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ROCK ISLAND EMPLOYEES' MAGAZINE

APRIL
1917



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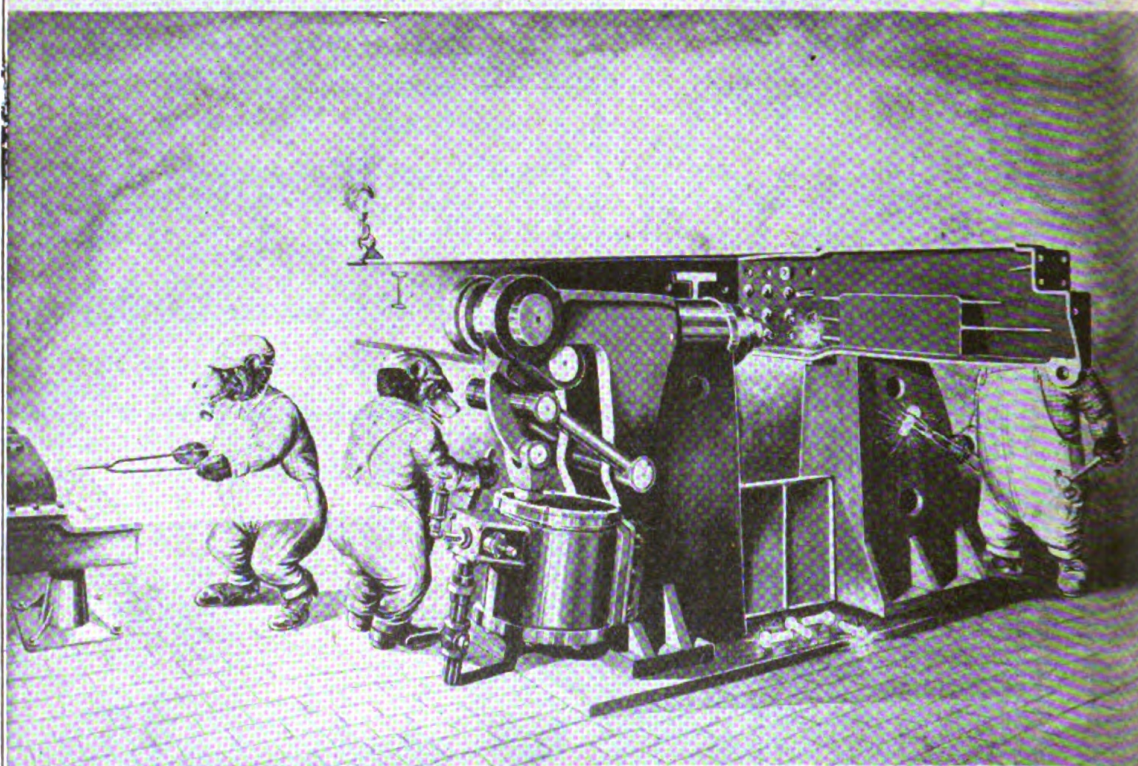
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Former United States Senator Mason

Pioneer in Pure Food and Drug Legislation, Father of Rural Free Delivery System

Takes Nuxated Iron

to obtain renewed strength, power and endurance after the hardest fought political campaign of his life in which he was elected Congressman from the State of Illinois. The results he obtained from taking Nuxated Iron were so surprising that

SENATOR MASON NOW SAYS

Nuxated Iron should be made known to every nervous, run-down, anaemic man, woman and child.

Opinion of Doctor Howard James, formerly Ship Surgeon, Holland American Line, and Assistant Physician, City Hospital, Ward's Island, New York, who has prescribed and thoroughly tested Nuxated Iron in his own private practice.

WHAT SENATOR MASON SAYS:

"I have often said I would never recommend medicine of any kind. I believe that the doctor's place. However, after the hardest political campaign of my life, without a chance for a vacation, I had been starting to court every morning with that horrible tired feeling one cannot describe. I was advised to try Nuxated Iron. As a pioneer in the pure food and drug legislation, I was at first loath to try an advertised remedy, but after advising with one of my medical friends, I gave it a test. The results have been so beneficial in my own case I made up my mind to let my friends know about it, and you are at liberty to publish this statement if you so desire. I am now sixty-five years of age, and I feel that a remedy which will build up the strength and increase the power of endurance of a man of my age should be known to every nervous, run-down, anaemic man, woman and child."

Senator Mason's statement in regard to Nuxated Iron was shown to several physicians who were requested to give their opinions thereon.

Dr. Howard James, formerly Ship Surgeon, Holland American Line and Assistant Physician, City Hospital, Ward's Island, New York, said:

"Senator Mason is to be commended on handing out this statement on Nuxated Iron for public print. There is nothing like organic iron—Nuxated Iron—to give increased strength, snap, vigor, and staying power. It enriches the blood, brings roses to the cheeks of women and is an unfailing source of renewed vitality, endurance and power for men who burn up too rapidly their nervous energy in the strenuous strain of the great business competition of the day."

Dr. E. Sauer, a Boston physician who has studied abroad in great European medical institutions, said: "Senator Mason is right. As I have said a hundred times over, organic iron is the greatest of all strength builders."

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking organic iron—Nuxated Iron had filled him with renewed life. At thirty he was in bad health; at forty-six he was care-worn and nearly all in. Now at fifty, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth."

Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next, take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again, and see how much you have gained. I have seen dozens of nervous run-

down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless.



Former United States Senator Wm. E. Mason, recently elected Member of the U. S. Congress from Illinois

Senator Mason's championship of Pure Food and Drugs legislation, his fight for the rural free delivery system, and his strong advocacy of all bills favoring labor and the rights of the masses as against trusts and combines, made him a national figure at Washington and endeared him to the hearts of the working man and the great masses of people throughout the United States. Senator Mason has the distinction of being one of the really big men of the nation. His strong endorsement of Nuxated Iron must convince any intelligent thinking reader that it must be a preparation of very great merit and one which the Senator feels is bound to be of great value to the masses of people everywhere, otherwise he could not afford to lend his name to it, especially after his strong advocacy of pure food and drugs legislation.

