, section foreman..... 50.00

S. S. McCoy, section foreman..... 50.00

E. Snyder, section foreman..... 50.00

Nebraska Division.

W. E. Brown, roadmaster.....\$100.00

W. L. Clifton, section foreman..... 50.00

J. W. Vanderpool, section foreman.. 50.00

Fred Bokenkroger, section foreman. 50.00

Colorado Division.

J. D. Sullivan, roadmaster.....\$100.00

D. W. Bickett, section foreman..... 50.00

J. Christensen, section foreman..... 50.00

Arkansas Division.

D. B. Griffin, roadmaster.....\$100.00

John Murphy, section foreman..... 50.00

A. H. Eddleman, section foreman... 50.00

H. C. Franklin, section foreman.... 50.00

Indian Territory Division.

Jas. Bolton, roadmaster.....\$100.00

L. H. Riddler, section foreman..... 50.00

T. T. Remschner, section foreman.. 50.00

H. Wheeler, section foreman..... 50.00

Louisiana Division.

R. T. Gollehan, roadmaster.....\$100.00

J. H. Barnes, section foreman..... 50.00

I. H. Roy, section foreman..... 50.00

Pan Handle and Amarillo Divisions.

Geo. Woods, roadmaster.....\$100.00

Geo. Coln, section foreman..... 50.00

F. H. Coffey, section foreman..... 50.00

Oklahoma and Southern Divisions.

J. O'Conner, roadmaster.....\$100.00

Steve Landon, section foreman..... 50.00

J. M. Garner, section foreman..... 50.00

Park Shaw, section foreman..... 50.00

T. H. Austin, section foreman..... 50.00

IT'S MIGHTY HARD.

P. J. Delahunt.

The man who paints his own good deeds with gilt,

And boasts of Institutions he has built
And reminds us of the honor he deserves,
Is just the man who gets upon my nerves.

The women who but sneer domestic duty,
All veiled with false and fully paid for beauty,

Of Charity, they claim to be the makers,
Mine own poor soul avows their naught but fakers.

The people who for lack of occupation,
Make Capital of useless conversation,
Their only joy is just to hurt and sneer,
How oft' I wonder why He put them here.

The Editor who writes without discretion,
His items, characteristic of oppression,
And then dare hopes to gain our sentiment,
His mocking tributes fill me with contempt.

And others, too, who's one life's aim
Seems but to shirk and sort of buck the game,

They chance the present; future, just a guess,
And block the fellows fighting for success.

But after all, I soon dispel my hatred,
Life's too short, the end is all too sacred,
I ne'er forget in toiling for my wealth,
The proverb, "Love thy neighbor as thyself."



CHANGE IN ONE WAY FARES, EFFECTIVE MARCH 1, 1915.

On March 1, 1915, a very important general change will be made in our one-way interstate fares. In fact, almost every fare in effect at the present time between points on our line will be changed.

Practically no change will be made in our intrastate one-way fares.

Tariffs should be scrutinized carefully, as soon as received, and all interested employees thoroughly posted. Attention is particularly directed to this subject, in order that revised fares may be observed on and after March 1, and that proper explanation may be made to our patrons on inquiry.

Low Round Trip Fares to California and the North Pacific Coast, Effective on and After March 1, 1915.

Tariffs authorizing low round trip fares to California and North Pacific Coast destinations, effective March 1, and daily to and including November 30, 1915, for tickets limited to three months from date of sale, but not to exceed December 1, 1915, have been forwarded to principal agents.

These tariffs should be carefully inspected by all interested employees, and filed properly, as they will be effective practically throughout the year.

AGRICULTURAL WORK APPRECIATED.

Testimonials to the value of the work done by the agricultural department of Rock Island Lines are frequently received, not only from farmers who are directly benefited, but from bankers and educators. A letter of this kind that is of unusual interest in emphasizing the practical nature of the work being done by Agricultural Commissioner Cottrell comes from A. D. Folker, agent, U. S. Department of Agriculture, who is manager of the Jewell County (Kansas) Farm Bureau. He writes as follows:

"I am glad to receive a copy of the latest edition of the Southwest Trail on Sudan Grass. A great many inquiries reach this office concerning this for sorghum crop, and I think it would be of great help to me to have 325 copies of this paper, if they are available. I shall try to place them where they are wanted.

"I find your material collected and put together in this form is read and studied more than the state or government bulletins which I am able to get," etc.

Coming from a government man, that is high praise, indeed. Another interesting letter is that received from Prof. G. N. Lauman, an expert in rural economy, on the teaching staff of Cornell University, Ithaca, N. Y., who writes as follows:

"I appreciate very much, in fact, more than I can express, getting the September copy of the Trail, in which there is so much of interest to an easterner on the dry land farming problem. I suspected when I first came across the notice of this number that I needed it and I know now that it has been a considerable education to me."

The two letters throw an interesting light on the effectiveness of this company's agricultural work, one being from a practical worker in the farm extension field, the other from a theorist in one of our leading universities.

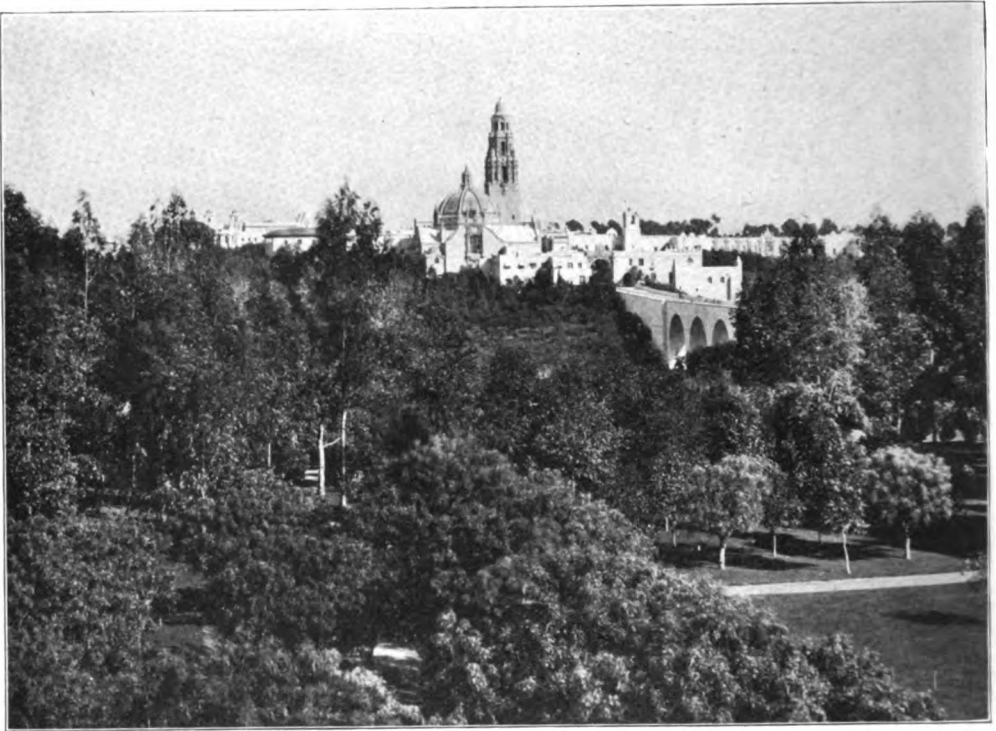
NEW EXPOSITION FOLDER.

"Rock Island Lines Scenic Circle Tours" is the title of a Panama Exposition folder just issued by the passenger traffic department. This is one of the handsomest and most complete publications of its kind issued by any railroad company for the purpose of stimulating California travel. It is finished in blue and gold, the inside cover being adorned with a panel picture of "Balboa Taking Possession of the Pacific," while the outside covers have for background of their black and gold lettering, tracings of domes and towers representing the expositions, visible behind masses of blue mountains, topped with tall palms.

Illustrations include scenic features along the way, as well as California views, and there is inserted in each booklet a relief map of the western half of the United States, showing Rock Island Lines and Pacific coast connections.

Exposition fares from the more important cities are given and there is a list of Rock Island Lines Travel Bureau Offices. A unique feature of the booklet is a definition of the meaning of the word "California," which is quoted as follows:

"Did you ever hear the meaning of the word California? It belongs to no language. Hundreds of years ago, when Spain was ripest in genius and chivalry, a forgotten poet conceived out of the treasures of his fancy, a fairy kingdom, where night wore diamonds for stars, and dawn was lighted by a sun whose rays broke into dust of gold—and he called his dreamland California."



The San Diego Exposition from Across the Canyon Cabrillo.

COMMENT ON RATE INCREASE.

There has been extended a universally favorable comment from the press on the recent action of the Interstate Commerce Commission allowing an increase in freight rates to the eastern roads. On this subject, the following from the Oklahoma City Times expresses public opinion in language that is both forcible and sound:

"The permission accorded the eastern roads to raise their rate 5 per cent except upon about half their business is applauded in business circles generally, at the same time that one member of the commission declares it to be absolutely immoral.

"It is difficult to understand what kind of mind a commissioner has who thinks it is immoral to allow a public service corporation to make a living. There is hardly a business man in the country who does not know that taken as a whole the railroads have been so narrowed in their income that they have been unable to keep pace with the demand for better service.

"The roads have not been allowed to charge a fair return for what they did for the people and at the same time they have been virtually compelled to do business for the government in the way of postal and mail service at a figure millions below what they were entitled to for that service on any fair basis.

"As it stands the government still continues to deal unfairly by the roads, but when the business men of the entire coun-

try are rejoicing over a slight advance in rates there is no excuse for a commissioner to insist that the advance is morally wrong.

"While the cost of living in every direction has greatly advanced in the last few years, while the cost of labor has risen and the price of supplies to the roads has shared the upward movement to a marked degree, the roads have received a lower rate of income on the average than when the increase in price started in everything else.

"It was a question of being allowed to charge something in proportion to the cost of running a road or of lessened power to serve the community, and that meant immense loss to the business world, for transportation is certainly the life of trade to a degree that never was true of competition."



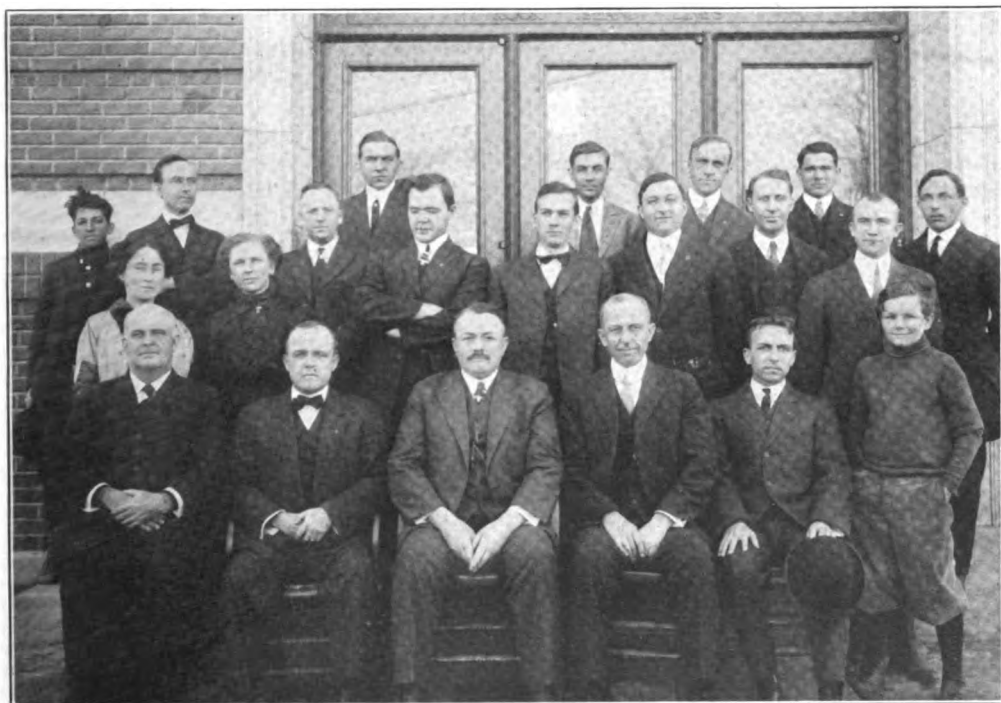
"BUFF" WILSON ON VACATION.

John W. Wilson, commonly known as Buff, the Section Foreman, on Sec. 4, Princeville, Ill., is away for a visit in the West.

Of course he is rather proud since he received the prize which the Rock Island gave to the one having the best track and accomplishing the most with the least men and material. He was having a jolly good time the last heard from—so good a time that he is simply neglecting his friends at Princeville. We guess it is owing to the railroad company gift and the good wishes from them and his many friends.

ADDITION AND BETTERMENT WORK OF INTEREST TO EMPLOYEES AUTHORIZED DURING JANUARY, 1915.

AFF	Location.	Description.	Total Estimated Cost.
10200	Burr Oak, Ill.....	Repairs to viaduct	\$15,882.90
10204	Green River, Ill.....	Electric highway crossing bell..	377.00
10240	Bridge 3535, M. P. 353.5, 1.8 miles west of Seymour, Ia., Missouri Division	Rebuild bridge	2,264.97
10231	M. P. 370 to 396.96, betw. Clio, Ia., and Mill Grove, Mo., Missouri Division	Ballast with Princeton burnt gumbo	80,693.34
10229	Dalhart, Texas	Replace Present boilers in stationary plant	4,050.00
10230	Bridge 3804, 0.3 mile west of Whites, Okla., I. T. Division.	Renew in kind	3,299.64
10227	Templa, Okla.	Construct 24x104 frame depot..	4,400.00
10239	System	Apply brick arches and steam jets to 7 locomotives operating into St. Louis	385.00
10236	System	Purchase 10 locomotive speed recorders	990.00
10237	System	Apply two pressed steel carlines to each of 500 box cars.....	5,390.00
10238	System	Renew roofs on 1,000 box cars with new type Murphy XLA roofs	34,200.00
10235	System	Same work on 200 C., R. I. & G. box cars	6,840.00
10213	System	Apply single mantle lights in 12 cars in suburban service out of Chicago	1,292.40



Superintendent C. L. Ruppert, Assistants and Clerks, El Reno, Oklahoma.



Colored handkerchiefs should be soaked in cold salt water for a short time before they are washed. This will prevent the colors from running or fading.

*

One ounce of Epsom salts added to a gallon of water makes an excellent rinsing mixture for colored blouses and washing dresses.

*

If you are annoyed by flies in your bedroom, soak a sponge in oil of lavender and tie it to the top of the bed. Flies hate the smell of lavender and will not approach it.

*

Vinegar heated to the boiling point will soften paint brushes that have become dry and hard.

*

Needles and pins will never rust in a cushion filled with coffee grounds. Rinse the grounds in cold water, spread on a sheet of paper to dry thoroughly and then stuff the cushion.

*

To keep clear and clean the glass decanter and carafe as well as the water pitcher there is nothing so effective as lemon juice. Cut up the rinds left after making lemonade, add warm water and place in decanter. After a few hours rinse thoroughly.

*

Salt moistened with water is very good to remove alkali stains from glassware, especially from tumblers that are in use a great deal.

*

To clean lamp glasses hold them over a jug of boiling water until well steamed, then polish with a dry duster. It is far less trouble than washing and the glasses very rarely break.

Vegetable and fruit stains on the fingers can be removed by dipping the fingers in very strong tea for a few minutes and then washing them in clear, warm water.

*

In sewing on buttons, if the knot is placed on the right side of the cloth, directly under the button, the thread will be less likely to break and become loosened, and the button will remain on longer.

*

To polish a black marble clock rub over with olive oil and finish with a clean chamois leather.

*

When starching Holland pinafores, put a little strong tea into the starch. This keeps the garments in good color.

*

Eucalyptus oil will remove grease stains from any kind of material without injuring it. Apply a little of the oil with a clean piece of flannel and rub the material gently until the stains disappear.

*

If a gloss is desired on linen add a tablespoonful of salt to the starch when making.

*

If tea should boil by being put too near the fire while infusing, the bitter taste can be removed if a small quantity of cold water be put into the pot.

*

When using bottled bluing the common tendency to pour in too much can be overcome by removing the cork and cutting a triangular slit the entire length of the cork. Reinsert cork and the bluing will come out very slowly. This saves pulling the cork out each time you have occasion to use the bluing.



MUNICIPAL BONDS

WM. L. MCKEE.

Municipal bonds rank in the foremost class of investments, surpassed, if at all, only by the bonds of the federal government, a very few of our states, and perhaps the securities of the greater of the foreign governments. These latter obligations rest entirely upon the moral obligation as an individual cannot sue a state without its consent, and, in time of war, it is not unlikely that a government may repudiate that portion of its debt due the subjects of a hostile power.

Municipal bonds rest for their security upon the power of taxation, which is the greatest power than can be granted to a sovereign. There is an old saying, "Nothing is sure but death and the taxes." So sure is taxation that it has been facetiously added, "Why include death." Prosperity may give way to adversity, generations may come and go, but the tax collector goes on forever.

The United States was formed by the federation of individual states, each of which was at that time, and still is, a sovereign power. The several states retain in full all powers not expressly ceded to the federal government.

The states have created within themselves political and administrative subdivisions as agencies to accomplish the objects of government. The first subdivision is a county. In Louisiana this subdivision is termed a parish. In this latter state a number of minor variations are found owing to the fact that the Napoleonic code formed the basis of their law, whereas the English common law has been in general the foundation of our legal system. The counties are again subdivided into smaller units which in New England are called towns, and usually in other sections, townships.

These townships have but small power

and differ from the New England town in that respect. The latter is a unique institution having almost unlimited power exercised through the town meeting and is the ideal of free government, equalled only by the Swiss canton. The most important of the centralized subdivisions is the city, organized within the county of which it forms a part. Other minor civil subdivisions are known under various names, such as villages, boroughs, and towns (which must be distinguished from the New England towns and correspond to the village).

These subdivisions are only semi-independent of the county and are responsible for their proportionate share of county taxations except that in Virginia, cities are entirely independent of the counties which may completely surround them geographically. This likewise applies to the City of Baltimore. They are, however, generally entirely independent of one another. Thus usually the village would have no responsibility to the township within which it is located. In New England, the town and the city, while independent, may cover part of the same territory or in fact be co-terminous.