Since Nuxated Iron has obtained such an enormous sale—over three million people using it annually—other iron preparations are recommended as a substitute for it. The reader should remember that there is a vast difference between ordinary metallic iron and the organic iron contained in Nuxated Iron, therefore always insist on having Nuxated Iron as recommended by Dr. Howard James, formerly ship Surgeon Holland American Line and Assistant Physician, City Hospital, Ward's Island, New York.

NOTE—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians both in Europe and America. Unlike the older inorganic iron products it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such great confidence in nuxated iron that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

LOOK! LISTEN!



THE REPORT OF THE INTERSTATE COMMERCE COMMISSION, for the year ending June 30th, 1915, SHOWS THAT:

**1,086 PERSONS WERE KILLED AND
2,981 WERE INJURED,**

WHILE WALKING OR DRIVING over railway tracks at HIGHWAY CROSSINGS in the UNITED STATES.

Enginemen are required to keep proper lookout and to give warning by sounding the whistle and ringing the bell when approaching crossings, and the Company is doing all it can to prevent accidents of this kind.

Do YOU realize YOUR responsibility in this matter and are YOU doing YOUR part?

Surely YOUR life and the lives of your RELATIVES and FRIENDS who are riding with you are worth many times the trouble and time required to STOP and LOOK and LISTEN before crossing the tracks.

There never has been and never would be an accident of this kind if the occupants of automobiles and other vehicles would STOP and LOOK and LISTEN before crossing the tracks.

**A LIFE OR A LIMB, ONCE GONE,
CAN NEVER BE BROUGHT BACK**

**REMEMBER IT IS BETTER TO CAUSE A DELAY THAN TO
CAUSE AN ACCIDENT**

(From Pamphlet issued by C. & N. W. Ry. Co.)

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

APRIL, 1917

No. 10

THE PERSONAL RELATION IN INDUSTRY

By JOHN D. ROCKEFELLER, JR.
(Address delivered at Cornell University)

I am glad to have this opportunity of speaking to you men, numbers of whom will be the future leaders in industry.

Heretofore the Chief Executives of important industrial corporations have been selected largely because of their capacity as organizers or financiers.

The time is rapidly coming, however, when the important qualification for such positions will be a man's ability to deal successfully and amicably with labor. Yet how to do this is a subject which, I fancy, is never taught or referred to in the classroom.

Like knowledge of the problems of sex, than which no department of life is more sacred, vital or deserving of full and ennobling instruction, an understanding of this subject is left to be acquired by experience, often costly or bitter, or through chance information, gleaned too frequently from ignorant and unreliable

Just as the first of these two themes is coming to be taught sympathetically and helpfully in our schools and colleges, so I believe the second, the personal relation in industry, will eventually be regarded as an important part of those college courses which aim to fit men for business life.

After all, is it not the personal relations with one's fellows which, when rightly entered into, bring joy and inspiration into our lives and lead to success,

and which, on the other hand, if disregarded or wrongly interpreted, bring equally sorrow and discouragement and lead to failure?

GETTING THE BEST OUT OF LIFE THROUGH THE PERSONAL RELATION.

Think what the ideal personal relation between a father and son may mean to both. Some of us have known such contact. Our lives have been fuller and richer as a result, freer from sin and sorrow. Others of us know from bitter experience what the absence of this relationship has involved.

How helpful to a student is such a friendly association with some professor who commands his confidence, respect and regard, and who is interested in his college work, not for itself alone, but quite as much because of its bearing on his future life's usefulness.

What would college life be without the personal relationships which are formed during its happy days and often continued close and intimate through life?

Can you imagine a successful football team composed of strangers, having no points of contact, no sympathy with each other, no common cause inspiring them to strive for victory? Team play, the support of one player by another, would be well nigh impossible.

Even in the army, where formerly the man who had become the most perfect

machine was regarded as the best soldier, it is coming to be accepted that in addition to being obedient and subject to discipline, the man who thinks, who is capable of acting on his judgment when occasion arises, who is bound to his fellow soldiers and his officers by personal friendliness, admiration and respect, is a far more efficient soldier.

And whereas formerly, particularly in the armies of Europe, privates were not allowed to have any personal association or contact with their officers, we hear that in the present war a spirit of comradeship is developed by the officers with their men off duty, which personal relationship is building up rather than weakening the morale of the armies. What is true as to the relationships which I have mentioned is equally true in industrial relations, and personal contact is as vital and as necessary there as in any other department of life.

How Industry Has Grown Away from the Personal Relations Between Employers and Employed.

Let us trace briefly the history of the development of industry, that we may see where this personal relationship is present, where absent, and what is the effect of its presence or absence.

Industry in its earliest forms was as simple as it is complex today.

The man who provided the capital was frequently the director, president, general manager and superintendent of the enterprise, and in some instances actually worked with his employees. These latter were few in number. They were usually born and brought up in the same community with their employer, his companion in school days, his friends and neighbors, often calling him as he did them by their first names.

There was daily contact between employer and employe, and naturally if any questions or causes for complaint arose on either side, they were taken up at the next chance meeting and adjusted.

Next came the partnership, a development necessary because more capital was required than a single individual cared to or was able to provide. Two or more partners were thus associated together, but otherwise the situation was not materially different from that just described, except that more employes were required.

With the invention of the steam engine and its application to railroads, which quickly began to make their way over the face of the earth; with the development of the steamboat, replacing to so large an extent the old sailing vessels and making possible the regular and frequent transportation of the products of the soil and of industry from one part of the world to another; with the perfecting of the telegraph, cable and telephone, there came the need for larger aggregations of capital in order to carry on the ever expanding industries

that were required to keep pace with this growth.

This led to the development of the corporation, the capital for which was supplied in larger or smaller amounts by few or many individuals, thus making possible almost indefinite financial expansion. And this form of business has continued to grow, as commerce and industry have become not only national but international and world wide in their extent, until we have today the United States Steel Corporation, with its 120,000 stockholders and its 260,000 employes.