There are created other minor districts for special purposes, the most common of which are the school districts. We find among others, drainage, levee, water, fire, park, and special assessment districts. The territory included and powers conferred depend entirely upon the legislative enactment under which they are created. Generally, they are organized to carry out some special class of work, but sometimes to get around a constitutional debt limitation when the borrowing limit of a municipality has been reached. This is largely the case with school districts in Pennsylvania and with the great drainage canal district at Chicago. This canal connects Lake Michigan with the Mississippi River and

the district comprises the City of Chicago and adjacent territory.

All of these various divisions incur indebtedness from time to time in carrying out public works such as the construction of court houses and other public buildings, the purchase of waterworks, the building of sewers and the paving of streets, and, in fact, they sometimes incur a deficit by spending more than their income. Where the indebtedness cannot be paid out of the current income, it is financed by the issuance of negotiable obligations which commercially speaking are called municipal bonds. The term municipal corporations, technically, is rather narrow and applicable to but few of the subdivisions mentioned; but in the open market the distinction is not recognized and can be disregarded in any general discussion.

Municipal bonds, ordinarily, are in the form of debentures; that is to say, they are not secured by the specific pledge of any collateral. One of the few exceptions has been in the case of Memphis, Tenn., where some issues have been specifically secured by a lien upon public properties such as the waterworks. This policy arose at a time when Memphis credit was low following the reconstruction period after the war and following an epidemic; but the policy is now changed so that later issues are in the ordinary form. Again, issues do not have any priority one over another and the last issue ranks equally with the first. New Orleans is the exception and a system of priority exists which has been a material source of embarrassment to later finance.

It is very important that the obligation shall be the direct and primary obligation of the municipality. Thus special assessment obligations, where the assessments are levied only against benefited property, must be carefully examined because the municipality itself may have no obligation or its obligation may be only a secondary liability, which would require that recourse be exhausted against the benefited district before the municipality has any obligation. This is almost as bad as having no recourse. Likewise, it must be ascertained that the securities have been legally issued. Municipalities and their officers have but limited power and the courts, in protect-

ing the tax payer, will construe such powers strictly. A large amount of protection is gained from the doctrines of estoppel, which prevents the borrower from setting up facts within his own knowledge and not disclosed or misrepresented to the lender. But the power to incur the debt must exist. It is for this reason that the practice has arisen of securing legal opinions upon municipal issues; and there are a few attorneys, specialists, whose opinions are acceptable generally and render the bonds marketable. Legal opinions are not required in trading upon New York City issues. Purchasers should obtain a certified copy of the legal opinion at the time of buying and should file it with the bonds, as this greatly facilitates resale. Likewise, it would be good practice for banks in making loans to have a similar requirement, but the practice has not as yet grown up and possibly will not among eastern institutions.

Should a municipality default, the remedy would be to secure judgment, and then, if not paid, to mandamus the levy by the officials of a special tax upon all taxable property.

Mandamus is a very effective weapon and if the court order is not strictly complied with, the official is in contempt of court and liable to imprisonment indefinitely. There are cases on record, however, where mandamus has failed and the officers went to jail rather than levy the tax. Back in the old railroad aid days, it became fashionable for officials to go to jail and it was one of the qualifications upon an election that the candidates would pledge themselves to refuse to obey the court. The penalty was not as severe as it might seem as the sheriff would probably give the prisoner the privilege of the jail limits, which might be co-extensive with the municipality or county. In such cases, the court was powerless, for the United States Supreme Court has decided that there is no power to appoint a receiver.

These repudiations are not as bad as they appear, for in nearly all such cases there was ground for some action, and not infrequently the whole transaction was more or less tainted with fraud. The moral hazard should be considered and railroad aid and bonus issues should be discriminated against.

(To be continued.)

MERITORIOUS SERVICE

Mr. B. Bowen, engineer, Amarillo, and Mr. J. F. Sansing, agent, Jericho, have each been credited with ten merit marks for rendering some very valuable assistance in transferring the baggage and mail from car 7081 which broke down at Jericho, train 41, January 10th, 1915.

Mr. C. A. LaRue, conductor, Pratt, and Mr. L. C. Prather, brakeman, Pratt, have each been given ten merit marks for their work on December 14th, 1914. While on an extra east at Canton they brassed coach 473 on train 751 at that point.

Mr. D. D. Cravens, conductor, Pratt, Kans., has received ten merit marks for his work while on Extra 2010 east, Nov. 29th, 1914. Had an emigrant car for Ramona, and knowing Mikado engine could not go in on house track to set car out, he instructed head brakeman to set car out and instructed his crew to do the work, thus avoiding delay to No. 93.

Mr. A. J. Park, section foreman, Stratford, Texas, has been credited with ten merit marks for discovering steel brake beam dragging on Train No. 84, one and one-half miles west of Stratford, about ten cars behind engine, signalled to trainmen on caboose that there was something dragging. Train stopped and brake beam connected, probably avoiding derailment or damage to track.

Mr. R. E. Bunner, section foreman, Belleville, has been credited with ten merit marks for action in discovering brake beam down and notifying crew of 994, Dec. 10th, with result that train was stopped and brake beam removed, probably averting accident.

Mr. W. H. Pearsell, operator, Dwight, has been credited with ten merit marks for re-lighting lamp in block 1473, Dec. 4th, thereby averting delay to train.

Mr. C. Duncan, fireman, Belleville, Kan., has been credited with ten merit marks for assistance rendered in chaining up draw bar after pulled out train 39 at Clay Center, Nov. 22d.

Mr. W. E. Hose, conductor, Mr. E. Mahale, engineer; Mr. J. E. Smith, fireman; Mr. J. S. Thomason, brakeman, and Mr. T. J. Hughes, brakeman, all of Herington, have been credited with ten merit marks for handling train under difficulties from Lawrence to Topeka, Dec. 22d.

Mr. R. V. Nasnec, conductor; Mr. R. Schmider, brakeman, and Mr. R. F. Frasuer, brakeman, all of Cedar Rapids, have each been credited with ten merit marks for their work on Dec. 13th, when train 2-96, engine 2532, at West Liberty, had broken spring hanger. Their assistance in getting this engine into shape to take train to Silvis resulted in saving delay to traffic and enabled engine to be placed where mechanical work could be done on it.

Mr. R. V. Nasnec, conductor; Mr. H. F. Frasuer, brakeman, and Mr. E. Schmider, brakeman, all of Cedar Rapids, have each

been credited with ten merit marks on account of assisting to repair engine 2532 on train 2-96 at West Liberty on Dec. 13th, 1914.

Mr. J. H. Watts, conductor, Cedar Rapids, found on double-header extra, morning of Dec. 10th, 1914, car C-50149, corn Goodell waybill 17, Dec. 3d, with very bad leak in it and some six bushels of corn lost. This leak was caused by brake rigging coming down and one end punching hole in our floor. Mr. Watts repaired this opening and took car forward. For this service he has been credited with five merit marks.

Mr. W. A. Baker, engineer, Colorado Division, has been credited with ten credit marks for running switch engine at Limon, Oct. 23d, when off duty, and switch crew at lunch, setting out bad order car from train 94, permitting that train to leave without delay.

Mr. B. Hamilton, engineer, Colorado Division has been credited with ten merit marks for stopping train 27, Oct. 26th, after passing MP 460 and 26 poles, at which point received a severe jar; going back and examining track it was found a rail was broken, and protecting this place by a flagman until repairs were made.

Mr. T. M. Patrick, brakeman, Colorado Division, was credited with ten merit marks for discovering cracked wheel on car C-44475 while train 86, Nov. 6th, was on siding at Peyton to meet train No. 7.

Mr. O. L. Elliott, fireman, Colorado Division, has been credited with ten merit marks for running engine Nov. 26th from Stratton to Flagler, avoiding delay to red ball train after engineer had been taken ill.

Mr. J. H. Duff, brakeman, Colorado Division, has been credited with ten merit marks for firing engine on red ball train from Stratton to Flagler, Nov. 26th, after engineer had been taken ill and fireman ran the engine.

Mr. J. Lustig, conductor, Colorado, was commended for stopping train 361 Nov. 3d, when car C-66929 was burning on house track, removing cars from both sides of it and avoiding further damage to property.

Mr. W. G. Burns, brakeman, Estherville, Ia., has been credited with five merit marks for firing engine 1409 from Goldfield to Estherville, Dec. 17th, 1914, account regular fireman taken sick.

Mr. A. L. Misener, brakeman, Estherville, Ia., has been credited with ten merit marks account of discovering broken arch bar on CRIN 350158, while coupling up on side track at Craettinger, Ia., Dec. 3d, 1914, thus preventing an accident and further damage to equipment.

Mr. Jas. Ludington, conductor; Mr. V. E. Esh, brakeman, and Mr. J. K. Nalor, Fort Worth, have each received ten merit marks when they were members of the crew on train No. 84, Nov. 9th, and that while passing over bridge 5302 discovered that this bridge had been set on fire by engine 2127,

and they took prompt action in stopping train, backing up and putting out fire, and thus saved not only what might have been a considerable damage to the bridge, but possibly a serious accident to some train.

Mr. J. S. Warner, brakeman, Estherville, Ia., has been credited with five merit marks for firing engine 1950 from Popejoy to Iowa Falls account regular fireman being sick.

Mr. H. Mortsen, signal maintainer, bureau, while working at Spring Valley discovered a car on the elevator track at that point with 18 inches of flange gone on one wheel on east track. Your prompt action in notifying chief dispatcher of this, no doubt, resulted in the prevention of what might have been a serious accident.

Mr. C. Arnold, car inspector, La Salle, while train No. 98 was passing La Salle he noticed car with a broken arch bar, he flagged the train, and it was necessary to set the car out.

Mr. G. A. Harvey, brakeman, Burr Oak, while walking through the yard at Silvis, just recently, discovered a broken rail, the matter being promptly reported and avoiding what might have been a serious derailment.

Mr. Chas. Gallagher, switch engineer, employed on the Chicago Terminal Division, was given ten merit marks for voluntarily taking engine No. 623 from 47th street round house to La Salle Street Station on Jan. 3d, account engine 1003 breaking link hanger at that point.

Mr. V. G. Boody, brakeman, Cedar Rapids, on Jan. 16th fired engine 2512 from Davenport to Silvis, account fireman taken sick.

Mr. W. L. Shearer, engineer, and Mr. A. Lynott, brakeman, of Cedar Rapids, Iowa, on Dec. 19th assisted in rerailing car on the coal dock at Decorah with one of the lay-over engines.

Mr. S. E. Gillis, flagman, 9th avenue, Cedar Rapids, is to be commended for close observance as well as interest in work when he found the switch point of the crossover lead from Rock Island main line to packing house track broken and called attention to proper party so it could be repaired immediately, and in flagging No. 20 over this broken piece so they got by without any serious delay.

Mr. J. R. Teeter, operator, Silvis, is to be commended for his watchfulness while on duty Jan. 6th, discovering a car off center while moving by the office in extra 1677-East. Prompt action in informing the dispatcher enabled them to have the train stopped at Green River, and the car which was in a dangerous condition, set out.

Mr. W. B. Gustin, Shawnee, Okla., has been commended for his good work in firing engine 2103 on 1/92 the 13th when regular Fireman Barrett took sick at Choctaw.

Mr. J. W. Phillips, Des Moines, has been commended for observing a brake beam down and dragging from a car near middle of train No. 912 and that on account of the curve and length of the train he could not communicate signal to the engineer, he got on caboose and notified the train men.

Mr. C. Clark, section foreman, Melcher, Iowa, has been complimented for his watchfulness. When train No. 912, Dec. 17, was passing near mile post 41.30 he observed that brake beam was down and immediately stopped the train.

Mr. J. L. Slater, engineer, Herington, has been commended for his work on Dec. 2d, when he repaired draw bar in mail car on train 4 at Latimer, after same had been pulled out, account defective, thus enabling the train to proceed with only normal delay.

Mr. C. R. Ablard and Mr. Wm. Steele, brakemen, Herington, have been commended for their action in firing engine from Peabody to Cline, account of Fireman Pruitt becoming sick on extra 1934 west, Dec. 3d.

Mr. J. B. Slagle, brakeman, Cedar Rapids, has been complimented for interesting himself enough in the movement of train 903, Jan. 16th, to fire engine 2536 from West Liberty to West Branch, where he met train up at West Liberty.

Mr. Chas. Bary, fireman, Herington, has been commended for his work on Dec. 2d in repairing drawbar on train 4 at Latimer after same has been pulled out account defective, thus enabling the train to proceed with only normal delay.

Mr. M. Conway, engineer, and H. Horan, fireman, Herington, have been complimented for his alertness recently when the engine crew for No. 32 was overlooked at Herington and not called, and he made unusual efforts to get out, going without breakfast in order to avoid delay to the train.

Mr. A. W. Stonebraker, conductor; Mr. F. J. Lynott, brakeman, and Mr. R. E. Stratton, brakeman, of Cedar Rapids, have been commended for their work on Dec. 29th, extra 451; they coaled engine from a car at Independence, thereby assisting in the movement of the train without serious delay on reduction in tonnage.

Mr. S. S. Parsley, brakeman, Cedar Rapids, has received a very commendable letter from Supt. Merrill for the very nice piece of work in finding a crossing plank at Oasis protruding high enough to catch pilot at any eastbound train, and secured bar and removed said plank, thereby making conditions safe.

Mr. Ray Miller and Mr. J. Lichtenheld of the Des Moines Valley Division, have been commended for their work on Dec. 24th, when they thawed air brake appliance on engine 707 which had frozen up. This after the task had been given up by Hostler, and which resulted in getting the engine in service more promptly.

Mr. J. K. Arnold, Douds, Ia., has been commended for his very efficient service on Dec. 26th, when the wires were in trouble. He rendered very good service in the handling of trains which prevented delay.

Mr. R. L. Carter, brakeman, Blue Island, has been complimented for his work on Dec. 21st. Train No. 3 had occasion to re-brass dining car at Bureau. Mr. Carter was on an eastbound train at that time and un-

solicited he rendered valuable assistance in rebrassing the car, thereby reducing the delay to the train at Bureau.

Mr. J. A. Moore, Mr. Edward Clifford, Mr. J. W. Tollenaar, Des Moines Valley Division, have been complimented for their work on Dec. 22d during the extreme cold weather and when the water tank was out of commission. These gentlemen made repairs to the tank spout and enabled trains to take water which undoubtedly avoided serious delay.

Mr. C. A. LaRue, conductor, Pratt, Kan., and L. C. Prather, brakeman, Pratt, have been commended for brassing sleeper on the morning of Dec. 11th, No. 2 Hutchinson, when they were tied up at Hutchinson at the time.

Mr. E. E. Sherill, conductor, and Mr. E. L. Zepp, brakeman, Dalhart, have been commended for watchfulness. While passing through Texhoma on train 92, Nov. 29th, noticed passing track fouled by car that had rolled down from west leg of Wye and advised chief dispatcher of this condition, so that car could be moved into clear.



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

Mr. William Godfrey continues his good work by being successful in inducing a passenger to travel via the Rock Island. Passenger arrived at Chicago over the L. S. & M. S., and after being here several days, came to our baggage check counter and paid the storage on his trunk, and then wanted to transfer to the C. & N. W. depot. Mr. Godfrey inquired of him where he was going, and was advised Omaha. He then explained to him of the Rock Island also going to that city, and leaving from this station. After he got through talking to him he was well satisfied, and purchased a ticket to Omaha.

Mr. Morris Kanose, gateman, La Salle Street Station, was thoughtful the other day, when a party came in on a L. S. & M. S. train at 4:15 p. m. and asked how to get to St. Joseph, Mo., and instead of telling him to go to the ticket office themselves, he took them to the office and sold four tickets to St. Joseph, Mo.

Mr. E. B. Bailey, car inspector, Oklahoma City, brought to our depot ticket office recently a passenger who was figuring on making a trip to Houston. Mr. Richard, depot ticket agent, sold this passenger a ticket via our line to Ft. Worth.

Mr. R. Buford, porter on 44, January 18th, induced four passengers on his train, who held tickets to Oklahoma City to leave train and purchase tickets to Wichita via our line at El Reno. These passengers were coming into Oklahoma City with the view of taking another line from that point.

Through the efforts of Conductor Jas. Lyons, Mr. N. Helms, Chandler, Okla., pur-

chased two tickets, Oklahoma City to Summerfield, Fla., via Memphis. In addition to these two people, there will be four or five more, which we will secure on account of the interest manifested by Conductor Lyons in behalf of the passenger department.

Through the efforts of Jas. Bruce, engineer, Shawnee, Okla., we secured passenger via the Rock Island from Topeka, Kans., to Shawnee.

Mr. R. J. Stewart, conductor, Graham, Texas, recently notified Mr. Pentecost that several representatives from W. C. Strippling's department store, Ft. Worth, Texas, will be going to New York, St. Louis and Chicago markets in the near future and we hope by receiving this advance information to secure the business.

Mr. W. N. Carlton, station helper, Fowler, Kans., Dec. 5th, 1914, sold three tickets, Fowler, Kansas to Enid, Okla., via our line all the way, and that parties purchasing tickets asked for them via Wichita and other lines, but he induced them to use our line all the way.

Mr. George Beshires, brakeman, Oklahoma City, Dec. 7th, 1914, was instrumental in securing passenger over Rock Island lines to Wiseter, party having first intended to leave our rails at Augusta and go by way of another line from Carmen.

Passenger Conductor Brasfield, running between Des Moines and Kansas City, deserves special mention for his efforts in securing for our line from Kansas City to Ft. Worth a lady passenger who was en route to Kingsville, Texas, unticketed beyond Kansas City and who had expressed her intention of using a competing line out of Kansas City.

Mr. E. D. Chord recently secured nine cars of cattle for Chicago that were to be shipped over a competing line.

Through the efforts of Mr. C. W. Diltz, conductor, located at Blue Island, we secured a party of two passengers for Los Angeles.

Mr. R. E. Padgett, operator, Manhattan, Kans., recently secured for our line seven people who were going to Colorado points via another line, and who were already at the depot of our competitors.



BLOCKED!

He was traveling on a branch railroad in the North. After a series of sudden bumps and unexpected stops he became uneasy.

"Look here," he said to the porter, "is this train safe?"

"It sure am," said the porter.

"Well, have they a block system on this road?"

"Block system, sah? We hab de greatest block system in de world. Ten miles back we were blocked by a load of hay, six miles back we were blocked by a mule, just now we were blocked by a cow, and I reckon when we get further souf we'll be blocked by an alligator. Block system, boss? Well, Ah should smile."—Exchange.

APPOINTMENTS

Effective Jan. 1, Mr. Paul E. Walker, as attorney for Missouri and Kansas will in future have charge of litigation in those states, with office at Topeka, Kans.

Effective Jan. 1, Mr. W. V. Hodges was appointed attorney for Colorado, with office at Denver. He will have charge of litigation in Colorado.

Effective Jan. 1, Mr. E. P. Holmes was appointed attorney for Nebraska, with office

at Lincoln. He will have charge of litigation in Nebraska.

Effective Jan. 1, Mr. E. B. Van Akin was appointed road foreman of equipment on the Minnesota Division with headquarters at Manly, Iowa.

Effective Jan. 1st, Mr. A. F. Caskey was appointed road foreman of equipment of the Des Moines Valley Division and that part of the Dakota Division between Valley Junction and Gowrie.

NOTES

Killian W. Rowley, a steamfitter employed by the Rock Island at Davenport recently lost his life in a peculiar manner. While in a launch on the Mississippi River, a sand barge backed out of its dock and crushed the launch, the engine of which it was impossible to get started in time to avoid the collision. Mr. Rowley was struck on the head by a wheel of the sand boat and was killed almost instantly. He had carried a policy for several years with the Continental Casualty Company, through J. G. Sorenson, and his widow, Josephine Rowley, was given a check for \$2,000, plus accumulations, making in all \$2,800.

Brakeman Leo Davis of Valley Junction, Ia., while on his way home a few weeks ago, was struck by an engine while crossing a railroad track. It was necessary to amputate his left leg ten inches below the

knee. He carried a Continental policy for \$700, which amount was paid him shortly after the loss occurred.

A representative of the well-known tailoring firm of J. H. Hirsch & Co., 223 West Jackson boulevard, Chicago, will commence going over the line shortly for the purpose of taking measurements of train employees for summer uniforms.

Mr. W. F. Carney was presented with a seven-pound daughter January 15. Her name is Virginia Fay Carney. Mr. Carney is information clerk in the information bureau of La Salle Street Station. Mother and baby doing well.

A. L. Singer & Co., the popular tailoring firm at 172 West Adams St., Chicago, will have a representative on the line shortly for the purpose of taking measurements of employees for their summer uniforms.

NEWS FROM THE DIVISIONS

ABNER'S BRIEFS OF THE ARDMORE BRANCH.

G. "Hiram" Y.

After a little over a month of 1915 we will have to disagree with the pessimist who says "the wrold is getting worse."

Kinsel, one of our mail clerks on 651-652 says he wishes that some people would hurry and learn that Christmas has past and cut this gift giving business, via "parcel post" down a little.

It's better to have made good resolutions and broken some, than to have never resolved nothing at all.—Mack.

Our road master was in Haileyville the other day looking over some blue prints of the branch. Bet he was trying to find where Washata Sandy is.

This is the shortest month, but there can be lots of things happen that will last long—let's hope that every one will be for the better.

We can't keep from taking notice to a certain Shawnee Engineer by the name of Arthur Lambert, as he looks so much like a "tired business man." The operator at Shawnee Yard says he would make a good preacher and we notice ourselves there isn't even a hair between him and heaven.

We can't find a single soul down the Branch but what got good wishes, at least, for Christmas. Jack Strait remarks that every little bit helps.

One thing we have noticed, though, there are more trains get there on the last minute than any other.

Pony Moore, our special agent, says it was lineman Blaylock that put a young husky through the 3d degree and obtained a full confession that the reason he threw the rock and broke the insulators was his big Bud bet two common and one pottery marble that he couldn't

hit one—Well, if the big Bud pays his bets we will have to say, he did.

Once in awhile you will find one that's different, but there are lots of men when everything goes all right they want all the credit and when some little thing goes wrong they start shifting the blame.

The round house foreman at Ardmore says now honest, there are but few if any men as good looking as Condr. Hatfield.

Don't you think it's been cold long enough?

Time will tell, but you never heard of anyone telling time where, when and what to do.

"Dr. Dunrad's" wonderful soap, scissors and tooth paste, that Paul Springer used to sell on the street corners, was highly advertised, especially by Paul, but there is a certain other brakeman here that can swear that a "derailer" will come nearer doing as advertised, than anything he knows of.

There are lots of students that know all about their schedule—long before they know the full meaning of Rule 99.

Oklahoma's stock laws don't seem to keep up the "white mule" and we haven't seen anyone yet that keeps it down.

George Wheeler of the yard office, while tacking cards on some cars didn't have his mind on his business, nor did he keep his hammer on the tack. He gently tapped his finger, and the lick made a gentle little blood blister, then George broke another new year's resolution.

Don't jump at conclusions too quick or on trains going too fast; either is liable to get you in bad.

We understand that Mr. Joe Cobb of Shawnee had some trouble with his throat during Christmas.

The definition for a switch is "right to the point."

M. P. Jolly of the superintendent's office is

going to have his tan shoes done over in black, so he says.

A certain engineer went out in the 400 class and says among other refreshments there was a wedding. His only remark was that it took longer for the preacher to make the coupling than some students take in tying the engine onto a box car. I never saw an engineman yet but who was nearly as good as a student when it came to making couplings or switching cars.

Old Adam had his troubles but he never was in court on a charge of breach of promise.

Angela Morgan in the Outlook says:

"Work, thank God for the might of it;
The ardor, the urge, the delight of it;
And we will only remark in passing—
"That's one way of looking at it,
But not what we think of it."

Among other signs of the times, we often notice the sign of cigarettes on one's finger and thumb, but they don't seem to show any signs of believing what the doctors say about it.

Todd Hughes cond. on 683-684 with reference to the 95,000 widows and that many bachelors in N. J., says they need a get together movement.

One man says the Progressive party's destination is not clearly known, but the direction is plainly "straight up;" that's better than "straight down," if former reports on both places are true—now, isn't it?

Tobe Widner says here and now is a good time to lay off—he is a fisherman, and we suppose the reason is the ground is frozen so hard he can't dig bait. I'd stay with it a few more days, Tobe, and make out a whole year—nothing like a ringer.

Tom Cook, conductor on 683-4, remarks that it sure makes one feel good to get to going out of town right fast—when you came near getting pinched for blocking the crossing too long.

One of Hugh Thompson's friends stopped him between Russell and Randolph to find out the time of day.

The section boss at Wapanucka lost the cut glass set out of the top of a fancy lead pencil he drew in peanuts. We are glad it wasn't the lead.

Slats, who now is at McAlester, says he don't care which way the weary world wags so long as the movies move.

An official of one of the great railroads says that Rule 99 will not within itself prevent collisions. Neither will a good watch keep time unless the part the human plays is played. So don't let yourself get run down.

Did you ever notice that you can't get an engine through a caboose door without tearing up the furniture?

Another case of where ignorance being bliss—is a fellow thinking the boss don't know what he is—with reference to efficiency.

Homer Dykls of Shawnee has his book about completed, entitled, "The Call of the Hot Box." Car men are to get a copy free of charge.

One result of being a "sport" is a good crop of corns on your feet.

Christmas came and Christmas went, but the dog tax collector is still in our midst.

Lots of us use Rule 106 for a club instead of what it is intended for.

In a certain city, a certain policeman stood within 20 feet of a safe filled with jewelry when it was blown up, and is certain he never heard it. Did he get canned? Was he censured? Why no—the police of that certain city are to be complimented if they hear anything, even of it through the newspapers.

We see that the president of Mexico is going to have peace in the near future. You know who the president is, don't you? No? Well, his name is—well, now, wouldn't that jarr you? We don't know either.

He was found hanging around the freight house and tried to prove to Mr. Pony Moore, our special agent, that he had worked "once," but couldn't, either to Mr. Moore or the judge—so, just to help out, the judge fixed him up for a regular job for at least 30 days, and takes the responsibility for his board and room.

It would be a safe bet that if "Red," the night call boy at Shawnee, wasn't so timid (he

being so good looking) there would be an additional—addition—depending upon the Rock Island for support. Number, please.

As a rule slips don't count, but there is one that did and that one was our good looking Opr., Mr. Mathuws of Calvin slipped around and up to Holdenville, slipped the best looking, best natured little girl right away from them poke slow sissors, slipped out to the parson's, slipped said reverend a fiver, who in turn slipped a slip knot of holy matrimony over the couple, and the in-going Mr. and Miss silently slipped away as Mr. and Mrs. Now we smoke cigars, son, but we hate to say it and won't until forced to do so. Also for your information you can't get a good cigar these days for less than three for a nickle, so the sooner you say, "have one," why the sooner we will know you will want our best wishes. Of course, we have already extended our wishes, but we mean our "very best." We have gotten almost enough signers to the petition to buy a Mexican machine gun to promptly shoot the gink that imparts the information to his better half that he has already been married three times before—this is a secret between us, so don't you tell. We don't think he told her, and far be it from us to start something that he was afraid to start himself.

Brakeman Goolsley of Shawnee has an increase in tonnage at his house—she weighed ten pounds "Gross."

It may be that the days of romance are over in Europe with reference to dukes, counts, and so on, but not so with the "Earl" of the index book at Shawnee yard. He promptly paid his "extra" for the war tax stamp, had it stuck right on the credentials that started him on the road to the preacher's and furniture store, then began denying the cruel jokes on mother-in-laws, and is now acting just like a regular married man of only a few days—which is one reason that we found out he was married as soon as we did. He dates everything, even the arrival and departure of cars, on the index book from his wedding day, as he says he will never forget it. We don't care either, Earl. We simply can't.

Another reason we don't want women to come into power, we are afraid they won't "O. K." the plan to chain gang our sweethearts.

Though cast down we are not forsaken, for if it isn't the iceman, it is, "Where do you want the case, please?"

Among other supplies that is necessary to keep the Rock Island on top, is "politeness" and "courtesy." Neither can be drawn on a requisition. And we should remember that we can be polite and yet be wrong. May it ever be right, but right or wrong, we should politely use courtesy in giving everybody to understand that this is our Rock Island.

He didn't sign his name, but he must live around Red Oak—he sent Hiram the following:

Let's change the name of Red Oak,
No longer is it right
For a town the size of this one.
It's wrong—now day or night.
You see people wading,
Not sitting neath the trees.
The name should represent then
The truth all full and free.
Let's call this village "Red Mud."
In color, it seems just right.
We call the place by other names
While wading 'round at night.

So Hiram answers in behalf of the Ardmore Branch:

It is not right for us to guess,
But we can't keep from thinking
That if your actions were known to us,
Why, we'd suggest a spanking.
What they need there is a curfew law
And someone to enforce it.
Take no excuse from owl's like you,
Who, no doubt would curse it.
For if the streets are full of mud,
We'll admit it isn't funny.
Unless you run around at nights
You wouldn't know it, sonnie,
And if you are a married man,
Nights wouldn't catch you prowling.
You'd be at home with wife and kids,
So stop your dog-on howling.

"Lest we forget," Christmas came and Christmas went, with all of its radiance of good cheer and rejoicing. We cannot no doubt remember the number of "Merry Christmases" we wished upon our friends, but we wished them just the same—or at least we said we did.

Christmas was for one day—so therefore more easily forgotten, but when we made the remark, "I wish you a Happy New Year," why that's entirely different, it lasts longer—it consists of 364 more days than the one day of Christmas, and therefore 364 times more for us to do if we really meant what we said. As said, "Lest you forget," did you mean that you would do then what you could to make it to your friends as you "wished."

We have spent a whole month, and then some, of the new year—1915—either enjoying the happiness or making others happy—which is the biggest part of ours—or we have forgot the promises and resolutions we made—and have settled down into the old routine of doing things as in 1914, from which we wished and resolved to get away.

What are you doing, if I should ask, toward living up to the wishes you expressed in behalf of others, how are you going to celebrate the remaining days of this 1915? If you are down hearted—brace up—but if you are joyful, how are you expressing your joy?

You will never again listen with delightful expectancy at the bells from church towers as they chimed the old 1914 out and the new 1915 in. Let us hope the chimes of 1914 carried with them all superstition and prejudice of our minds and very souls, and pray that they died with the sounds—as they did from our hearing—amidst the four winds of the earth. And let us hope that the chimes of 1915 will bring us renewed energy—for the pleasures which you will derive in feeling your prayer of what you wished people—will be infinitely greater than that experienced in the last and lost year, if you will remember that happiness is not dependable upon the amount expended in dollars and cents.

Then we should realize that the whole world only implores us to give lavishly of our love, friendship and good cheer to our fellowmen. The spirit of giving then does not go when Christmas goes, it is a spirit that should last from one to the other. Christmas is only a fore-runner of many days, "carrying signals" for a whole year in which we are to show we really meant—I wish you a Happy New Year—and in order to show that we did mean it, we can give that which is priceless—not purchasable by money—which brings hope to the hopeless, friendship to the lonely, encouragement to the weary—a message of uplift to the discouraged, and human sympathy which lightens the burdens of those who heretofore have met the day with tear dimmed eyes. And that is the spirit of happiness for yourself and a feeling of kinship for others.

We should not forget the fact that such New Year's greetings coming from our superiors, carry with them the keynote of a great possibility of our being happy—and the making those that are ours—happy as well. When in these greetings they employ us to above all things keep the Safety First Movement uppermost in our hearts. When we come to fully understand the fullness of the meaning of such wishes, we would surely stop, look and listen.

We are of a Great Family, you and I must realize that we are one of the boys. We must stick together as brothers, and be proud of the fact that we are of the Rock Island Family, and as before stated, "Be it ever right, but right or wrong, Rock Island."



AMARILLO DIVISION NOTES.

By "Sorghum Bill."

Have you made your 1915 pledges? And did you include safety and loyalty among them? They are the big spokes in the wheel.

The most ideal winter ever one could wish for in the Panhandle of Texas. Just a fine, healthful, comfortable winter, with snow enough to keep us reminded.

Conductor A. M. Dickey has returned after an extended lay off much improved and won himself a steady passenger run. He is a fine looking man in his uniform and the Amarillo division can be proud of him. And he will be missed on his freight run, especially during any trouble off the rail. Everybody is with you, Dick.

Another good man who has won a good passenger run is W. H. Lawrence, who was Amarillo division's main stay on the local and any other train as well as a good distributor of track material. Being started from the ground up on track and train service, he commands more than the ordinary experience very valuable to the operation of trains, besides being polite and accommodating. W. H. never neglects an opportunity to set old or young aright, keeps everything going right and satisfied. This is a valuable asset for any man and Mr. Lawrence commands the respect of everyone on this division. That he always may!

Conductor A. W. Haight has been off for some little time to Chicago, has returned to his run only to meet two new men in his class. Mr. Haight is an "old timer" for this company and is a leader in his class, and has seen many stormy times on the way up. Mr. Haight being the oldest man among the conductors on this division and without any comment is the right kind of a settled down man for this position, both for the patrons and the company, and he also has everybody on his staff and is well liked generally, at the same time looking out for the welfare of both his passengers and the company's interest, a good man in emergencies and always a pleasant fellow to meet.

Earl Smith, engineer and Ollie Smith, conductor have both returned from a holiday visit from Arkansas. Both returned with a basketful and a smile on their faces indicating that things went favorably on their visit there.

A temporary spur has been laid at M. P. 843 and 16 poles to get a bunch of gravel on the right of way hauled to some of the soft places. There is a deposit there that is not often seen in this part of the country and will furnish about 10,000 yards of good gravel and that much of a good sandy gravel soil mixture that will make good foundation for track, all that is needed is the power to move it.

Our genial extra gang foreman Gust Glinos has laid off till March 1 and gone back to Greece to get his mother, sister or wife or all three possibly to come to America to live. He has been planning on this for some time. Gus doesn't like to take a chance on another war there to lose them, besides the rest of the boys are getting homesick for the folks. He has made a good showing in his line of work here and deserves any favor. He will be here with the "Larks" in the spring, and lots of work waiting for him. He has saved our life several times and was our main stay in times of trouble many a time. We'll try to keep house till he gets back, anyway.

Quite a fall of snow landed on this division, particularly from Amarillo to the Tap Rocks. Mr. Van Heeke, with Sam Maderias took "Marian the Wedge" out to Vega and made the way clear. But the faithful wind put it right back next day. Mr. Barnes and Gruhlkey took it out Sunday the 17th and pushed the snow back again to stay. The snow was light and it will shift with the winds like feathers, to any depth desired. Only those on the plains can understand the philosophy of Dame Nature's tricks, and scheme some way to head her off—sometimes.

Only 1 cloudy day from January 1 to 16, no snow, not one unpleasant day. Could anyone kick on a little snow? It's unusual.

Mr. T. B. O'Brien of the general freight agent's force is back from a visit to Enid and Oklahoma City. Thomas is all smiles since having spent a few hours in the society of a young lady at Enid. No announcements yet. Come on, Tom, it's never too late to start and you never will start younger.

On December 29 Jef Capehart was taken by a surprise. Mr. Stork modestly walked in with a bouncing baby boy. Good boy, Jef, and best wishes and good luck to Mrs. Capehart. Never mind, Jef, keep her up to 180 lbs. and you'll get over the road all right. By and by young Jef will take a hand and help out, we hope.

While the stork was prowling around he made a short stop at Ben Moore's camp. Some one must give Tom Barnes a hunch. But Ben came near getting in on time. Anyway Ben will have to feed and raise a big fat baby girl till she is able to tell him how the cow ate the cabbage. Meanwhile we all wish Mrs. Moore the good luck and all the happiness due her. And Ben will have to hunt a bigger house pretty soon. "Such is life."

We only had 10 inches of snow for Christmas but it made them all dig up the old overshoes and mittens and that old overcoat and the woolen socks with one heel out.

Mr. D. Van Heeke, Superintendent, made a business trip to El Reno one day the forepart of the month and reports all the old timers busy and "at the bat."

Mr. Fox, general manager of the Santa Fe, and his wife were passengers on No. 43 one morning into town. We like to see our neighbors visit and try out our line.