It stands to reason that corporations of such magnitude have necessarily become highly specialized.

The responsibility of an individual stockholder in a corporation is of course in proportion to his interest, but the function of the stockholders in general consists in casting their votes each year for the election of directors to represent their interests.

The directors in turn are charged with the general responsibility of developing the policies of the corporation, some of which are matured by the officers, of selecting its officers and of seeing to it that the corporation is properly managed.

The officers as the executives of the company carry out the company's policies and are charged with the actual operation of the company and the employment of labor.

As we contrast this gigantic organization with the simple form of industrial organization first described, it is at once apparent that in the very nature of the case the man who supplies the money seldom if ever comes in contact with the man who supplies the labor.

Here we note a marked and serious change. While deplorable, this situation is practically inevitable. Frequently the industry in which a stockholder has invested his capital is located in a far distant city. Not only this, but often investments are made in corporations which conduct business in other countries almost at the ends of the earth.

As a result of this lack of contact between labor and capital, the personal relationship has disappeared, and gradually a great gulf has grown up between the two, which is ever widening.

It is regrettably true that there are capitalists who regard labor as their legitimate prey, from whom they are justified in getting all they can for as little as may be. It is also true that on the part of labor there has been a growing feeling that it was justified in wresting everything possible from capital.

So these two great forces have come too often to think that their interests are antagonistic, and have worked against each other, each alone seeking to promote its own selfish ends. This has resulted in the strike, the lockout and the various incidents of industrial warfare so regrettably common in this day and apparently on the increase.

Strikes—and Their Great Cost to Labor, to Capital and to the Public.

Reports of the United States Bureau of Labor Statistics show that for the first eleven months of 1916 there were 3,134 strikes and lockouts in the industries of this country, as against only 1,147 for the corresponding period of 1915.

These industrial conflicts have in some instances come to be little short of civil war; vast sums of money have been lost by both sides, untold hardship and misery have followed in their wake.

The New York City street railroad strike of last summer is estimated to have cost the companies some four millions of dollars, not to mention the loss in wages borne by the employees or the losses sustained by the public.

Last summer four hundred thousand railroad men, constituting the four brotherhoods, voted in favor of a strike on 225 American railroads. If the average pay of these men had been only \$2.50 a day, which is considerably lower than the fact, such a strike would have meant a daily loss in wages of a million dollars, not taking into account the far greater loss to business and the inevitable inconvenience and distress which would have been brought, directly or indirectly, to the doors of the entire population.

I have not had access to data showing the cost to this country of strikes and lockouts. However, the following quotation from a recent address made by Mr. Frank A. Vanderlip, president of the National City Bank of New York, throws light on the subject. Mr. Vanderlip said:

"The cost of the recent garment workers' strike in New York City has been estimated to be in the neighborhood of fifty million dollars.

"The last anthracite coal strike in the short course of five months caused a loss of one hundred and twenty million dollars to employers and employees in the community.

"I have seen the statement that in a single year the losses that could be attributed to labor disturbances in this country total more than a billion dollars."

These are extraordinary figures, and though some of them are doubtless merely estimates, they serve to show what enormous proportions the industrial problem has assumed and how serious and vital a question it has become.

May I add that almost beyond belief as these figures are, they do not include those terrible mental and moral losses growing out of struggle and conflict, nor do they take account of the depleted bank balances of the workers, and the hunger, suffering and distress which extend into the homes and which touch the lives not only of those immediately concerned, but the tens of thousands of innocent women and children.

What I have said leads me to advance two ideas, both of which I believe to be profoundly true, but which have received far too limited consideration.

The first is that labor and capital are naturally partners, not enemies.

The second, that the personal relation in industry, entered into in the right spirit, gives the greatest promise of bridging the yawning chasm which has opened up between employer and employee.

Mistaken Points of View Due to the Absence of the Personal Relation.

The mistaken point of view in regard to the relation between labor and capital exists on the part of both labor and capital, as well as among the interested and disinterested public.

Too often capital regards labor merely as a commodity to be bought and sold, while labor not infrequently regards capital as money personified in the soulless corporation.

It might seem that technically speaking both of these definitions could be justified, but they are far from being comprehensive and adequate. For both labor and capital are men—men with muscle and men with money. Both are human beings and the industrial problem is a great human problem.

This is one of the first things we need to recognize, and it is just because human nature is involved in this problem that it is so intricate and difficult to solve.

The popular impression that from the very nature of the case labor and capital are two great contending forces arrayed against each other, each striving to gain the upper hand through force, each feeling that it must arm itself in order to secure from the other its rights and its just dues, is even more unfortunate than it is untrue.

I cannot believe that labor and capital are necessarily enemies. I cannot believe that the success of one must depend upon the failure or lack of success of the other. Far from being enemies, these two factors must necessarily be partners.

Surely, their interests are common interests, the permanent well being of neither can be secured unless the other also is considered, nor can either attain the fullest possibilities of development which lie before both unless they go hand in hand.

Only when the industrial problem is approached from the point of view of a firm belief in this doctrine is there any hope of bringing about closer, more healthful and mutually advantageous relations between these two forces.

Necessity for Contact Between Labor and Capital.

If, therefore, my first statement is true, namely that labor and capital are partners, then certain things must follow. They must have contact. This standing aloof one from the other must end.

Partners know each other, they rub elbows, sit around the same table, come to understand each other's point of view. Respect grows in the heart of each for the other, confidence is developed, and they come to realize that they are working with a common interest for a common result.

But this attitude, this relationship, is the

personal relation in industry. Nothing else will take its place, nothing else will bridge the chasm of distrust and hatred.

It is the recognition of the brotherhood of man, of the principle of trying to put yourself in the other man's place, of endeavoring to see things from his point of view. The old saying that honesty is the best policy is often scoffed at and pronounced impractical, but there never was a truer saying. Honesty is the best policy.

You may be able to deceive a man once or twice, or, if he is exceptionally gullible, half a dozen times, but you cannot deceive him indefinitely. You may be able to deceive a number of people sometimes, but you cannot deceive all of the people with whom you have business dealings all of the time. You may be able to make a contract which gives you an unfair advantage of the other man, but the chances are that you cannot do it twice.