Something has gone radically wrong with Keely of the "Mulliken" fame. Some of the talent has it that he is short a \$5 gold spot and a warm up to now meal. I don't see how he "figgered." Never mind, Keely, it may show up some day.

Mr. W. E. Danver, our genial master mechanic, had the pleasure of having his good old mother pay him a Christmas visit. Mrs. Danver is away up in the 60's and is a well preserved woman for her age notwithstanding all the trials and tribulations women of her age have to go through. She is a woman of unusual pleasantness and W. E. sure does feel proud of her and he has every right to. He didn't forget her, either for Christmas. She since went to visit Ike and Ray, Mr. Danver's brothers, at Shawnee. We hope to see her enjoy many a Christmas yet.

Pat—What makes a low joint? Molke—Two high centers. Molke—What makes a high center? Pat—Two low joints, you ould shuff!

Lineman W. H. Worley blew himself Saturday evening for a new pair of high top overshoes and they cost 3 plunks, and wore them home. To be decent, he left them outdoors on the porch. After settling down to a game of cards along came a piker for a hand out. Of course the landlady got Worley to do her a favor and so he met the lad at the door and got a good look at his mug. After awhile Worley quit the game of cards and, thinking of the overshoes on the porch in the dark, reached out with his left to bring them in. Behold they were gone—that was all. So he figured he was out the shoes. The next day he was down to the road master's office telling Jack Ames his troubles and it seemed queer, but only natural consequences. So along about noon Sigolino De Reachum, a Servian, hit the office for a job on the track and got one only to go and get his pass. Meanwhile Worley got his lamps on him and thought the overshoes he had on didn't track just right for a hobo, and came in to vent his opinion. Of course Jack wanted to start something and the rest were no better and just then Constable Cobb was sauntering across the track and Mr. Farley and Worley told him his troubles. They followed him to the waiting room and after giving a few bum steers the fellow couldn't look Worley in the eye no longer and passed over the overshoes to Worley. Things were fine for Worley. But poor Sigolino De Reachum got pinched for a vag, and Constable Cobb is learning the ladi-buck the art of breaking rock and being honest at the same time. Beats all what it takes to make some people do right. His time will be up next week, Worley, look out!

The latter part of December we had the honor of moving three troop trains from Fort Sill, Oklahoma, to Tucumcari, destined to Waco, Arizona. Mr. J. H. Richards of Oklahoma City, ticket agent for Rock Island, was in charge of the first section and the time was nicely distributed. The horses and all the equipment was well cared for. At Sayre a car of Canon's was not holding its own and was transferred with the aid of Uncle Sam's boys in just 35 minutes, ready to go, unblocked, transferred and re-blocked. The horses unloaded at Sayre, fed and rested three hours, reloaded and sent to

Tucumcari and unloaded and reloaded there, where Mr. Beeth and Devor of the E. F. & S. W. took charge. It was composed of the heaviest cavalry battery of the post at Fort Sill, under Lieut.-Col. E. H. McGlauchlin, in charge of Capt. V. E. Woods of Battery C., U. S. Field Artillery. Their 4.7 guns were capable of throwing a 75-pound projectile 6 miles with accuracy and the boys looked like a bunch that could make a greaser wish he never was borned. They were very polite and helped make things pleasant. The officers in command were as nice a set of men as one would care to meet and it certainly was a pleasure to handle such a company and hope they meant it when they said they were well pleased with our way of handling, owing to such short notice. It was well handled and the engineers and trainmen deserved credit in a large degree to see that everybody was satisfied and ready. We want more of Uncle Sam's men to try us out. Old Sorghum was on the job, first one in the lead. Yep, a hum. Ise was.

Mr. Thos. H. O'Brien, roadmaster from Des Moines, Ia., for this company, was a very welcome visitor to Amarillo the 12th and it was many a day since Tommy helped to handle a hundred and twenty-five man gang on the Ill. Div., putting in crushed gravel with Mr. Gruhlkey and it is just 43 years. Tommy was a good, sharp "kid," then. He could see a kink farther than—let me see, oh, yes—you could see lightning. That's 228,000 miles. His father before him was a hackman and for line he could not be beaten. Anyway, Thomas spent three days on this division spotting ties and all the old ties taken out and low joints fixed before he left for El Reno. Not in a long time did such a sight meet my eyes as when I saw O'Brien. Come again, Tom. Not alone. The door is never locked.



BLUE ISLAND, ILL.

124th Street.

Jack Willard, our steel foreman, is rushing right along applying good plates; keep up the good work, Jack.

Mr. Leo Pabst, Superintendent of Janitor Service, has informed us that the Germans would be the victors in the present European war, he having received a telegram to that effect from the Kaiser. Hoch the Kaiser!

Mr. Jones, traveling time keeper, spent a few days of the last quarter at this point checking up the time rolls.

The bad orders on the Chicago terminal increased somewhat over the holidays, but at the present time are decreasing.

John Edgar, paint foreman, claims he is a social member of the weighmasters. What do you mean by social member, John?

Car foremen are having a hard time getting O. K.'s these days. Ties are awful heavy and winter conditions bad.

Pat McCarthy, formerly engineer, is now working in the steel gang.

Edward Edmunds has succeeded Pat McCarthy as engineer. Edmunds is one of the old time engineers having run an engine on the Illinois division for twenty years or more.

Harris, file clerk, certainly is a comical cuss, but why not pull some of that comedy some place else? It's getting monotonous, Phillip.

Ed Butten, chief clerk, 47th street, was a shop visitor on the 12th and 14th of January.

John Ordway, carpenter, is back at work after being laid up by falling off of a car. What will happen next, Ordway?

Otto Summerfield has had those surplus hairs removed from his upper lip. They were getting to resemble a mustache, Otto, why didn't you give them a little more chance to grow?

Friends of George Don and John Hawkins were pleased to read of their appointments to better positions. Both of these gentlemen seem to have forgotten their former friends at this point. Congratulations and good luck from everybody at 124th street.

FORTY-SEVENTH STREET LINE.**Ray C. Wolf, Editor-in-Chief.****SOCIETY NEWS.**

A little ditty to Frank, the relief switchboard operator:

O! Frank, you make me feel so blue
When I'm talking o'er the phone to you:
Your voice like silver, in sweet accents,
Reminds me of your sister, sweet Hortense.

Sometimes you answer quickly, they say
But at times we wait from break of day
To hear you say "Hello" so sweet
And then cut off, and go to sleep.

Now don't get mad when this you read
As it fills up a long felt need,
This space we buy to put this in
So that you immortal fame could win.

The Honorable Napoleon Gingras gave us the pleasure of his company a few moments today—and he has some beard—looks like the fellow they call "Santa Claus."

Mr. Milton E. Chandler, who has been employed as special apprentice on the Terminal Division for the last few years, has been promoted to night round house foreman at Hulbert, Ark., taking effect January 15. He has our best wishes for his continued success.

John Adams, the "Line's" poet, has been home, laid up with sickness for the last week. His work has been kept up to date by the well known soldier and optimist, "Scrap" Jim.

Somebody advised our "Kritic" to sell his hammer and buy a horn, but he refused. Here's hoping that he doesn't hit this colyum too hard with his 25-lb. sledge.

Mr. James Sullivan, clerk to Mr. Kass, general foreman, Car Dept., passed away December 19th, 1914, at his home. Mr. Sullivan had been connected with the Rock Island lines since March, 1905. He was employed in the storehouse from March, 1905, until June, 1905, when he was promoted to timekeeper in the master mechanic's office. He worked in that capacity until February, 1908, when he was transferred to the position he held at the time of his demise. Mr. Sullivan was taken sick very suddenly about the 10th of November and was taken to the Englewood Hospital where he stayed until about a week before his death. He was married and leaves a widow but no children. Mr. Sullivan was spoken of very highly by his superiors and was very popular with the car shop employees. A collection taken up, which amounted to about \$50.00, was sent to the widow with the sympathies of the force. He was buried Tuesday, December 22, 1914, at Mount Olivet cemetery.

Mr. Nagel, electrician at the power house, has again gone to the hospital to have his hand attended to. A few months ago Mr. Nagel burned his hand very severely by coming in contact with a large voltage of electricity.

We now have a white hope around the village in the person of Daniel Hogan, general foreman's clerk. He claims he was heavyweight champion of Tipperary. Come on, Adam, he would make a good sparring partner for you.

Have the following from Mr. Harry Hatfield, rate clerk, Hamilton Park:

"King Kinney, the wizard editor of the Hamilton Park Krispettes, and the pride of his friends, has been conquered at last, not by his enemies, but by Daniel Cupid, god of Love and Arrows.

"The 'King' presented the sweetest girl in the 'FR' with a diamond ring for Christmas. We extend congratulations to our dashing young king, also to the future queen.

"The romance began two years ago at Crystal Lake, when the 'King' saved the future 'Queen' from a watery grave."

KRITICISMS—BY OUR KRISPY KRITIC.**FRANK ONDRAK.**

Here are some of James Austin's achievements while in office as the editor of the 47th St. News: Opening of the Panama Canal.

Discovering a new comet.

Started war in Europe—the mean thing.

Got bum car service in this village.

Bringing great prosperity to this land.

Leave it to the readers to judge if that isn't some record for one lone man.

Mr. James Austin, of the chief electrician's office, has taken the pleasure to refer to the "Line" as a rival. Wish to advise Jimmy that the "Line" does not acknowledge having a rival. However, it has quite a few competitors, but they cannot be classeed as rivals and we therefore take this opportunity to say that the "Line" cannot be rivaled in any way, shape, manner or form. This opinion is backed up by the whole 47th St. shop.

Jimmy, dear, and did you hear,

The news that's going 'round:

They said to me, that in you

A rival I had found;

I told them nix, that stuff don't go,

The "Line" has come to stay,

So if you want to rival us,

Come back another day.

WANT ADS.

Personal—Want James Austin to stop referring to the "Line" as a rival. The Editor.

Wanted—Male Help—To do janitor work in the "Line's" editorial room. Must be neat and courteous and advise all visitors to wipe their feet. Daniel Kelly need not apply. Address J. A. 282.

Investment—Would like to get one or two good men with money to back new colyum in R. I. employes' magazine. Oscar Hellman's attention invited. Address J. Austin, 47th St.

Wanted—Female Help—To answer inquiries addressed to the "Line" regarding affairs of the heart. Conducted under title of "Advice to the Love-Shorn." Address Editor, 47th St. Line.

WAR NEWS.

We're nuetral. We don't care who whips Germany.

Germans must fight to cross Rawa—they would find it just as hard to cross the territory between the back shop and round house on a rainy day.

Our correspondent at Itchikoo, Russmany (centrally located in the southwestern section of the northwestern corner of Hungry-Englance), advises us that he was out on the frontier gathering information, not bombs, and the peanut shells were popping all around him, just like a ball game, and that the gas from these burnt shells smelled as if there was a bottle of vodka in the near vicinity.

ALONG THE MASTER MECHANIC'S FRONTIER.

Our jovial truck foreman, who is reducing to a ton, states that as a German sharp shooter, he is a pretty good nut splitter.

All has been peaceful and quiet in the absence of our janitor, but now upon his return—

War has broken out once again,

Our janitor is shouting at the men.

WIPE your feet, you great big snobs,

Your feet are as dirty as a dozen hogs.

King Kinney isn't fighting

In the trenches with men,

King Kinney isn't biting

Into hardtack now and then;

He is thinking, thinking deeply

As he whiles away the time.

Of something new and original

To compete with our line.

SHOP NEWS.

Mr. Charles Wallace, secretary of the Machinist Helpers' Union, had a slightly disfigured eye lately. Wonder where he got it?

Rock Cirulla has accepted the agency for the white canvas gloves and employes desiring same will communicate with him at the rod bench.

Our esteemed friend, Mr. Wm. O'Connell, is seriously considering matrimony, according to Mr. Kephart.

Jerry O'Connell, the machinists' district delegate, has been wearing new overalls lately and has brightened up the shop considerably.

Machinist Kelly has recently returned to work, but we understand that he has a partner to support for life. The force extends its heartiest congratulations and will expect CIGARS. Don't forget the editorial staff, Charles.

Hook Miller has opened up a delicatessen store on 35th St.

The machinists of Burr Oak and 47th St. gave a large banquet New Year's after the meeting and also installed new officers. The men all had a fine time and some of them felt the effects weeks after the big night. There was quite a few different brands of refreshments and some of them sampled them all. Our distinguished orator, Motor Cycle Mike, was the toastmaster and sure made a fine appearance.

FROM THE EDITOR'S PIGEON HOLE.

Miss Kinney is the young lady to whom Frank was inclined to answer "Yes, sir." He did this quite frequently and she is again in our midst.

Wonder who the gent was that took Mary's place at the switchboard on the morning of Jan. 13th. He had a voice like a bear.

I expect either to be shot or mobbed any one of these fine mornings when I come in the gate so if the "Line" fails to appear you will know what happened. No flowers will be accepted, although sympathies or congratulations will be in order.

Austin is looking for a staff of good editors—wonder where he can find them?

King Kinney has the grand idea about the editor's life.

Jimmy Austin calls me his rival, And Joe Kenny says you sap-headed nut,

Dan Kelly says he will exile me To live in Brighton Park;

Mary Murphy says "I think you're mean." Dan Hogan, he calls me a crook;

Maje Smith, he threatens violence And Frank says I'm a boob;

Porchelumber, blackmailer, these names and worse

And don't you dare write me up again.

This is the editor's curse.

Look, boys. The storehouse has an "Onion Club"—and we are advised that they are all strong members. Why not call it "Garlic Club"—it is stronger? Or "Glue Club"?—They will stick together better.

Our critic says if every knock's a boost, the only knock that he will give will be one that will boost the undertaking business.

Understand that Adam Willms is going to join the police force. Well, good luck to you, Adam, but if everybody had to do the same things you do to get on the force I imagine there would be a shortage of policemen. I was watching Mr. Willms the other day trying to train down his weight. Here are some of his working stunts:

Lay flat on back—arms straight down in back of head—one 80-lb. coupling pin in each hand and raise 5 times without bending arm—takes a giant to do it.

Wrestle 25 minutes and see that the ground is rough so that you get plenty of bruises. Adam is full of scratches and black and blue marks and seems to like it.

Chin yourself up to ceiling 10 times without touching ground and have party on floor above throw pail of scrub water down your neck. Don't quite get the idea about the water, but while watching the circus saw it done and expect it is to harden his muscles. O! FOR THE LIFE OF A POLICEMAN!

Mr. Hogan—just a little reminder that the promised Xmas treat from 1914 is still coming and past due.

What the shining lights of our community have to say about the "Line":

"Shoot it along, boys, I enjoy every line of it."—J. J. Fitzgerald.

"Every knock's a boost for the 'Line.'"—Jerry Herlihy.

"Very clever and witty, don't you know."—Bert E. Larson.

"For cleverness and humor it can't be beat."—Daniel Kelly.

"Simply great. What more can I say?"—P. J. Comerford.

"A fit rival for the W. G. N."—B. D. Goldstein.

"The 'Line' is my favorite reading matter."—Wm. Glenn.

Wish to thank Mr. Hatfield for the clipping he sent and will be pleased to receive all others any of the Rock Island employees wish to send. Address to Editor, 47th St. Line.

The master mechanic's office force sends Mr. Kinney its best wishes and also congratulates him in his success.



47TH STREET SHOP.

By J. S. A.

We wish to advise we will retain our staff of editors and will endeavor to please the public as heretofore.

The four Store Department girls who entered the fudge contest submitted their samples for test. We must admit it is a very hard job to decide a winner, especially when all concerned are winners in themselves, and we therefore call the contest a draw. We wish to congratulate the Misses Goodyear, Loye, Murphy and Starr on their ability as cooks.

Great excitement prevailed in the Store Department one morning when Miss Starr walked in wearing a diamond ring which looked very much like the one Mr. Anderson wore for some time, but at the present time missing. Upon closer examination it developed that the ring Miss Starr wore was the same one worn by Mr. Anderson for some time past. Any explanations you have to offer will be gladly accepted, Arthur.

At last the "Flea" Club has a rival in the field in the so-called Onion Club. The staff of officers follows: A. C. Williams, president; G. F. Young, vice president; O. Hellman, treasurer; J. McGinn, secretary, and W. Stemmer, sergeant at arms. Motto: One onion a day keeps the doctor away.

After many weeks of patient waiting and much coin expended for bouquets it would seem that Mr. Phillip Reilly did not wait in vain at 62d and Halsted streets, inasmuch as he was seen leaving aforesaid corner some few nights ago with a tall, handsome blonde.

Miss Bitner has been wearing a broad smile and has been unusually happy for the past few days. The reason probably is that Special Apprentice Larkin has reappeared on the job after several weeks' absence.

There seems to be some competition between Mr. Ganzelt and Mr. Bent of the Electrical Department in the matter of forwarding "Fatima Coupons" to Miss Bitner. From all appearances it would seem they are both in the race to win her. We hope for an early decision.

Somebody was evidently mis-informed and led to believe that Mr. Austin made a failure of his initial appearance in the one-act comedy entitled "Tickles," but we are in a position to inform the mis-informed that Mr. Austin proved a howling success.

Several days during the latter part of December Mr. Williams of the Store Department was seen strutting around the shops as proud as a hen with a brood of chicks. It was not that he got married, as some people thought, but because he filled Mr. Leather's position as general foreman during the latter's absence.

A certain young man at the shops,
Who is quick and sly as a fox,
Wins all the ladies to our dismay
With his pretty blue eyes and voice so gay.
He calls them up on the phone,
And wants to take them home.
But with a sweet reply,
Mary asks Ralph why
He can't give her his attention alone.

For many months past one Frank Maher has held the title of "Our Doll" and has delighted many of our handsome young men with his sweet, girlish voice while at the switchboard, but, at the present time, it looks as though Frank will have to give up the title in favor of one Frank Bezpalec, who has it on the former in all manner, shape, form and voice.

Mr. Leather, general foreman, Store Department, spent the Christmas holidays in Detroit, Mich., and Toronto, Can.

CHICAGO TERMINAL DIVISION.

By J. L. Emsey.

Miss Lillian Gantzchow has accepted the position of stenographer in train master's office, vice Miss Cora Gose, promoted.

Bill Reaves was having a heluva time for about a week trying to have one of his molars extracted. Bill finally decided to take gas. He took enough gas to start a gas company. Bill is now furnishing the gas at home to cook breakfast.

Two men, claiming they were English sailors who were being transferred from the Atlantic to the Pacific squadron of the British navy, dropped in the office with a gunny sack full of furs which they said they had smuggled in from Russia and which they wanted to give away at about one-tenth their value, as they had no use for them, and that they would have to catch a train at noon for the coast. After telling a long story and calling everybody that talked to them "Mate," they started angling and caught three fish. They sold three sets of "furs" for \$50.00. It is conservatively estimated that the "furs" are worth at least \$5.00 a set. We have since found out that these same men have been peddling "furs" for the past month in the same manner. There certainly are a bunch of wise guys around this town, also many fish.

We have advice from a reliable source that J. Francis Everling and the other members of the "Salvation Army Quartette," had seats reserved at Thompson's for New Year's eve.

R. Matthew Healy wants to know why an upper is lower than a lower and a lower is higher than an upper when an upper is really higher than a lower.

"Miss" Dobbins and Charlie Leeney have broken up housekeeping. Dobbins has finally made a deal with Broderick with his full dress suit. We are now waiting to see Mossy in his new Tuxedo.

Walter Peterson, assistant accountant, is having lots of trouble these days with the city authorities on account of the large assessment made on Pete's personal property. He says, they can't pull that stuff on me.

Don Golden, our voucher clerk, had his thirty-five pound son visit him at the office. After his son had given the office a thorough inspection he said he was well satisfied with everything and that he would call on us again in the near future.

"Eva" bought a new 99c pipe on Jan. 23d and on Jan. 25th he murdered the pipe or it committed suicide. "Eva" has been having considerable trouble with pipes. This is the third pipe in two months. Cohon has been appointed as a committee of one to see if he can get a pipe of reinforced concrete and steel, one that "Eva" will not break.

"BULLETIN"—Broderick is going to buy a five-cent sack of Durham next pay day.

Mr. F. F. Meyers, foreman Section 3, won the \$50.00 prize this year for having the best kept section on this division during the past year.

It is rumored that Gus Johnson, extra gang foreman, is getting tired of being a bachelor and is looking for a soul mate.

Indications also are that a certain towerman will have a telephone operator for a wife. No names mentioned now. Full advice later.

CEDAR RAPIDS, IOWA.

Machinist Apprentice Earl Yost transferred from El Reno to Cedar Rapids to complete his time.

Machinist F. Rockel had the misfortune to drop a spring on his foot, which laid him up for several days.

Car Clerk Walter Lindahl returned from Burlington highly elated. On inquiry we find it another case of matrimonial bliss; don't forget the cigars, Walt.

Ask "Funk" Mann, the sleuth about it.

Machinist C. Barta, Mch. Appr. Geo. Molony, Tinner Art Mann and Clerk H. J. Cunningham spent New Year's with friends and relatives in Burlington, Wisconsin, and stopping en route at Chicago and Milwaukee.

Machinist Fred Steuber, Jr., is back with us after being off for over a month account injury to foot.

Who says the alfalfa will not grow in Iowa? Take a peek at Machinists Omeara, Binns and Litchfield.

Messenger "Louie" Kolda, the Oak Hill scout, and Drill Press Opr. Harold Griswold attended the grand masquerade ball on the 18th.

Another of our boys has tired of the single harness, and recently was passing cigars to all the boys—Machinist P. Groetzinger. Success to you, Paul, in your new undertaking.

Our mill machine operator, Fred Donisthorpe, is the proud possessor of a new hero, his dog, who saved the 12-year-old son of Mr. Donisthorpe, who had fallen into the Cedar River through the ice.

Boiler Maker Buckley is out again after the unpleasant experience of being quarantined with smallpox.

Our air brake repairer, "Billy" Schell, is evidently on scouting duty at the Ben Hur meetings, from the frequent visits he pays them; evidently something attractive there. Look out, "Bill."

"Casey" Jenista, tool tender, was laid up for some time, having had the misfortune to freeze both feet while out hunting December 26th.

Machinist Appr. Jerry Savel is getting to be some "rummy shark."

"Texas" Boaz spent Xmas and New Year's with his folks at Fort Worth, Texas.

Apprentice Reilly and Machinist Groetzinger had the pleasure of taking a cool swim in the slough recently.

Anyone wish to know the short route to Des Moines, ask Divn. Acct. Melby.

Boiler Maker R. Starr was laid up a short time with tonsillitis.

Mach. Appr. J. Dunn spent Xmas and New Year's in Herington, Kans., with his folks.

Air Brake Instructor W. J. Hartman paid us a visit recently.

Machinist Helper Thrower, better known as "John Bull," says never again, when he looks at that tempting piece of horseshoe that he took a chew of recently, at the expense of the usual results amid the roars of the co-workers.

CEDAR RAPIDS, IOWA.

By Ye Scribe.

Knox Bradford is with us again, returning from the Sunny South. That poem on Arkansas smoke written by the 47th street genius is heartily endorsed by him.

SPECIAL NOTICE.

The Accounting Department has sworn off smoking and chewing, but we note from their haggard appearance they are suffering the woes of Hades.

John, our genial janitor, is a genius. He has invented an anti-tickler to protect his somewhat sensitive ribs. Nevertheless the boys still have him on the jump.

For information on the gentle sex we refer you to G. Morrison. He carries a directory with him, and can give you pointers on any girl in our city.

* No. — / (?!?!?) What's all the noise about? Oh, only Timekeeper F. Plysner and his assistant, Bud Cronin, getting started with January time slips.

Frank Warren, our enterprising and energetic steno, was quite seriously ill the last few days and we feared he would have to go to the hospital. But, with his usual bulldog tenacity he returned to his post, where he may be seen 10 hours a day at a stretch. Gosh, we're out of breath.

Zack McArthur, N. C. (means night caller), had quite a thrilling experience the other night when he slipped on the ice in front of the office. Quite naturally he took a few days off. We learned of this too late to try it ourselves, as the ice has all melted.

"Skibo," the benevolent claim file clerk, still wears his perpetual grin. Wonder if anybody knows his real name?

The Rock Island male quartette will give a concert next Monday evening. Admission free. The fund will go to the upkeep of the Accountant's Anti-Tobacco League.

Quite often during the day we hear some melodious noise and on investigation we find that it proceeds from Miss Belle Flaherty, Supt.'s Steno, who is laughing again. Say, boys, you ought to hear it. Some music. She always reaches the highest key.

John Wagner, our artistic nut, is still on the job. He tells a new joke about every week. We also think he is the cause of aforesaid laughter.

ELDON, MO. By B. H. W.

The operation of trains No. 681 and No. 682, known as the Belle plug, was discontinued January 1st.

The first monthly staff meeting was held at Eldon January 3d by Supt. Correll, all division officials being present. Matters in general were brought up and discussed freely and the meeting was considered by all very interesting and instructive and voted a success.

Effective December 1st, Mr. G. A. Sanders was appointed local storekeeper at Eldon, vice Mr. W. R. Duffy, promoted.

Mr. N. R. Davidson has accepted position as operator and assistant yard master at Forsythe Junction.

Agent C. O. Mennell was notified of the death of his mother at Belleplaine, Kan., Saturday, January 17th, and left on train No. 23 to attend the funeral. All extend their deepest sympathy to Mr. Mennell in his hour of trouble.

The tie train, which has not been working for some time, will be put on temporarily Monday, January 18th, to load out ties at the Gascondy tie spur.

Brakeman J. L. Suter recently returned to work after being off quite a while on account of sickness.

Conductor J. H. Dungan, who has been sojourning at Hot Springs, Ark., for the benefit of his health, which has not been very good, has reported for duty and says he is feeling much better for his stay at the Springs.

Least you forget! The first quarterly watch inspection for the year of 1915 commences February 1st.

Trainmaster Jones and Roadmaster Simpson are still commenting on the delightful Christmas they spent out near Greenwood and their mouths still water when they think of that fat turkey they disposed of, not mentioning the numerous side dishes thrown in. They were so enamored with the beautiful scenery in that part of the country that they decided to stay there the better part of a week.

D. Q. Burris, formerly stenographer to the chief clerk here, and who was promoted to secretary to the assistant general manager, was a visitor here Christmas, coming home to spend the holidays with his parents.

Edward Moss, better known as Eddie, had a slight operation performed on one of his eyes recently, but that did not bother Eddie any, for he went to work the next day. Some grit, Eddie!

Special Agent Ben Judkins, who is at present located at Carrie Avenue, St. Louis, will shortly move his headquarters to Eldon. Mr. Judkins has rented a house here and will bring his family with him.

Monthly class meeting of section foremen was held at Eldon, December 19th, by Roadmaster V. B. Simpson, all section foremen on the east end of the division being present. Mr. D. B. Lothian, safety first supervisor, who was present, opened the meeting with an interesting speech on safety first matters, showing what progress had been made since this movement had been started on the Rock Island and explaining the cause for numerous personal injuries, and how, with a little precaution on the part of each individual, they could be prevented. At the close of the meeting award for the section foreman making the best showing during the working season of 1914 was presented to Section Foreman J. M. Neaf by Supt. Correll. Roadmaster Simpson was also presented with roadmasters' award for receiving the highest number of points, Mr. Simpson thanking the foremen for their assistance, which enabled him to have the honor of receiving same.

Lee Baucum, index clerk, is the proud possessor of another baby boy, weighing seven and

a half pounds, born to his wife January 5th. We say "another," as Lee is already the father of four boys, one of whom he lost through sickness, and a girl. He has named the new arrival Robert Francis, which we think is a very nice selection. Lee certainly does not believe in race suicide, and is one of Teddy Roosevelt's most ardent admirers. Congratulations, Lee.

Annual premiums to roadmasters and section foremen were awarded to Roadmaster V. B. Simpson, Section Foreman J. M. Neaf and Section Foreman J. M. Wainwright.

Dispatcher C. H. Weidner has just returned from Volland, Kan., where he spent three days visiting with relatives. Charley says that before he left there they were visited by a heavy snow storm which was so severe it caused the railroads to doublehead all of their trains in order to make the time, a high wind, which accompanied the snow, also affecting the movement of trains.

Yard Clerk O. D. Taylor has been promoted to night clerk at the depot, vice L. R. Burris, resigned.

EL RENO, OKLA.

General Office News by The Deacon.

Mr. H. H. Donahue and R. J. Harrison are the agents for the new Hartford Parlor Baseball Game, and business is some rushing. They are thinking of ordering a car load to supply the demand of the El Reno fans.

Mrs. Robinson of the Claim Department visited Muskogee for a few days during January, and reports a very pleasant trip.

High Jinks played in Oklahoma City was attended by the following employees from El Reno: Misses Paterson, Burchfield, Robinson and Woodhouse, also Messrs. Fred Funda, David Shackelford, Godfrey Shackelford and Geo. Amborn. Others attended, but their names are not available.

Mr. W. J. McCuey of the Special Service office, I. T. Div., has been promoted to special agent of Southern Division, with headquarters at Fort Worth.

Mr. F. H. Frey, assistant chief clerk, took a business trip to El Dorado, Ark., and New Orleans the first part of the month.

Miss Dorothy Patterson of the Maintenance Department has, since Xmas, been wearing a big diamond—we all wonder why she is such a fighter of the eight-hour labor bill.

The stork visited Mr. O. E. Gilliland, safety supervisor of the Third Division, Jan. 17th, and left him a beautiful baby girl. SAFETY pins FIRST.

Miss Neosha York Printer, operator of the Telegraph Department, now visiting in Long Beach, Cal., is expected home about Feb. 1st.

Inspector of Special Service Department Bryan of Chicago was in El Reno a few days during January.

Mr. Max H. Ruppert has returned to St. Charles, Mo., where he is attending school, and since his departure we have noticed a sad look on several of the messenger girls' faces.

Mr. Roy Lease, formerly chairman on Okla. Div., now section foreman at Waurika, is the proud father of a bouncing boy. The stork visited him just before Xmas.

Bishop C. J. Kephart and wife are visiting Mr. E. E. Sawtel, C. C. of the P. H. Div.

Mr. Pearl White, the motorcycle demon of the general manager's office, met with an accident Saturday, Jan. 16th. The road faded way under him so fast he thought he was flying, but it seems he did not fly high enough for a deep rut, and from the mellow bumps he is exhibiting we all surmise he stopped rather sudden.

Mr. Roy Ruppert has resigned his position with J. J. Grier to accept a position with a grocery company in Trenton, Mo.

Mrs. W. H. Dixon, wife of Conductor Dixon of El Dorado, Ark., is visiting Mrs. Fairmon of this city.

Mrs. A. C. Chapel has been visiting relatives in Missouri during January.

Mr. M. P. Riley has been promoted to assistant engineer of P. H. Div.

Mr. Ray Maher has been promoted to position of roadmaster and master carpenter's clerk P. H. Div.

Mr. Harold Tinkelpaugh has accepted the position of stenographer and clerk in the P. H. Div. office.

Mr. Fred Funda and P. G. Savidis were in Oklahoma City Jan. 20th taking civil service examinations.

Last Saturday Mr. Adrian Salde, secretary to Superintendent Ruppert of the Okla. Div., appeared in the office about 11 o'clock and wanted to know why everyone was working on Sunday morning—it seems that his calendar had slipped a notch or perhaps city life is too fast for him. Anyway, Adrian now has his desk and room covered with calendars. He says, never again.



"HERINGTON FLASHLIGHTS."

Georgia M. Cullins.

TIME.

While you are reading these short sentences, many lives will come into existence, and many more will sink from sight in the old tide of time. The tides of the ocean come and go, but the current of life flows on in one endless, sweeping direction, out—always out. And still you sit and wait, and wish. Why not bait and fish? And still you sit and dream. Why not wake up and do? There will be millions more years for someone else, but not for you. You are here and you cannot get away. You must either be happy or miserable. You make your choice—you don't take your choice. Time is a valuable asset, and when we waste money, we waste not only money, but time—the time it has taken to make the money. Refuse to live in your yesterdays, dream in your tomorrows, act today. Yesterday does not exist, tomorrow is beyond the range of vision. Nothing that you said, nothing that you did yesterday, can be unsaid, undone. Tomorrow is the mirage of hope, the line that lingers at twilight, in the western sky, like the rainbow of promise—the bribe, the threat that leads us on. At dawn, today, a new world of opportunities was born. Today tells whether the lessons of yesterday were well learned. Today will tell whether you are prepared to take the next step—tomorrow. Today is the hour in which you should save the things that you gained by your trying and thinking of yesterday. Unless you plan to save today what you earned yesterday, why work today?—Selected.

"Come over on the sunny side of life. There is room for all and it is a matter of choice." Smile awhile, and after while, there will be miles and miles of smiles. Laughter is merely a smile set to music.

H. L. Reed, Supt., visited several days at the home of his parents, Plattsburg, Mo.

J. H. LaFollette has been visiting in El Reno, Okla.

Agent Lady, of Latimer, was a Herington visitor the 7th.

Mr. and Mrs. D. C. Hawthorne have returned to Hastings, Neb., after spending the holidays with home folks.

The singing of a solo, by one of our nice young men, Christmas, gave him a permanent seat in the choir. He now thinks maybe he can get a new girl.

Mr. and Mrs. Curran Swain and Miss Howle have returned after a several weeks' visit in Kentucky.

James Lynne was off a few days entertaining George Rourke, Jr., of Topeka and a few other lads. James, we understand, is one of the shining stars at the new dancing club they recently started.

Mr. Denton, chief time keeper, was called to Kansas City by the serious illness of his mother, but at this writing she is improving nicely.

Chas. Collins and family have returned from a ten days' visit with his sister in Texas. They report the weather as being fine there.

Mr. George McDonald says the green on the bolt room is fine, but the yellow will have to be replaced by white before St. Patrick's day.

Mr. and Mrs. J. C. Stickley and son visited with her parents, Mr. and Mrs. I. W. Sherrill during the holidays, going from here to Ainsworth, Iowa, to visit his parents.

Dan Lee was in Hutchinson a few days on business.

Conductor J. S. Scott spent the holidays, up to and including January 3rd, with his mother

at Pana, Illinois. He helped her to celebrate her birthday, Jan. 3rd, at which time she was ninety-five years of age.

"Jimmy" Lynne is grieving because he has not had the opportunity of going to Lost Springs lately. Cheer up the weather is getting better all along.

George McDonald spent a few days in Kansas City taking in the operas and other sights.

Truth doesn't change, but men's belief is subject to an occasional upset.

There is a young man in our midst who would save car fare and time if he would settle down. It is rumored around he had his lady come to Herington and then invited himself to visit her. Some say that the promise was made, only lacks the date now. Good luck to you old boy, we'll be tickled to death to announce it in the next issue.

James Lee and Ed Kreiger were in Hutchinson and report that there is more to see in that berg than any place in the state. Too bad the boys haven't been very far from home before.

It is stated that a nice young man wanted to mail a letter to Ramona, and got up at 4 o'clock to see if the conductor wouldn't throw it off, when he found out that No. 1 didn't throw off mail at that place. He went home with an aching heart, it surely must have been important.

John R. Sanstrom visited home folks during the holidays at McPherson.

The foremen at the shops are all VERY busy and not much chance of getting any news from them.

John Rooney and wife visited Mrs. Rooney's sister at Kansas City a few days.

Harry Pelter says he still knows what night that girl goes to the skating rink.

Dan Gunn was off a couple of days during the holidays entertaining some nice looking girls at his home in the south part of the city.

Jay Baxter and family returned from Colorado and claim to have had a splendid visit with friends there.

For a job that sticks, nobody has anything on the paperhanger.

There is a machinist that stands on the corner and smiles at every lady that goes by, thinking that he will make a hit, too bad he is so foolish.

WISDOM is knowledge of right and wrong, plus sense enough to choose the right.

Francis McDonald, better known as Gent, spent a few days in Salina and Solomon visiting his best girl that is located near Solomon. We don't blame him much though as she seems to look good to the other boys too.

Many a fellow couldn't keep a woman's love, even in cold storage.

Some of the young men are wishing for summer time again so they can take those nice little strolls to the bridge out in Calkins addition, then tell the girl the same old love story of ages ago, which is yet novelty enough to be new.