From a purely cold-blooded business point of view, honesty is the best policy. Likewise do I say that to treat the other man as you would have him treat you is an equally fundamental business principle.

This does not mean that you should surrender your rights or neglect to avail of your opportunities. It simply means that in the game of business, the same rules of sportsmanship should prevail as in a boxing bout, in a match at golf, or a football game.

Play fair and observe the rules. Let the contest be clean, gentlemanly, sportsmanlike, a contest always having regard for the rights of the other man.

How Personal Relations Can Be Established in Big Business.

Assuming, then, that the personal relation is a vital factor in successful industrial life, but recognizing the impossibility in this day of big business of reproducing it as it existed between employer and employe in the early days of industrial development, how can a like result be brought about, how can personal contact be established?

Granting that it is impossible for the stockholders of a great corporation, because of their number, because of their geographic relations, to come into frequent or even semi-occasional contact with their partners, the employes of a company, and that the situation is much the same with the directors, at least it is possible, and must be made increasingly so, for the leading representatives of the stockholders and directors, namely the officers of a corporation, to have such contact with the employes, special officers being appointed for that purpose alone if necessary. Because of the vast numbers of employes in many a company, even this is difficult and altogether too infrequent today.

As the officers of our great corporations come to see more and more that the problem of understanding their employes and being understood by them is a vital problem, one of the most important with which the management is confronted, they will be convinced not only of the wisdom

of devoting far more time to such contact, but of the desirability and the advantage to themselves, and to the employes as well as to the company, of such closer relation and intimate conference in regard to matters of common interest and concern.

If we look into our own experience, we find that the misunderstandings which we have had with other men have been largely the result of lack of contact. We have not seen eye to eye.

Men cannot sit around a table together for a few hours or several days perhaps and talk about matters of common interest, with points of view however diverse, with whatever of misunderstanding and distrust, without coming to see that after all there is much of good in the worst of us and not so much of bad in most of us as the rest of us have sometimes assumed.

Personal Experiences in Colorado.

But someone says, "We grant the desirability of the personal relation in industry. Theoretically we accept your suggestion as to how this theory can be put into practice in the industrial life of today, but practically, will it work?"

I can best answer this question by saying that such a program has been put into operation in a certain coal company in Colorado, in which my father and I are interested and of which I am a director.

If you will pardon a personal reference, may I say that when I visited Colorado some eighteen months ago, I had the opportunity of talking personally with hundreds, if not thousands, of the employes of that company. These men and many of the people of Colorado had formed their opinion of anyone bearing the name of Rockefeller from what they had read and heard. Because of certain industrial disturbances which had developed in the state, bitterness and hatred had existed to a high degree.

As I went from camp to camp I talked with the representatives of the men individually and privately, I went into the men's homes, talked with their wives and children, visited their schools, their places of amusement, their bathhouses, and had just such friendly relations with them as any man going among them would have had.

Frequently I found points of difference between the men and the officers, but in no single instance were the men as I met them other than friendly, frank and perfectly willing to discuss with me, as I was glad to discuss with them, any matters they chose to bring up.

It often occurred that there was justice in the points which they raised and their requests were acted upon favorably by the officers. Also frequently situations were presented in which it was impossible for the company to meet the views of the employes. But never was a subject dismissed until, if unable myself to make the situation clear, the highest officials of the company were called in to explain to the employe with the utmost fulness and detail the reasons why the thing suggested was impossible.

No matter presented was left without

having been settled in accordance with the request of the employe, or, in the event of that being impossible, without his having been fully convinced that the position of the company was just and right and in the common interest.

This personal contact with the employes of the company led to the establishment of mutual confidence and trust and to the acceptance on their part of the premise that they and we were partners.

The men generally came to see that the man about whom they had heard was very different from the man whom they had met in their homes and at their work. While they distrusted the former, they believed in the latter. Before I left Colorado, a plan of industrial representation, providing for close personal contact between the duly elected representatives of the men and the officers of the company, was worked out and adopted by a large majority vote of the employes.

I will not take your time to describe this plan, but in substance it aims to provide a means whereby the employes of the company should appoint from their own number as their representatives men who are working side by side with them, to meet as often as may be with the officers of the corporation, sometimes in general assembly, where open discussions are participated in and any matters of mutual interest suggested and discussed; more frequently in committees composed of an equal number of employes and officers, which committees deal with every phase of the men's lives—their working and living conditions, their homes, their recreation, their religion and the education and well-being of their children.

In brief, the plan embodies an effort to reproduce in so far as is possible the earlier contact between owner and employe.

I do not venture to make any prediction as to the ultimate success of the plan. Two interesting side lights, however, may be mentioned.

The first is that whereas the plan itself and an agreement covering working and living conditions was adopted by the coal miners employed by this company some fifteen months ago, since that time the same plan and agreement, adapted to the particular requirements of the steel workers, and also of the iron miners employed by the company, has been adopted by both.

The second, while the company has reopened a number of mines formerly idle and is now working quite to the limit of its capacity in the production of coal, it has all the labor at its various mines which it requires, and that too without having made any special effort to attract labor to its recently reopened mining camps.

At the same time, other coal companies in the state of Colorado, as well as generally those throughout the United States, are understood to be having difficulty in securing an adequate supply of labor.

But there is a further reason why the personal relation in industry is of such vital importance, and that is in order that the

attitude and purpose of the owners and directors of a company may be rightly understood by and interpreted to their partners, the employes, and vice versa; also that all grievances may be taken up and adjusted as they arise.

Side Lights on the Working of the Colorado Industrial Plan.

How true it is that when some petty representative of a great corporation makes a sharp trade with a customer, the customer at once says, "Obviously, the president of this corporation is a dishonest and unscrupulous man. It must be that he has directed his agents to pursue these sharp and crooked practices."

However high-minded the owners or directors of a company may be, it is of the utmost difficulty to guard against such practices on the part of an occasional representative. But it is obviously just as unfair on such grounds to maintain that the owners and managers are unjust and crooked in their business methods as it would be to say that the whole tree was bad, simply because one apple on it had spots or imperfections.