John Brehm, wife and children, have returned from Venita, Okla., where they visited her parents and have now gone to Woodbine to visit his parents a few days.

Nature is a good business partner, but you have to do things her way.

Joe Pelter spent a few days in Salina where he has a pretty, young and attractive lady; can't blame him any.

The county makes the roads, the Lord makes the snow, but you have to find the girl yourself to go sleighing with.

It looks as if our road foreman was contemplating marriage, but still life has its ups and downs, or as one fellow expresses it, married life is—

"A little love,
A little kiss,
A little hug,
A little bliss;
She is a queen,
He is a king;
He pops and then
He buys a ring.
Folks stand around
And see them wed,
Their fate is sealed,
The words are said.
A little flat,
A little strife,
A big expense—
That's married life."

DIED.

How little did we know, those who passed him in the yards and on the platform that our friend and fellow citizen, James Cronican, would never pass that way again. No particulars of this sad accident will be given, as nearly everyone on the system knew about it shortly after it happened. James Cronican was born in Waterford County, Ireland, September 29, 1848, and came to America in 1866. He was a member of The Firemen, The Workmen and the Knights of Columbus. The funeral occurred at the Catholic church at 1:30 Wednesday afternoon, January 6th, Father J. B. Glynn officiating. Interment at the Catholic cemetery. His railroad experiences were varied. As a young man he worked at ditching and construction work for the railroads in the east and here. He fired on the Chicago & Alton when wood was used as fuel, also ran an engine on the Wabash a short time. Later he came to Herington when the railroad was first built, helping with the construction work on the track between here and Wichita. At one time he was also foreman of the gang that laid the track between Fairbury and Horton. For the last several years his has been the familiar figure in the fireman's seat on the Salina passenger, rain or shine, late or on time, he was always ready. He is survived by his wife and seven children, also one brother living in Ireland. Dear husband, father, brother and friend, how we miss you, yet, we know that—"Those that have gone before, are happier than those that are left behind."

Meaze Sauer, stenographer in dispatcher's office has gone to Belleville for a short visit.

Work is merrily going on in the relay office now-a-days, amongst the bunch working there. A. L. Welliver, Harry Raymond, A. B. Dickens, Ed Tracey, J. D. Petty, Harry Ruff and Karl Folkers. The last three being the Western Union bunch installing the new motors, the former being Rock Island linemen.

Imitation may be the sincerest form of flattery, but imitators, like parrots, are seldom as green as they look.

Beauty being only skin deep shouldn't be too thin skinned.

We are in receipt of a letter which advises us that our friend and editor of the Hamilton Park news, King Kinney, is engaged to the sweetest girl in Chicago. We would like to extend our congratulations personally to King Kinney and the future Queen, but as distance prevents, will let the magazine extend them for us. Long life and never ending happiness is our best wishes to you.

A toast to the face that is lovely,
Of the girl that is married today;
Two toasts to the soul that is lovely,
When the years have passed away.



IOWA CITY, IOWA.

By A. B. C.

On Thursday evening, December 17, a sad incident occurred in Iowa City. E. D. Burnette was lost to bachelorhood, having assumed the responsibilities of a husband and father. The tragedy occurred at 730 East Jefferson street.

The freight clerks report that several times that day Mr. Glassman inquired as to his whereabouts. We wonder why.

Immediately after the ceremony the couple left on a honeymoon, visiting Minneapolis and other northern points. It was the happiest Christmas E. D. has witnessed for many seasons. He appeared on the job somewhat rejuvenated the following Monday morning, and, (much to the surprise of all employees), he really passed the cigars. He is now living happily with his wife and mother-in-law.

He was relieved from his "responsible" duties at his desk by his brother "Doc." On the first day, Doc was somewhat puzzled over the sum of 2 and 2, but, after reviewing his rapid calculation he "got by" all right. Take it from us, Doc's some clerk.



3 YEARS TO PAY

For the Sweet Toned

MEISTER PIANO

30 Days Free Trial

We Pay the Freight

You are not asked to deposit, or pay or advance a cent in any way until you write us and say that the MEISTER is entirely satisfactory and you wish to keep it. Then these are the terms of sale:

\$1 a Week or \$5 a Month

No Interest on Payments

No cash payments down. No extras of any kind. Piano stool and scarf free. Sold direct from the maker to you and we guarantee you a saving of \$100.

Send now for our beautiful **Free Catalog** which shows eight styles of Meister Pianos. Our resources exceed \$4,000,000.

Rothschild & Company
Dept. D-103 Chicago, Ill.

Between his wife and his "junk heap" what chance has poor E. D.?

The employees at Iowa City presented agent H. D. Breene with a traveling bag for Christmas.

Schindy claims to be a great weather prophet. Well, he may be, but anyway we had snow on Christmas.

"Yep, I'm the Claim Clerk."—E. D. B.

Baggage man James Martin has left for parts unknown.

KANSAS CITY, MO.

By G. C.

We expect to have another lawyer added to our force of experienced clerks. W. D. Fernald has at last decided to take a course in Commercial law. Bill also served on the jury last month, the last time he was summoned was about two years ago when an injury received in an automobile accident prevented him serving.

We are glad to hear that F. J. Carlson's father is recovering. Mr. Carlson, Sr., had a severe attack of pneumonia.

Ralph Francisco, our night prepay clerk, we understand is interested in an aeroplane factory near Springfield. Ralph is doing the financing while a young inventor friend of his who has charge of the factory, they expect to build several aeroplanes for use at country fairs. His friend has had considerable experience as sky pilot and we expect Ralph will also have experience before he gets through.

We are just in receipt of a letter from Walter McLaughlin, former team track man here, who is now manager for the Missouri Can Company, St. Paul. Mack says at the time he wrote it was 20 degrees below with coal over \$9.00 a ton. He longs for good old Kansas City.

We just learned that Steve Meade, while out rabbit hunting, was accidentally shot although not seriously. His partner aimed at the rabbit but hit Steve. We would advise Steve in future when he goes rabbit hunting to take someone with him that knows a rabbit when he sees it.

Increase in business for the month of December was \$40,000 over same month previous year. Every month from January to December, 1914, shows a big increase over previous year and prospects seem bright for the coming year.

The 12th street traffic way was open a short time last month for street car traffic during the implement men's convention. It will, however, be some time yet before tracks are in shape so they can have through service over the viaduct regularly. When completed the viaduct will be the means of saving considerable time between the bottoms and the uptown district. The viaduct, which is the largest of its kind in the world, is made of reinforced concrete and has taken over a year to complete. All material which went into its construction was handled by the Rock Island.

MEMPHIS TERMINALS.

"Auf Wiedersehen."

Besides the regular visits made by the Division Officials during the month, we had Mr. W. H. Wallace, Car Accountant, with us on January 7th; Mr. G. B. Lawrence of the Insurance Department, and Mr. Floyd Dowell, Chief Clerk to Freight Claim Agent, on December 14th, and Mr. K. G. Williams, formerly Engineer in Charge of the new terminal work, spent the holidays with his family in Memphis, and paid the Local Office a visit.

Superintendent A. E. Walker and Mr. J. C. Bennettson, Accountant in the Superintendent's office, were in Memphis on December 14th.

Assistant General Manager A. B. Copley and Division Engineer Shields also spent the day of December 14th going over the terminals.

Mr. H. G. Nicholson, Traveling Rate Clerk from Mr. Paul Peters' office, dropped in again on January 4th, first visit for a long time.

Traveling Agent of the Claim Department, Mr. L. E. Cato was here on December 31st; he just that day told us about his new six weeks old boy; said he had been too busy entertaining this youngster to get over and talk about him before.

Mr. C. D. Harrison, Chief Bill Clerk, entertained his brother, Mr. V. N. Harrison from Pine Bluff, Ark., on December 16th. Mr. Harrison is connected with the Pine Bluff Freight Bureau and was in Memphis in connection with the jobbing and railroad interests having a hearing before the Interstate Commerce Commission. Mr. Harrison said he didn't turn in until 3 a. m. and his brother didn't come home till "Mawnin'" (if that is what you call entertaining!)

The yard office located in the "Navy Yard" will be moved on January 15th to the new location at Fourth and Wright streets. This will bring Chief Car Inspector Pete Conroy and some lady we know nearer to each other.

Master Brooks Kirk, the seven year old son of Cashier S. F. Kirk, has returned home after spending several months with his grandmother in Collerville, Tenn. The way Brooks has learned to sing and dance would put some of these vaudeville stars to shame.

Mr. R. E. Trowbridge, Inbound Revising Clerk, has resigned to accept a position in the office of the Auditor Freight Accounts of the Big Four Railroad at Cincinnati, Ohio. Ralph is the Adonis of the office and surely will be missed. Those great, melting eyes that are just lakes of goodness, and that eternal smile "the smile that won't come off." We all wish you the best of good luck and hope we can be with you again some day. (Ravings of ye correspondent.)

We lost another one of our most popular co-workers on January 4th when Mr. C. D. Harrison, Chief Bill Clerk, resigned to go with the Pine Bluff, Ark., Traffic Bureau. Mr. Harrison, too, has one of those enviable sunny dispositions, and his eyes, too, (but then he's married). We have missed him, but hope that he has made a change for the best and that he will some day rise to a man of affluence. (More ravings—Encore!)

Mr. G. L. Walker, O. S. & D. Clerk, is about the happiest man around the Local Office these days. On January 20th he was married to Miss Irene Glancy, at the priest-house of St. Patrick's Church, Rev. Fr. Stretch performing the ceremony. The office force presented the couple with a handsome piece of cut glass, and pray that their marriage will always be a blessing.

Expense Bill Clerk Joe Cottingham won't let anyone touch the tie Irene gave him for Christmas. It certainly is a beauty. When is the important event coming off, Joe? Were those gloves you bought for Irene?

No one has heard yet from Mr. and Mrs. B. L. Schlesinger, who left on January 10th for Tucson, Arizona. Mr. Schlesinger was Per Diem Clerk, and as his health has not been so good, he thought he would rest up and take a honeymoon trip—they didn't get to go when they were married last March.

Mr. B. L. Clark, on the Accounting desk, and known as the "Duke of Chubblechow," spent the holidays with his home folks in Morrilton, Ark., and somebody else. He had some trouble with the "somebody else" account of said person finding in his overcoat pocket several pictures of a Memphis lassie—Oh, Jence, how could you be so cruel?

Mr. Timothy "Easy" Babb, our erstwhile kotten klerk, also spent the holidays with home folks in the swamps of Arkansas. He reports having a good and enjoyable time. He was to the plecter show with his Arkansaw gal. Who believes him—slippin' plecters in the swamps. Gosh!

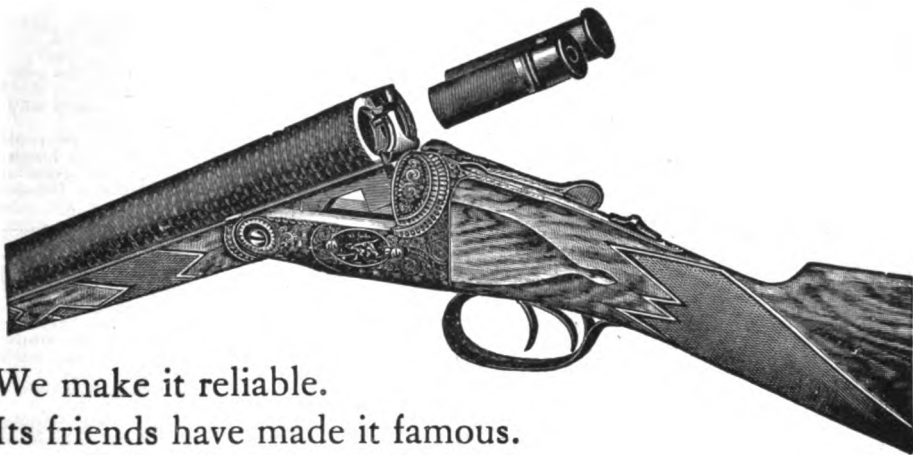
The Local Office force presented Mr. W. L. Stout, Local Agent, with a neat gold watch chain as a Christmas occasion.

Mr. J. W. Terry was called to Helena, Ark., on December 19th on account of the sudden death of his father.

Special Officer Clyde Ferrell resigned on January 2nd, and was succeeded by Mr. W. R. Anderson, formerly Passing Record Clerk in the Warehouse. Mr. W. A. Rottenbury of the Special Service Department spent December 20th in Memphis.

The many friends of Mr. O. A. Wilmarth, formerly with the Local Office, will be pleased to know he is now located with the Santa Fe at Beaumont, Texas. Otto has a good many friends in the Third District who will be glad to have his address.

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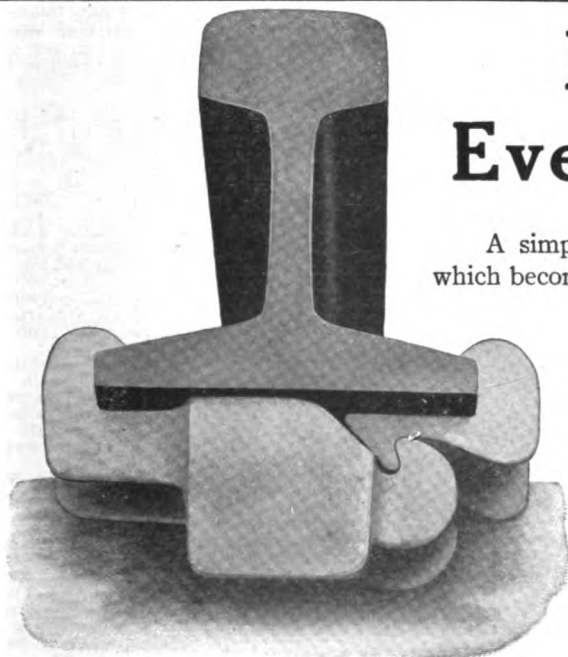
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As soon as Holland is drawn into the great war, Mr. D. M. Henninger will take up arms for his mother country; you know he is a reserve. Here's hoping Holland will be drawn into the war. (This item contributed by T. E. Babb.)

Mr. T. S. Gillooley, formerly night Chief Clerk, succeeded Mr. R. E. Trowbridge as Inbound Revising Clerk. The night operator at the Telephone Exchange is complaining already—she says the night is so long and lonely.

Mr. J. W. Harper, from the Abstract Desk, has been appointed Chief Bill Clerk, succeeding Mr. C. D. Harrison, resigned. (All right, Jim.)

Mr. W. M. Hester, formerly with the I. C. Railroad, has accepted a position as Per Diem Clerk, vice Mr. B. L. Schlesinger.

Last reports from Mr. S. L. James, Soliciting Freight Agent from the Commercial Office, who is on an extended leave of absence for his health, state that he is in Amarillo, Texas, and improving wonderfully.

Mr. E. R. Collier, Chief Clerk in the Yard Master's office at Hulburt, joined the ranks of the benedicts on January 7th, when he was married to Miss Irene Robinson. Mr. Collier says he just had to have that girl. All right, Mr. Collier, we congratulate you and wish you unbounded happiness.

Mr. Jack Ludwig, Bill Clerk in the office of General Yard Master Bray at Hulburt, affected by Mr. Collier's joy, is going to follow the lead. He will be married on January 28th, and is going to tell us all about it for the next month's magazine. Prosit, Mr. Ludwig.

Quite the most important event in the terminals was the presentation of a handsome, fine gold watch charm to Mr. Geo. E. Ross, Warehouse Foreman, by the freight handlers in the warehouse. We ask just a few more minutes to have you read the following eloquent presentation speech made by T. B. Braxton, colored, age 62, "who were chosen spokesman":

"At a meeting of the freight handlers of the Rock Island Railroad at 4 p. m. on December 24, 1914, the following were transacted:

"Oliver Miller, Chairman, called the meeting to order and stated its object, being to present a present to Mr. G. E. Ross, Foreman.

"T. B. Braxton was chosen spokesman, and delivered the following address: Mr. Chairman, Honorable Gentlemen, the Railroad Freight Depot being your choice to assume the responsibility of the burden that is placed upon me, many thanks returned for the confidence in me as doing justice to the occasion. But I feel myself solely inadequate to the requirement, but as your servant I will put forth my best efforts to carry out your wishes.

"To my associates in this great work, gentlemen, this meeting is similar to the one held one year ago for the same occasion, seemingly the same persons concerned, etc., and this shows that you have been well organized, under a noble leadership, echoing to the requirement necessary to carry on the rules, regulations and demands of a noble Railroad Company as we are working for. Gentlemen, this is a great country of ours; it requires of a man to be a man right, faithful, frugal, energetic and honest, or else be a tramp or a vag. I am glad to see that you have persevered and shown yourselves to be men in the right place or you would have been chased away from this warehouse long ago.

"Mr. Geo. E. Ross, Foreman, My Dear Sir: You to whom the honor is due, the call of this meeting to show homage to you as our unequal foreman for the past two years; we, your subordinates for that kind and noble purpose of yours to treat us as men as we have proved ourselves to you as faithful servants, have so entwined our disposition to think you worthy of our effort. Like Henry Patrick of Virginia at Richmond, 1776, when England passed the obnoxious stamp act, was the greatest orator and ablest statesman and debater in the country ended his speech and debate of defense by the renowned words, 'I know not what course others may take, but as for me give me liberty or give me death.' While very emphatic, it shows the earnest ambitiousness, and when men in the work he was engaged in, you are not quite so emphatic in words, but equally as earnest and executive in your orders or instructions to us to be obeyed.

"Two years you have served as our superior officer, whom we esteem so highly for your many traits of kindness and fairness, and equal treatment to all, under your supervision, have caused us to assemble at this moment and on this spot to cast honors towards you. Many thanks and good will extended to our most encouraging, sympathetic and efficient agent, Mr. W. L. Stout, who has given us interesting and complete lectures on handling freight, statements of our importance to the company, which is stamped upon our minds, both for the present and the future. Remember the old adage—a man dies, but the history of his life lives; you, as managers of the freight house, have and will have forever, the honor of your names being as the first Agent and first Foreman of the new freight depot of the Rock Island Railroad Company. The records of the company will show that on the great national Holiday, Fourth of July, 1914, date of the formal opening, were dedicated by you, moving from the old building, corner Adams Ave. and Front St. to the new building corner Calhoun Ave. and De Soto St. Now, Mr. Foreman, remember the attribute paid George Washington as Father of his country (viz.) 'First in war, first in peace, and first in the hearts of his countrymen.' We attribute to you as being first in our minds of morning, the first man we think of all day, and the last man in our hearts at night.

"Honorable foreman, of all that has been said, we have not reached the desired end yet. Taking in the great circle of your labor, kindness, high motive of respect for us as our superior officer, we feel that in progress we have surpassed all competitors, thereby we are proud to present you in behalf of our great wishes for your success in life a fine gold watch charm with your initials engraved on one side and the "City of Memphis" on the other, not for its beauty or its value, but may you in your bye-bye days of leisure turn it about in your hand, look closely upon it, and think of the humble ones who present it to you."



MOLINE, ILL.

By Joe Gstettenbauer.

Ben Cady has been acting as depot funky the past month and looks good in little "Eddy's" hat.

Carl Larson bought some "filled" glassware recently at local office and from all reports same was a bargain.

The calendar rush having passed again J. J. Harris will now be at ease till next Christmas.

Wallace Arthur wishes to challenge the Chicago office checker champion. The "Laird and the Lady" move gets them all.

With the sinking of so many vessels in the English channel the 1915 stock of "Lud Fisk" should be of a very well fed and variegated quality.

Among our heat absorbers of the past month was Joe Colson, former bill clerk now located (feeding) at Marengo, Ia.

Numerous coasting accidents the past month have sort of placed a damper on this line of sport. Clerk Larson has been wearing chains on his pedals during the slippery siege.

Did Mr. Burnett receive the diploma mailed from here recently?

Among latest accessories to local freight office is a nickel plated call bell for summoning Walley from Wendt's shanty to the freight office.

John Harris seems inclined to buy some canned music and to that end has visited every music house in town including Woolworth's.

Like the lady who tried to wear a No. 3 shoe on a No. 9 foot, our 8-inch stove pipes worked O. K. when the 7-inch pipe were removed.

The past month has proved that motor trucks and switch engines will not mix well despite the territory to which applied.

At a recent social gathering at Mr. Cook's residence at Moline, Mr. Ira Goodell won the pie eating contest and Harris was first in the grape juice contest. On account of the snowfall Mr. Larson was barred.

Mr. P. J. Reynolds, who suffered severe burns to his eyes while spraying stock cars at Silvis during the holidays, is now able to be in the game as before. "Pete" says "seeing is believing."



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"SINGER UNIFORMS" are
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The World's Most Famous Train

Leaves Chicago	12:40 noon	Leaves New York	2:45 p. m.
Arrives New York	9:40 a. m.	Leaves Boston	12:30 noon
Arrives Boston	11:55 a. m.	Arrives Chicago	9:45 a. m.

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The Route is Water-Level—You Can Sleep



Having traveled all of the north via the C. & N. W., and the C. P. R. R. and the rest of the world via imagination, Mr. Cady has as yet not seen a thirty dollar gold piece. Hard luck, Ben! James Gordon and his scale test outfit worked on local scales the past month.

Parties with weak lungs should not frequent the freight office while Ben Cady tells about "up north" as the draft is strong and the thrills and chills are contagious.

The Kaiser is still a 10 to 1 shot around Wendt's bungalow and to start an anti-German move would end in a riot.

Martin Quilty was a speaker at the Milan ground hog day banquet. The one great feature of this annual gathering is the adjournment to Luchman's confectionery at Sears town.

Due to the dreaded foot and mouth disease our clerks are using every effort to prevent the spreading of the same here. "Fat" Larson refuses to eat celery and "where is the fire" Harris will not play "Turkey in the Straw" on his Victrola.

"Cully" Nelson who recently annexed the title of "papa," is an authority on soothing syrup, infant food and all other ingredients used to pacify infants. With this first hand information so close, Joe Sues need not worry.

"Ole's" dog acted as coroner for seven large rats caught in the freight house the past month.

Agent Hall has been decorated with the iron cross by the bill clerks' court of honor for heroism displayed as emergency bill clerk on Sunday, January 3.

SILVIS, ILL.

By C. O. A.

Steam Pipeman Tony Harrison is wearing a smile—a baby girl born at his home Dec. 24th. Some Christmas present or how, Tony?

One of our shop employees, Clyde McAnirch, lost his life the early part of January while coasting down 44th St., Rock Island, and several other boys were injured. Clyde is being missed by his co-workers on account of his pleasant disposition.

It is reported that Robert Farlie is keeping the rails hot between Silvis and Geneseo.

Foreman Fearhieleley says it is a wise man who keeps his smoking tobacco in his pocket when certain friends are around.

Foreman C. R. Greer was called home to Fort Madison, Ia., Dec. 23rd account the death of his father. Mr. Greer has the sympathy of the shop employees.

John Donahoo of the round house has come forward and offers the men in the round house lessons on how to ward off a holdup man. Those interested kindly call on Mr. Donahoo.

During the last week we had a January thaw and when it froze up again some of the employees suffered some severe falls, among them were "Old Dad" and our watchman, Joseph McMahon. Joe says it beats the Irish how fast your feet can travel on ice.

One thing the boys can't understand is, why will Dutch Smarsty insist that he is an Englishman.

From our point of view the boiler shop boys are the happy-go-lucky bunch; for a real good laugh follow Doc to boiler shop every noon hour and keep your eye on the "silent six."

Our special apprentice, R. C. Blackley, has followed suit by entering the matrimonial circles.

Machinist W. J. Hynes is off account of sickness but hope to see him around soon.

Art Bellis of the Store Department also fell in line. He says Chicago is a fine place to spend your honeymoon.

The local ice dealers are very busy cutting ice and a large amount is shipped out to other towns.

The following verses were written by one of our shop foremen and handed to the various parties concerned Christmas Eve:

The Joyous Yuletide is now drawing near
The time when we pay our regards
To all of our shop mates and other kind friends
That makes us feel we were always old pals.

To the genial and lovable head of our shop
The creator of harmony here
Mr. Mullinix, we wish you and your family
A Merry Christmas and Happy New Year.

To his able and kindly assistant
Who always speaks with good cheer
Mr. Linthicum, wishing you and your loved ones
A Merry Christmas and Happy New Year.

To the heads of the various departments,
Don't think if your names don't appear
That we don't wish yourself and your family
A Merry Christmas and Happy New Year.

To each brother foreman all through the shop
We extend our warm greetings sincere;
We wish you and all of those that you love
A Merry Christmas and Happy New Year.

And to all our friends in the office, the clerks,
And stenographers, I hope you'll all hear
Of our heartiest greeting to you one and all
A Merry Christmas and Happy New Year.



NEW YEAR RESOLUTIONS.

Drawn Up By the Coterie of Workers at the Silvis Shops of the C., R. I. & P.

Resolved:

To dodge "Cap" Henderson.—S. W. Mullinix.

To get rid of my Silvis lots.—C. H. Rost.

To meet the fellow who shot my dog.—P. Linthicum.

To get even with the fellows who sent me Christmas cards this year instead of cigars.—G. A. Huhl.

To remember that even the craziest of them laugh at the "Chaperone of Campbell's Isle."—"Billie" Wood.

To eliminate the slang before the footlights. "Pretty cheeseey, eh, Mac?—E. N. MacLeod.

To keep my eye on the draftsmen.—A. F. Leppla.

Not to get nervous.—Mr. Zink.

To make an automobile out of a Ford.—Buster Brown.

To brave that vladuct, albeft the winds do blow.—"Bob" Taft.

To cut the cabaret.—Charley Johnson.

Molline vs. Geneseo. 100 to 0, score, favor of Molline. Some game, that!—Ira Davies.

To make Cambridge at least once every week.—Harold Chapman.

To stay in nights.—Mike Cairns.

To grow some hair even if I have to call Dandeline to help me.—Frank Reddy.

To get there on time.—Frank Shannon.

To get married.—Ray Glos.

To become a pinocle shark.—Harry Hockman.

To graft an occasional turkey and still keep an eye on a home in heaven.—L. E. Dodson.

To give all of the boys aisle seats in the front row.—"Chuck" Morrison.

To settle down to work.—John Kavanaugh.

To grow up.—F. Leveridge.



GRANT STREET CROSSING.

By J. B.

Doesn't seem to be much news about Peoria the past month.

Again the Great Repear has called one of the Rock Island Employees to that Great Beyond. Danl. Shean, a crossing flagman for many years, passed away January 20, 1915. Peace to his ashes!

Ed Richardson, switchman, is now foreman with Engine 86 in Dan Clancy's place, who has taken a 60-day lay-off.

Dan has taken his wife under his wing and hiked to the warm state of Florida. Expects to visit Palm Beach, Tampa, Jacksonville, Key West and Cuba. Some years ago Clancy traded for a farm down near Tampa. Dan has never seen his farm; don't know if it is wet or dry. No matter how the farm is, Dan will come out all right—if wet, he will plant a lot of bullfrogs and catfish; if dry, will plant pineapples, grape fruit, oranges, etc., it is said that he will set out an orchard of dill pickles and sponge trees. When Dan gets his farm fixed up he will send his grandsons down to run it for him and when he gets too old to railroad he will go and live there and enjoy himself. May he have success!

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WORCESTER, 94 Grove St.	ST. LOUIS, 3rd National Bank Building
BOSTON, 120 Franklin St.	DENVER, 1st National Bank Building
PITTSBURGH, 700 1/2 Bldg.	ST. PAUL-MINNEAPOLIS, Pioneer Bldg., St. Paul
CINCINNATI, Union Trust Bldg.	SALT LAKE CITY, Deseret Building

United States Steel Products Company

Expert Department, New York,	80 Church St.
Paralle Coast Dep't., San Francisco,	Blaine Bldg.
Portland,	Sixth and Alder Sts.
Seattle,	4th Ave. South and Cass St.
Los Angeles,	Jackson and Central Aves.

McDonald is the new operator at the Peoria depot.

Mr. Prichart, round house foreman, is the proud father of a little boy (first born). He doesn't know yet if he will be a call boy, or policeman as he is slow enough for either job. Jack Eagan is back to work again. He has been laid up quite a while with a bad throat. Dan Leehan, division foreman, is kept quite busy with the crew he has keeping frogs and switches clean, and other things that come up this bad weather.

Freight and passenger business is picking up some.

NEBRASKA DIVISION NEWS.

By M. B. K.

Dispatcher O. B. Olson is again contemplating a trip to Kansas City. These visits are quite frequent of late. Wonder what the attraction is? Former Road Foreman of Equipment W. D. Oakford made us a visit on New Year's.

We are very sorry to learn of the death of Mrs. S. A. Smart's mother. Mrs. Smart was called to Rich Hill, Mo., the first of last week on account of serious illness of her mother.

Brakeman W. M. Taylor and wife spent several days the first part of January visiting their daughter who lives in Andrews, Neb.

Conductor W. G. Champlin was called to Fairbury January 3d on account of the death of his mother. Mr. Champlin has our sympathy.

Conductor W. E. Brown and wife spent Christmas in Belleville.

Signal Supervisor Peycke spent Christmas at Springfield, Mo., with home folks.

District Signal Supervisor Chas. Hattery paid the Nebraska Division a visit the fore part of January.

Conductor F. H. Stafford is wearing some smile. What's the matter?

Le Roy Wyant, assistant signal engineer, was in Fairbury between trains 5 and 17 January 3d.

Mr. G. W. Rourke was in Fairbury January 4th.

Mrs. J. A. Cuykendall has been very ill, but we are glad to report that she is getting better.

A. G. Shultz and wife were in Valley Junction, Iowa, for the holidays.

C. Crawford and wife were called to Night Cloud, Ind., January 3d, on account of the death of Mr. Crawford's father. Mr. Crawford has our sympathy in his sorrow.

Operator W. J. Swartout spent a few days the fore part of January visiting his mother in Kansas City.

Operator J. F. Cook made a flying visit to Fairbury December 26th.

Engineer Lewis Brown is now in San Antonio, Tex., and expects to return via the coast.

O. S. & D. Clerk Ray Wells was compelled to lay off on account of sickness the first of the week.

January 12th, Mabel Hamm and Ethel Heidelk were off on account of severe colds.

Operator J. L. Woolen went to Mankato Sunday, January 10th, and on his way home stopped at Courtland. Understand he is interested in the coal chutes at that place.

Operator R. M. Davis has been off duty for some time, having made a visit to Columbus, Ohio.

R. L. Brown has his motor car in the back shop undergoing extensive repairs. About March 15th every one around Steinauer had better tie their bonnets on, as when he goes by there is no telling how far east of the depot he will go, as 70 MPH is nothing for his Fairmount 550 to do.

Road Master W. E. Brown won the \$100.00 prize on the Nebraska Division and was very liberal with candy and cigars. Section Foreman Vanderpool at Athol, Bokenkroger at Powhattan and Clifton at Meadow were the fortunate ones for the \$50.00 prizes.

Operator Ross Gowdy was in Fairbury Sunday and was seen wending his way towards the home of the chief dispatcher's stenographer.

The writer has been informed that we may come down any morning and find a new messenger. No cause given. Perhaps Ethel can tell us.

Conductor S. H. Hinitt is laying off on account of sickness.

J. A. Norris and wife have just returned from a few days' vacation.

Engineer C. H. Laird is at Mt. Clemmens, Minn., for his health.

C. A. Ransom and wife are expecting to leave for the South in the near future.

♦ ♦

SOUTHERN DIVISION. "Annual 'Possum Dinner."

By W. L. Fowler.

On December 23 the Master Mechanic's office force enjoyed their Annual 'Possum dinner in the dining car of the wrecking outfit. The entire office force and their wives and sweethearts all gathered at the dining car about 12 noon to partake of the feast.

Mr. B. L. Wheatley was the Toastmaster for the occasion and it is needless to say that he conducted himself memorably. We had little trouble in keeping him reminded of the fact that he was to give toasts during the luncheon, for what he lacked in getting his share of the 'possum was not much. He took advantage of the rest of the bunch by getting out of town. We could not tell whether he made himself sick or not. Mrs. Wheatley seemed to enjoy the feast also. She declared that it was the first time she had ever tasted of the great "possum" dish but we were all convinced that she is very fond of "possum." Also Mr. Wheatley's daughter from Iowa was a guest at the banquet and I believe she is very fond of "varmint." She remarked that she would carry about one dozen back to Iowa when she returned and have a banquet all of her own. Believe she will have to conclude that she could never exceed the luncheon that we enjoyed.

Mr. Norris, our chief clerk, committed himself in such manner that there should be some comment on him. Before the middle of the afternoon was passed, he declared he believed that he would not live through the night. Mrs. Norris seemed to be uneasy about her husband, but we wish to state that all her time was not taken up looking after her husband for she got her share of the "possum." Also she stated that she never would make the remark that she would not eat "possum" for she had never eaten any before the feast today.

Miss Mabson, our stenographer, was of the same opinion as Mrs. Norris until she tasted of the "animal" and she has declared that she never had anything to compare with it and also declared that this would be a day of national importance to her. She also says that she will always remember the office force for effecting such a feast while she was with us.

Mr. Fowler, accountant, had been looking forward to the day when this feast was pulled off. He knows what "possum" is and no need to mention what he did while he was sitting at the table. He was useless the rest of the afternoon from the fact that he almost made himself sick. But he seemed to enjoy the luncheon very much.

Mr. Torbron, our bald headed MCB clerk, certainly did his part in getting away with the "possum." It was thought for awhile that we would have to call the ambulance to remove him to the hospital for the way that man did eat could not be described in this issue. The drops of perspiration were playing up and down his cheeks and even on top of his head. He made the remark that he would be climbing trees in his sleep or crawling through the window of his room, thinking it the hollow of some log or stump. We have appointed a watchman to see after him tonight for fear of any disturbance.

Dock Willholte, car clerk, got away in splendid style, and had no trouble in handing 'em down without a run. After it was all over, some one had occasion to walk back to the dining car, and there sat Dock going after that "possum" in the original way. Dock had to send for the buggy to take him home from work.

Mr. Massey, statement clerk, was sick and we did not have him with us, but believe we have made him believe that he missed the feast of his life.

Mr. Elteman, our efficient storekeeper, showed himself up in true form. He acted as waiter

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Blue Island, Ill., April 15, 1914.
Federal Sign System (Electric), Chicago, Ill.

Gentlemen:—I carry one of your Federal Electric Lanterns on a freight train. One thing I like is when you give a signal it does not go out. Oil lamps often do and cause trouble.

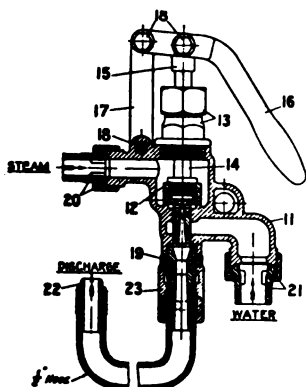
(Signed) W. J. Wyckoff,
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and was as steady as an old timer. He certainly displayed anything but partiality, serving everyone just alike, and the tips he received are too numerous to mention. Ikke, we all remember your kindness and we will assure you that when we pull off our next "annual 'possum" dinner we will secure your services as waiter if we have to trace you to the end of the universe. By the way, I happened to have occasion to visit the dining car about 2:30 p. m. and Ikke was still barking and growling at the "possum." He seemed to be very well and happy as he started home from work.

Mr. Rounds, the store clerk, was right in the midst with his smiling countenance and, by the way, he seemed to be very fond of the "possum and potatoes." He assisted Ikke in carving the "possum" until it was about half finished and then he surrendered the carving knife to some one else and began to "work for himself" in a very diligent manner. He expressed the desire to be with us at our next "annual luncheon."

Mr. Clendenning, wrecker foreman, was host to the bunch and he entertained in old time form. Believe he had no trouble in getting his share of the "possum" and seemed to be well and hearty late in the afternoon. Clendenning spends most of his time in the dining car of his wrecking outfit and was not at a loss to entertain the bunch.

Mr. Davis, our general foreman, took sick at the thought of the amount of "possum" that he figured on eating and was not present. We wished for you "Cyclone Davis" but we could not hold anything back for you.