The employe in any corporation must form his opinion of the owners and directors of the corporation from the petty officer or foreman with whom he has personal contact. Too often these men, not infrequently promoted from the ranks, become overbearing and arrogant in their treatment of those under them.

This very naturally is as irritating and unjust to the employe as it is distressing to the company, and it is at this point in ninety-nine cases out of a hundred where grievances arise.

The Colorado Industrial Plan to which I have referred has been so drawn as to guard against the exercise of arrogance or oppression, by providing various channels through which the employe with a grievance can at once secure a sympathetic and friendly hearing, carry his difficulty to the president's ear, if necessary.

The foreman who knows that any arbitrary or unjust action on his part may be reviewed by his superior officers is very much more careful in his treatment of his men, always wanting to avoid having his decisions reversed.

If a slight scratch made on the finger with a rusty nail is immediately cleansed with an antiseptic wash, it heals at once. On the other hand, if the poison which has been introduced is allowed to remain, soon inflammation sets in, the disorder spreads, and serious menace to life may result.

And so it is with the petty grievance. If it is dealt with sympathetically and justly, immediately it is made known, peace, harmony and good-will are readily maintained. On the other hand, if indifference is shown and lack of sympathy, the grievance is nursed and from it grows the industrial disorders which later become so acute and difficult to heal.

An ounce of prevention is worth much more than a pound of cure. In no place is

this saying truer than in dealing with human nature.

If I were to sum up in a few words what I have been endeavoring to say to you in regard to the personal relation in industry, I should say, apply the Golden Rule.

Application of the Golden Rule to Industry.

Every human being responds more quickly to love and sympathy than to the exercise of authority and the display of distrust.

If in the days to come, as you have to do with labor, you will put yourself in the other man's place and govern your actions by what you would wish done to you, were you the employe instead of the employer, the problem of the establishment of the personal relation in industry will be largely solved, strife and discord as between labor and capital will give place to co-operation and harmony, the interests of both will be greatly furthered, the public will be better served, and through the establishment of industrial peace, a great stride will have been taken toward the establishment of peace among nations.

LITERARY CURIOSITY.

Sioux Falls, South Dakota, February 19th, 1917, Sir Jonson Secion Foreman dear

Sir I thinky you needd what I tulle to you much times pear to what do to I am Fahor of Seanted my check and you has Stopped my check of dear wil I rreported my check the day Six of the Seem mounth in exday of the payt day wil I reported on the Rockisland depot I dont know hos do that you or the agent of the Rokcisland Station gouell plise Servesse d you are the agent Seanded to mi my check thus kouicks what you cant Because iffee donth you finned Sam thing Rared way that check tont ow to you gathemme thing I dont know whoat for dont you seanded uff you dont Blievv hoot I seed to you you going in askd to the Store keepeer for dont to dunot trowlls seanded my check iffa you tont want hrvat I am going to the courth house and youfellows going to Sees Sumthing iffe you thenky I am green or gathe me fooll I am not gatthe me fooll and dont greene indid Wel you do that dont you with I am hafted Seanded to you nother Letter hoot dont are necessary.

your Bery truly

august deanpo you have yeast
d pont august deanpo
Siouxfalls South dakota
general delivery.



ONLY MIRACLE AVERTED DISASTER HERE

By O. C. SMITH

Superintendent of Transportation, M. K. & T. Ry.

Awful consequences may result from the careless handling of high explosives. Men who do not obey the rules governing the careful handling of these powerful and destructive commodities, not only jeopardize their own lives and limbs, but subject their fellow employes and the public in general to an equal hazard and possibly a horrible death.

We recently moved a car of dynamite for 234 miles over our railroad and at

some point within this journey the car was given a very severe shock that caused the damage illustrated. It was a miracle that there was no explosion with a consequent great destruction of property and the loss of many valuable and useful lives of innocent human beings. All such shipments passing over our lines are properly placarded for identification and employes should respect them completely—always.—(From M. K. & T. Magazine.)

NATIONAL PREPAREDNESS

Extract from remarks of Colonel B. W. Dunn, Chief Inspector, at the "Family Dinner" closing the annual meeting of the Bureau of Explosives at Chicago, March 6th, 1917.

There is another matter on which I must comment. It is not connected intimately with your special work in safeguarding the transportation of explosives and other dangerous articles, but it is a matter of prime importance to our country. I refer to the necessity for national preparedness to meet any emergency that the future may have in store for us.

Our military experts from the War College at Washington and all well informed citizens agree that we need trained soldiers, guns and ammunition in unprecedented quantities. Nothing can be done until our national legislature acts, and it will not act until a decided majority of its members become convinced that our people demand this action. You and I help to make up the people. If we agree with our military experts and keep our opinions to ourselves we shall be counted as opposed to this preparation. One strong-voiced "peace at any price" pacifist will make more of an impression on Congress, on our country, and on Europe, than will be made by an army of earnest men who think correctly but silently.

The districts of the inspectors of the Bureau of Explosives cover our entire country. You are in daily contact with the average citizen and you should have many opportunities to help stimulate him to action in this vital matter. There is only one way to get the trained men we need and that is through a national compulsory military service law. Whether we adopt the Swiss system or the War College recommendations is a detail. Whatever system we start with it is certain that we shall find reason to modify and improve it in the light of our experience. Give us the basic law, with sufficient elasticity to take care of the details, and our military experts will do the rest.

A simple illustration will produce in some instances a more lasting impression than a classic argument. General Leonard Wood has done more than any one man to educate our people in national defence subjects. He has mentioned the comment to him of a prominent Englishman whose son volunteered at the beginning of the war and was killed in his

first battle. His son had never been trained as a soldier. He was patriotic and he was willing to die. He had no other military accomplishments. The father had heard the pleadings of Lord Roberts for preparedness and had listened with that indifference that typifies our national attitude on the same subject today. The war and his son's death awakened him to the fact that his own indifference had been, in a great measure, responsible for sending the boy into a duel without an equality of weapons. As he expressed it, "The boy did not have a sporting chance for his life." If war comes to our country, your sons and mine are patriotic. They will be willing to die and they will die unnecessarily if we do not insure them "a sporting chance." It can be done only by giving them the training that their probable antagonists have already received. Our present military organization for national defense is not only obsolete, it is viciously misleading. Our national guard contains some of the best men in our country but they are shackled to a system that stifles efficiency.

In addition to trained men we must have ammunition, ammunition and ammunition. At the beginning of the Spanish war our government made its own field artillery ammunition at its arsenal in Philadelphia. The plant turned out only fifty complete rounds per day. This was the amount required for target practice. The appropriations did not provide for building up a reserve supply. When the war was declared a blanket appropriation of \$50,000,000 was passed and a long midnight telegram told our little 50-round per day plant at Philadelphia that within six weeks at least 1,000 rounds per day would be needed to supply the troops that were preparing to invade Cuba. By a concentrated effort we reached the 1,000 rounds per day production in four weeks and before our little army was ready to sail for Cuba. What would have happened to us in 1898 if we had been at war with a first class power? We are now facing the probability of war with Germany. We are far more helpless, relatively, than we were in 1898.

The importance of artillery has increased enormously since that time. At least ten guns are now necessary where one was thought sufficient then, and a modern gun consumes ammunition at least eight times as fast as the old one. It is impossible to manufacture and transport ammunition as fast as a modern army in motion against an enemy could use it. The only thing to do is to get ready all the guns and ammunition that our resources will supply in the time available. The supply cannot be too large.

During the past year my energies were devoted to directing the work of manufacturing 5,000,000 rounds of artillery ammunition under one of the large contracts placed in this country. Over 100 plants in the United States and Canada were utilized, starting in the spring of 1915. It required about a year to get the production started. After a year and a half the production reached over 35,000 rounds per day, but the work was completed in December, 1916, and all of these plants have now lost their organizations. They might get started again in three months but it would probably require six. In the meantime our Congress has adjourned without passing even the peace schedule appropriation. What should be fruitful days and weeks are passing and the cloud on our international horizon grows darker and darker. Can anything short of actual disaster ever awaken this sleeping nation? Are we to continue to hear only the senile pleadings of those misguided creatures who would have us depend upon their tongues for the protection of our wives and children? They are more harmful than the active plotters of a prospective enemy. The rule of the majority has ceased temporarily to be a foundation plank in our national life. Filibustering is not confined to our national legislature. We sleep while connections are being prepared to drain and waste in useless sacrifice the best blood of our nation. In military as in financial and moral fields of endeavor, the only way to minimize the evil effects of misfortune is to be ready to meet it.

Our battle is being fought in Europe today. Our jointly owned structure of civilization is on fire and we sit idle, most of us hoping that our partners will be

able to extinguish the flames without disturbing us, while some of us are declaring that the laws of the universe have been changed by the force of their convictions; that fire has lost the art of spreading.

Gentlemen, this small but self-respecting organization, the Bureau of Explosives, was created to promote safety in a special field, but we stand also for safety in the largest field of all for us—the safety of the United States of America. And I feel safe in asserting that in this respect we do not differ from our hundreds of thousands of brothers in other branches of our railway service.

H. S. MIKESELL LEAVES ROCK ISLAND.

Mr. H. S. Mikesell, assistant manager, mining department, Rock Island Lines, leaves us on April 1st to become vice president and treasurer of Mikesell Brothers Company, located at 178 North La Salle street, Chicago. Mr. Mikesell



H. S. Mikesell.

and his brother Edward L. Mikesell, are the largest stockholders in the corporation. The business of Mikesell Brothers Company has grown so rapidly during the last two years that it has become necessary for him to devote his entire time to it.

They are interested in asbestos mines in Canada and Wyoming, from which the crude fibre is shipped to their Chi-

cago warehouse for distribution to the trade, which is used as a binder in sanitary floors for insulating purposes, filler in auto tires, fireproofing of floors, wire wiping, etc., and exclusively represent one of the largest and most modern equipped textile mills in the country located near Chicago, in which is manufactured such items as asbestos listing, yarns, packings, brake linings, cloths, tubings, theatre curtains, gaskets, cements and every textile or product known to the asbestos industry. Brattice cloth used in mines is also one of the products which they import from Scotland and chemically treat in their plant to render it non-inflammable and water-proof.

Mr. Mikesell has been with the Rock Island mining properties for the past fourteen years. He was born in Pennsylvania and graduated from Ashland University, Ashland, Ohio. Before coming to the Rock Island, he was for a time with the Standard Oil Company in New York City, Chase National Bank of New York, and Lehigh & Wilkesbarre Coal Company.