Benjamin Bell, last but not least, our efficient porter, presided at the pot. He put in his forenoon in getting the "possum and potatoes" in readiness for the long looked for time, and it is no use to say how well it was prepared. Just ask any of the bunch who were there and you will be convinced that Ben is the best cook in this portion of the state. Benjamin was only too glad to do the cooking for the bunch and if at any time you wish to have a "possum" prepared in the right manner, we would all recommend that you secure the services of "Old Benjamin" for the job. Benjamin, if we are all together when our next "Annual" rolls around, we sure want to have you prepare it for us. Ben has been wearing a smile ever since the first of November when we began preparing for this annual occasion. We all remember you, Ben, and remember that you hold the banner for preparing "possum and potatoes."

Everyone seemed to enjoy the occasion and we had plenty "possum" for the entire Rock Island "Official Family," but did not issue any invitations outside of the office force at Fort Worth? This is an "annual" happening for the Mechanical Department Employees on Southern Division and we all look forward to it with anxiety. It is an occasion that is pleasantly remembered by the entire force.

TOPEKA.

By N. M. B.

A meeting of the officials and local agents of second district was held at Topeka, January 7th, for the purpose of perfecting a new merchandise schedule. Meeting presided over by Mr. J. R. Pickering, S. C. S., and Mr. A. E. Sweet, general manager, assisted by Mr. G. W. Rourke, assistant general manager. The meeting was held at the Throop Hotel.

Mr. and Mrs. A. Lusk and daughter, Miss Mildred Lusk, spent Saturday and Sunday, the 15th and 16th, in Kansas City visiting at the home of Mr. and Mrs. R. W. Botkin.

I. Bradley, rate clerk in the division freight office, spent a few days in Fairbury, Neb., the latter part of December, visiting his parents and friends.

Mr. J. A. Stewart, general passenger agent, made a business trip to Chicago the middle of January.

R. V. Sewell, freight clerk, spent Saturday and Sunday, the fore part of January, in Kansas City visiting friends.

E. F. Strain, division freight agent, attended the Implement Dealers' Convention in Kansas City, the week of January 10th.

W. T. Lyon, clerk in the ticket office, was off duty for ten days the fore part of January, account illness. His place was filled by Carl Randall, night ticket clerk, during his absence.

Guy R. Powell, freight cashier, local office, contemplates going on a farm March 1st. We are sorry indeed to lose him, as his service in position of cashier has been of the very highest class. We hope by next month to be able to report that Guy has concluded not to go farming.

Miss Edith Rossi, stenographer in the general manager's office, spent a couple of days in Kansas City, this month, visiting her sister.

Mr. and Mrs. W. S. Ottinger returned to their home in Los Angeles, the fore part of January, after a visit at the home of the latter's sister, Mrs. C. F. Real.

WEST LIBERTY, IOWA.

By E. W. S.

E. C. Peacock, who has been hostler helper at the roundhouse for the past six years, has been appointed Roundhouse Foreman, and on New Year's day was duly installed in his new position. All of "Eb's" friends, who are many, will rejoice with him on his new position.

Freight Clerk P. Burns Thompson and family spent Christmas in Marengo, Operator E. W. Stuart and wife in Minneapolis, Minn., Baggage-man E. L. Wright and family in West Branch and Operator Dewey and wife in Wapello.

Account retrenchment of expenses one clerk was taken off during the months of December and January. This being two of the busiest months at this station, it has been making considerable extra work for all employees.

Business is very good through here at this time of the year. On the Cedar Rapids Division six firemen have been set up to regular "hoggers," while they have borrowed four "eagle eyes" from the Oklahoma Division. Apparently the "big mikes" have not affected the boys from eating regular, at least.

Operator Ramsey is getting to be some sportsman. His record now is 148 rabbits and numerous owls and hawks.

Our messenger boy, "Little Mayson," came out Christmas week with a full pair of "long pants." Some kid he is now. He still claims he has no "senorita" down at the Mexican barracks.

Henry Klunder, our old reliable car repairer and inspector, was a recent Chicago visitor. Henry contemplated purchasing a "watch," but afterwards decided not too.

W. E. Bockenthin, our freight and car clerk, was recently off a couple of weeks, bad case of tonsillitis. At present he is back at the old car desk.

Special Officer C. D. Baumgardner, after a couple months of illness and injury, is back on the job. He says his business is "picking up."

Former Special Agent G. W. Barham, of Cedar Rapids, now located at Trenton, Mo., was a recent West Liberty visitor. We are always glad to see our old friend G. W. B.

Baggage-man B. L. Wright off couple days account sickness.

Engineer Hunt is now permanently located here on the switch engine days. Mr. Hunt moved his family here. We are all glad to see this estimable family in our midst.

E. C. Peacock and family were recently called to Brooklyn to attend the funeral of Mr. Peacock's sister, who passed away in Larimore, N. D. More recently the same family was called to Des Moines to attend the funeral of a brother-in-law of Mr. Peacock. Our sympathy is extended to this family.

Larry Rath, section foreman on the Cedar Rapids Division, with his wife, were called to Cedar Rapids account death of Mrs. Rath's father. Shortly after this, this family was again called to Cedar Rapids account sudden death of husband of Mrs. Rath's sister. Our sympathy goes to this family.

Cashier H. R. Childs and family were recent Cedar Rapids visitors.

The new Masonic Temple is nearing completion, and it is expected by the middle of January will be formally dedicated. A number of the trainmen are planning to attend this function.

Former Station Master R. J. Wiley was elected sheriff and took his station at the Muscatine jail Jan. 1st.

Local stock yards have been under quarantine for some time account "hoof and mouth" disease, but at present open for use. Section Foreman Chas. Gatton with the "light brigade" did the stunt with the disinfecting outfit.

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HAMILTON PARK KRISPETTES.

King Kinney, Editor.

VOL. I. FEBRUARY, 1915. No. 12.

Criticism.

"The most effective criticism is silence; also, it is the most polite. Don't work yourself into a rage telling the man how silly his writing is; say nothing about it, and he will soon realize that there is something seriously wrong with his work."—Ed. Howe.

"When readers knock this Totem-pole,
And send me letters impolite,
I feel the Col. is, on the whole,
All right.

"When some one hands me a bouquet,
And swears the colyum can't be beat,
I pin the posy on, and say,
'How sweet.'

"When no one praise or censure brings,
When nothing's said from day to day,
I'm satisfied that everything's
O. K.

"From which, you see, I'm more or less
Unboastful, bumptious, modest, vain.
If such you thought, you need not guess
Again."

The above verse is from the prolific pen of B. L. Taylor, the greatest column writer in the world, bar none. In granting the King permission to republish it, B. L. T. remarks: "You have my gracious permission to republish 'Criticism,' and anything else you please." We thank "B. L. T." and if at any time in the near future we should become president of Chicago surface lines we will take great pleasure in abolishing the street car advertisements (which are a constant reminder to the strap hanger that he has a backache), and substitute some of B. L. Taylor's invigorating verses (which should convince said strapphanger not to let his angry passions rise). Leonard A. Busby, please note.

A distribution of clear Havana fillers took place in the Interline Department Monday, Jan. 18th, to celebrate the arrival of a son to Jacob Goldberg. The baby was born Jan. 16th. Congratulations and best wishes are extended to the happy father.

Puzzle—What has happened to Charley Collins? or Why does he let it grow? Details later.

Try it.

When all the world seems going wrong.
And life's dawn is dark and gray.
Remember, the darkest hour,
Is the hour,
That precedes the new born day.

When high hopes are on the blink,
And heart beats are sad and slow.
Remember, a bright smile,
Is worth while,
Even tho it may hide a tale of woe.

When you feel like eating nails,
And the world seems bleak and lone.
Remember, a hearty laugh,
A ringing laugh,
Sounds better than a cheerless groan.

Here and There.

Francis E. McCabe of the A of D, who is better known to the Saturday Afternoon Social Club as Schrewd Mack, was married Jan. 6th to Miss Anna Weiner, one of the pretty little nurses of the Englewood Union Hospital. The romance started when Miss Weiner nursed Mack at the hospital in August. All of the boys were certainly knocked off their seats when they discovered Mack was married, for he kept it a secret until the last minute. Well, Mack, we wish you all the luck in the world, and only hope you will join the Social Club again. We are now anxiously waiting to see if "Handsome Jawn" Clarke will keep his handshake agreement with Mack and follow his footsteps.

Gordon Nathans has returned to his old place after spending the holidays at Ligonier, Ind., the

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home of his future bride. Gordon is all smiles, and expects to be married in September.

Our demure friend, Marie Mortell, is the happy owner of a big diamond ring, which signifies her engagement to Patrick McCollough of Harvey, Ill. Marie will be a June bride. We congratulate Patrick, for to use the words of Joe Warner, "He has won one of the finest little girls in the world."

"Lou" Brile spent the Christmas holidays in Louisville, Ky., and returned a married man.

Geo. C. Sprague was married Dec. 31st to Miss Selma Vollbrecht of Chicago.

Both couples have our best wishes and congratulations.

The high cost of living seems to have no terror for the Hamilton Park offices if engagements and marriages can be taken as a criterion.

Adore Grandchamp announces his engagement to Yvonne Veazeau of Earleton, Canada. No date set.

The great American game, "Diamond, diamond, who's got the diamond," has made a big hit with the Hamiltonian girls. The following, not already mentioned, received "Kimberlys" for Christmas—engagement rings in most cases: Miss Florence Heinrichs and Miss Janet Hurtle of the APT, the latter from our jovial friend Pierce, and Miss Marguerite Hullinger of the car account's office.

Gus Tichy Interviewed.

I have often sat in my sanctum sanctorum with a clear Havana filler between my teeth, my feet stretched upon my mahogany desk, and gazed into the mysterious rings of smoke and wondered if I would ever be able to persuade my old side kick, Gus Tichy, to let me interview him. And out of each reverie I have awakened with a rude shock when Gus would politely decline to open the book of his past life and let me gaze on its wonderful pages. However, on this occasion, when I had just finished my thirteenth request for an interview, Gus Tichy threw up his hands and announced he surrendered.

"Where were you born, Gus?" was the first question I asked that handsome young Adonis.

"In Chicago," he replied. "Back of the Yards—now, King, don't ask me when, for to confess the truth, I was so young I don't remember."

Gus was a very unwilling witness, as our private secretary, Rip Van Winkle Richards, remarked.

But to resume Gus' story. After many strategical questions, I managed to ascertain that he (Gus, of course) had at various times aspired to be a fireman, book agent, actor, doctor, dentist, socialist, blacksmith, and printer. He quit trying to be a printer because he did not like to be called a devil.

"To what do you attribute your fine athletic figure, which has caused you to be called 'Samson Tichy'?" was my next question.

"Work at the bars," he answered. Shorty, our office boy, smiled and winked at his answer. "Not at the kind of bars you mean," was our hero's reply to the wink.

Gus Tichy's story is told. I have only a few observations to make. He is loyal to his friends, generous to his foes, absolutely on the square; in short, he is a man whom you would instinctively trust. And, after all, what more can you say of any man? Not a word.

Told to the Editor.

Eugene Timmerman presented his girl with a diamond ring. The boys smoke ten centers, Gene.

Quite a nice box of candy Monte Davis presented Olive Maley for Christmas. Oh, you chocolates!

Jno. Klimmey, Alex. Hudspol and Joe Cognac, "The Barnums of the Car Accts.," are still in the show business.

According to rumor, Gus Rozek spends most of his time on the south side. What is the reason, Gus?

Marie Lauritzen, the real blond, is quite happy. Thank you. Some diamond, Marie.

Clara Schill is taking vocal lessons, so we expect to be able to review one of her concerts in this column in the near future.

D. O'Neill had one of the Blue Island belles to a dance New Year's eve.

What was the reason Jim Abell and Fred Ames spent the New Year's week's end in Sioux Falls? Was it a "Jane"? If so, which one was

interested? Or did Fred go to take care of Jim, or Jim to chaperon Fred? Some say it was a nurse.

Hatfield's baseball game is the popular winter pastime out here. Have you got your game? The latest league to be organized is a Federal in the Car Acct., consisting of Gus Rozek, Dick Wallace, J. Sheehan and Percy Wennerstrand.

Memories.

Memories, haunting memories,
Locked in the souls of men,
Emblems of joy and sorrow,
Blurred like the scratch of a pen.
Memories that prick and sting,
Thoughts of what might have been.
Some have a deathlike ring,
Memories in the souls of men.

Memories that time won't efface,
Hidden from public view.
A face you cannot erase;
A memory that makes you blue.
Memories of things that went wrong,
Hidden as if in a den.
Memories, a flame or a song,
Memories in the souls of men.

Editorial Letters and Comment.

(Letters for this department should be addressed to the Editor, and in all cases must bear author's signature, although same will not be used in connection with letter, if so requested.)

What the great Chicago dailies say about Krispettes:

The Chicago Tribune says, "The world's greatest newspaper."

The Chicago Herald declares, "Easy to read, and worth reading."

The War Cry yells, "An American column for American people."

Who's who?
Ting-a-ling!
"Hello Girl,"
Louise Engleking.

We take this occasion to thank a former government employe for rate material he submitted to us, and while we regret it is not available for publication, both Mr. Simpson and myself deeply appreciate the interest he has displayed in the matter.

Talk about talent—our readers may not know that we have the world's greatest tango dancer in our midst in the person of Thorn Ernest, who won first prize with his partner in the tango tournament given by the city of St. Paul last August.

Joe Vogt, the phenom twirler of the F. C. A., violates neutrality when he calls Florence "French." How about it, Sue? Are you an ally?

Jimmy Normoyle says "Debonair" is such a pretty word. It is, isn't it, James?

Frank Werner is the proud daddy of a nine-pound baby boy, born Jan. 1, 1915, who will answer to the name of Carl Werner. Cigars were passed and Frank was congratulated all around when the glad tidings were broke.

No one has written a letter to us denying that Harley Reisman has curly hair. How about it, Harley, are you going to let us get away with it?

To Roy McMaster.

Roy McMaster left Jan. 15th on a prolonged leave of absence, for California and its exhibitions. A few words in regard to Mac are in order. He was a prince of good fellows. A man's man in every sense of the word, big hearted, impulsive, and a firm advocate and dispenser of good cheer. To know him was to love him. We wish Mac all of the luck in the world. Though he is gone, he is not forgotten.

Welcome.

Jerry Herlthy, financial editor of the "47th Street Line."

Started out to ask King the Wizard, about a mine.

And about financial matters great and small.

That cause such a flurry in the street of Wall. But the financial editor lost his way.

Strayed or stolen, the papers say.

And so the interview, Jerry didn't get.

Because he voted dry, and then went wet.

But don't weep, Jerry, for you're a bear.

And F. Jasper Ondrak has room to spare.

While Ray Wolf has pepper and spice.

And we look to Miss Brown to write awful nice,

And your other celebrities we hope are not tame, Welcome "47th Street Line" into the game.

According to reports dainty little Marguerite Hamilton was the belle of the Car Ass't dance held at the H. P. Field House Jan. 21st. The affair was an artistic success, and many of our local celebrities were present. Owing to the late date, we are forced to postpone comment on the affair until our March issue.

Bonne Renomme Vant Mieux Que Ceinture D'or.

Again the Editor's name and reputation have been assailed; this time by our old friend Harry Hatfield, inventor of the only mechanical baseball game worth mentioning. Harry has gone on the war path, and all because we declared that his girl demonstrator claimed to be his daughter when she is in reality his fiancée. At the present time, Harry has turned detective, and has deduced that the Editor is in love. (Horror!—nobody loves the Editor, except Peter Spruit), and not only that, but he promises to buy space in the magazine, if necessary, in order to publish the terrible facts to the public. Hatfield should remember, "La parole est d'argent; le silence est d'or," also, "Un averti en vaut deux," and knowing Hatfield's wonderful ability as a sleuth, we have arranged a nice little romance for him. Watch this space in our next issue for full details.

Emogene Diefenbach, one of the finest little girls in the Hamilton Park offices, expects to be back on the job by the time this issue is printed. Welcome home.

R. E. Darnoc, with malice aforethought, has demanded that we answer the following question: "In your opinion, what girl in the H. P. offices would make an ideal Sue?" Easy, Ed. Mary Pickford's only rival, Florence Bulisano, would be our choice.

Vand Mieux Tard Que Jamais.

Speaking of the mustache craze in Silvis, Joe Warner rises to remark, "Why be so far behind the times? The aristocracy in Chicago stopped sporting those things two years ago."

The public is cordially invited to attend the noon hour session of the Rate Department harmonists. Such singers of class and renown as Ed. Hines, R. C. Webber, A. G. Anderson, Ed. May, G. A. Rausch, Ray Miller and Clay Williams are members of this noted organization. "The Tulip and the Rose," the official song, is warbled every day. This is the only song they sing—have tried to sing—or claim to sing.

Duke Ahearn created a sensation among his co-workers Jan. 12th when he appeared in their midst wearing what they dubbed a "Zebra shirt."

The Duke threatens to wear said shirt with a checker suit at a stag party Jan. 30th.

"Viola" has dropped us the following request, "Why not publish Mr. Heller's photo in your column? I think he is the handsomest man in the FCA." So do we, "Viola," but Mr. Heller absolutely declines to even let us use his name in our column, so we are sure he would refuse to permit his photo to appear. However, if the girls of the T. B. will vote for its appearance, we are sure that debonaire gentleman will be unable to resist the pressure and will consent.

Pete Spruit, the king pin of them all, continues to defeat all comers at checkers, from Ed. Hines to Jack Kilty. "The big game falls hardest."

Wanted—A story about Dick Moran. Sentimental preferred, altho any kind will do.—The Editor.

"Finis." Passed by the laundry board. "The end."

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LIABILITIES		
Capital Stock		\$900,000.00
Surplus and Profits		252,357.36
Circulation		1,162,300.00
DEPOSITS:		
Bank	\$1,668,349.70	
Individual	4,745,885.34	
United States	113,310.71	6,527,545.75
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Condensed Report to Comptroller, December 31, 1914.

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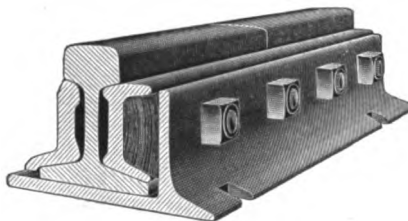
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