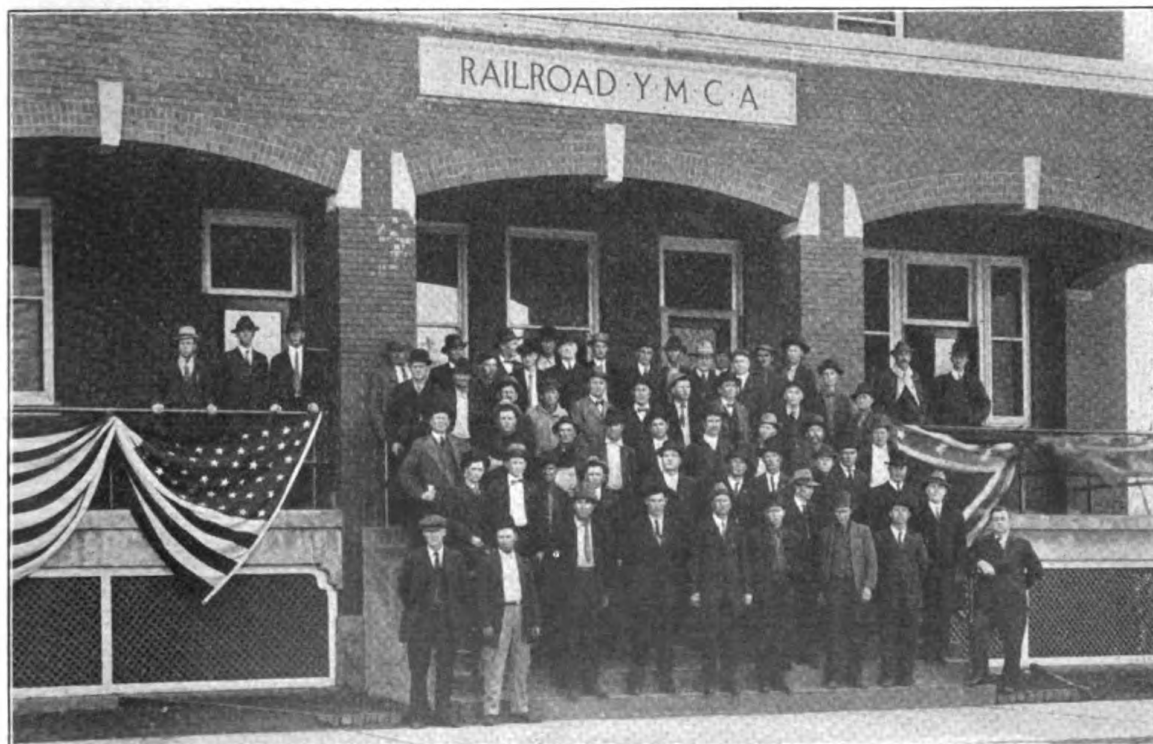
"Mike," as he was commonly known to his many friends on the Rock Island and elsewhere, has our best wishes for a grand success in his new field.

CATCH THE FLY BEFORE SHE LAYS.

It is commonly supposed that the house fly begins laying eggs as soon as she emerges from her filthy breeding place. If this were true, a fly swatting campaign could not accomplish the desired results, because young larvae would be continually feeding, growing and maturing in the breeding media of their ancestors who had been swatted after their eggs were laid.

There is, however, a certain lapse of time between the emergence of the adult fly and the laying of eggs. This period in which the eggs are being formed is called the "preoviposition" period. It is the most important time in the swatting campaign, for if the adult flies are killed or trapped before they lay eggs, all chances of increase from their off-spring are averted.

This period of immaturity is quite short, and consequently the time for killing or trapping the egg-filled mother flies is limited. Concerted efforts in any community can, however, rid that community of flies and disease resulting from flies. Fly traps must be used constantly in all places where there are the greatest number of flies. Baiting the traps with overripe fruit, decaying meat or putrefying fish will instantly attract myriads of germ-laden flies. If the traps are used from early spring to late fall, all flies—both egg-filled mother flies and those that may have laid their eggs—will be caught. This will prevent not only annoyance by flies but will control typhoid fever and intestinal diseases.



Standard Plan Meeting called by Engineer Maintenance of Way F. T. Beckett at Haileyville, Oklahoma, March 7th, 1917.

SUPERANNUATED
ROLL OF
Rock
Island
EMPLOYEES
HONOR

PENSION DEPARTMENT.
Established January 1, 1910.

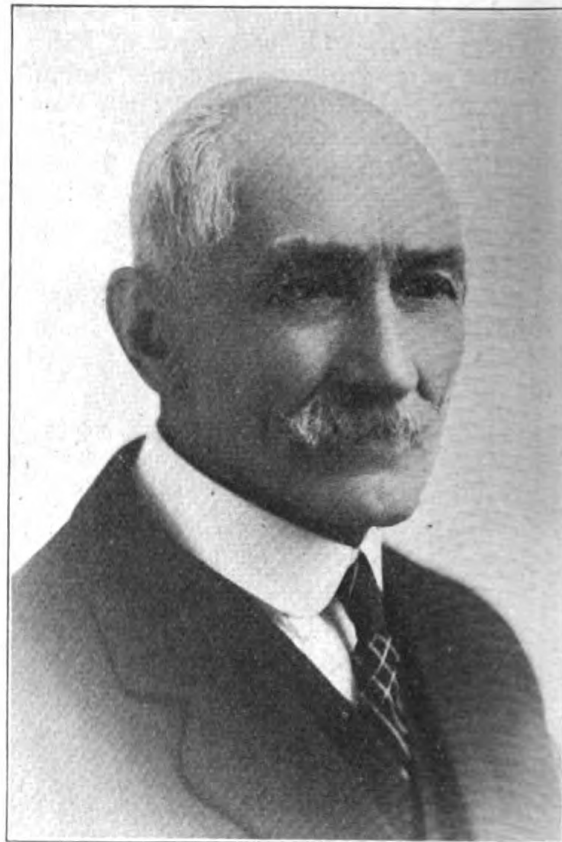
Eugene Weinschenk, Elevator Operator, whose application for pension was approved Feb. 23, 1917, was born in the northern part of Germany, June 27, 1860. After serving the required length of time in the German army he emigrated to this country, arriving in New York, going direct to Wheeling, W. Va., where he arrived Dec. 24, 1883. Owing to the stringent times, work was very scarce, but he secured employment on

Street Station was built he was placed in charge of the cleaners in the station, which position he held until four years ago, when he was given the position of elevator operator, in which capacity he remained until retired account incapacitation, Dec. 15, 1916.

Carl F. Krimmel, Cabinet Maker, Chicago, whose application for pension was approved Feb. 23, 1917, was born in Ebingen, Germany, Feb. 4, 1847. He left Germany



Eugene Weinschenk.



Carl F. Krimmel.

a dairy farm, where he remained about a year and came to Chicago. After working at a few odd jobs he secured work as porter in the Garden City Hotel and from there went to the Rialto Building as janitor, where he remained but a short time and later accepted employment in the Rock Island depot, working nights, September, 1887. After working nights for five years he secured a day position as head porter in the old depot. When the new La Salle

at the age of twenty years, and after two years of work in partnership with his brother, he entered the service of the Rock Island.

Commencing in August, 1869, he worked in the machine shop and round house, on locomotive work, and later on in the cabinet shop, until he attained the age of seventy years, having a total of over forty-seven years of faithful service at the time of his retirement, February 4, 1917.

Lewis A. Camp, Switchman, Chicago, whose application for pension was approved February 23, 1917, was born at Albany, Athens Co., Ohio, October 30, 1847. He immigrated from that point with his parents via horse and wagon to Galesburg, Ill., in 1858. Entered the service of the C., B. & Q. at that point as brakeman in 1865 and later came to Chicago and entered the service of the Chicago and Atlantic, now better known as the Chicago and Erie, in 1882, as general yardmaster. He worked for that company up until March, 1888, en-

Wm. Geo. Briggs, Handyman, 47th Street Shops, whose application for pension was approved February 23, 1917, was born in Gravesend, England, November 24, 1846, and at the age of 12 years went sailing on coal ships in the North Sea and East India Ports and ports of South America. He came to this country in January, 1886, landing in New York, coming direct to Chicago, and was employed by the C., R. I. & P. at the car shops. Later on he was transferred to the Locomotive Department as tool keeper, transferred to the roundhouse at Burr Oak as tool keeper; later returned to



Lewis A. Camp.



Wm. Geo. Briggs.

tering the service of this company July 7, 1888, in the capacity of switchman, remaining in continuous service as switchman, foreman and yardmaster up until his retirement on July 15, 1916.

47th Street Shops, where he was employed as machinist helper, remaining in the machine shop at 47th Street until retired on pension due to age limit, November 30, 1916.

APPOINTMENTS.

Mr. B. F. Coons was appointed general agent, freight department, of this company, with headquarters at Los Angeles, Cal.

Effective March 5, 1917, Mr. J. T. Ready was appointed roadmaster of that part of Subdivision No. 40, from MP 378.0 to MP 434.2, and that part of Subdivision No. 41, from MP 434.2 to MP 494.8, headquarters at Liberal, Kan., vice Mr. C. C. Cunningham, promoted.

Several new appointments are being made in the mining and fuel department, but they will not be confirmed until after we go to press. Details of these appointments will be given in the May number.

DEATH OF ISABEL M. LEAHY.

It is with sorrow and regret that we chronicle the sudden death of Isabel M. Leahy, the only daughter of Mr. W. J. Leahy, General Passenger Agent, at Chicago.

Isabel M. Leahy was born in Philadelphia on January 16, 1899. For six years past she has been afflicted with heart trouble, which was the cause of her death on March 29, 1917. The sincere sympathy of Rock Island employes is extended to Mr. Leahy in his bereavement.

CHARLES C. McCANDLESS.

Charles Clinton McCandless, master boilermaker of the Chicago, Rock Island & Pacific shops at Chicago, died of typhoid fever on Friday morning, February 16, after an illness of about two months. Mr. McCandless was born at Beardstown, Ill., on November 26, 1869, and when a young man learned the boilermaking trade in the shops of the Missouri Pacific at Ft. Scott, Kans. After working at his trade for a number of years, he was given the foremanship of the boiler department of the Missouri, Kansas & Texas, at Denison, Tex. Later he was



C. C. McCandless.

transferred to a similar position at Parsons, Kans. He remained in that position only one year, when he was offered the foremanship of the boiler department of the Rock Island at Horton, Kans., which position he held till June 1, 1914, when he was promoted to the company's shops at Chicago in a similar capacity. This position he was holding at the time of his death. Mr. McCandless was a mechanic of marked ability, and stood high in the railway mechanical field. He knew how to master the details and was always acquainting himself with the most modern ideas in locomotive boiler construction and mechanical work in general. Just prior to

his death he had served on the Safety Committee of the Rock Island system, where his counsel was a valuable asset. For many years he had been a member of the Master Boiler Makers' Association, in which he was held as a valuable factor. As a man of sterling worth he was a peer among men, a man of noble sensibilities, a loyal friend to those worthy of friendship and a devoted husband.

Mr. McCandless was buried at Topeka, Kansas, under the auspices of the Knight Templars, on February 19. He leaves a wife and aged father, and a large host of friends mourn his loss.

WHAT IS EDUCATION?

By Kenneth L. Van Auker,

President Railway, Educational Press, Inc.

The president of a big corporation was talking to one of his subordinates about a man whom the president proposed to hire. The subordinate glanced over a letter written by the prospective employe, and objected:

"But Lane is not an educated man."

"What makes you think so?" asked the president.

"Surely this letter makes it apparent. His grammar is bad and his spelling is worse. No educated man would write like this."

"But you get what he is driving at, don't you? You realize that he knows absolutely what he is talking about?"

"Oh, certainly; but that doesn't prove that he's an educated man."

"It's just what does prove it," was the president's emphatic assertion. "What you mean is that he hasn't had the advantage of an academic training, which is perfectly true. Nevertheless, Jim Lane is an educated man. Nobody can touch him in his line of work. He knows it from its beginning to its most minute development. He's read every book on the subject that he could steal or get hold of, and he's taken others' deductions, experiences and theories and coupled them with his own, until his head's a veritable storehouse of concrete, up-to-date knowledge. He's been so busy, Jim has, that he's discarded what seemed to him the minor things. But he's an educated man if there ever was one."

The subordinate looked bewildered. "But surely you believe in education; I mean school education."

"Yes, indeed. I'm not saying that a man like Jim Lane wouldn't be even more valuable if he'd had it. But the point is that schooling is an aid, not an essential. A man might know how to use the most harmonious English, and rival a text book in his knowledge of punctuation and grammar, yet lacking Jim Lane's education he'd be useful to me only as a clerk, on a clerk's salary. No man need to be discouraged because he lacks schooling. If he has backbone and intelligence to begin with, he can get an education. And education is what counts."

"And that's the reason—" the president

paused to strike a match, "that's the reason I'm going to hire Lane and pay him more than some of our men right here in the office are getting, men who've had the advantage of an academic education."

The subordinate moved away, thoughtfully. Very thoughtfully, indeed.



PRESENTATION OF SABER TO MAJ. W. J. LEAHY.

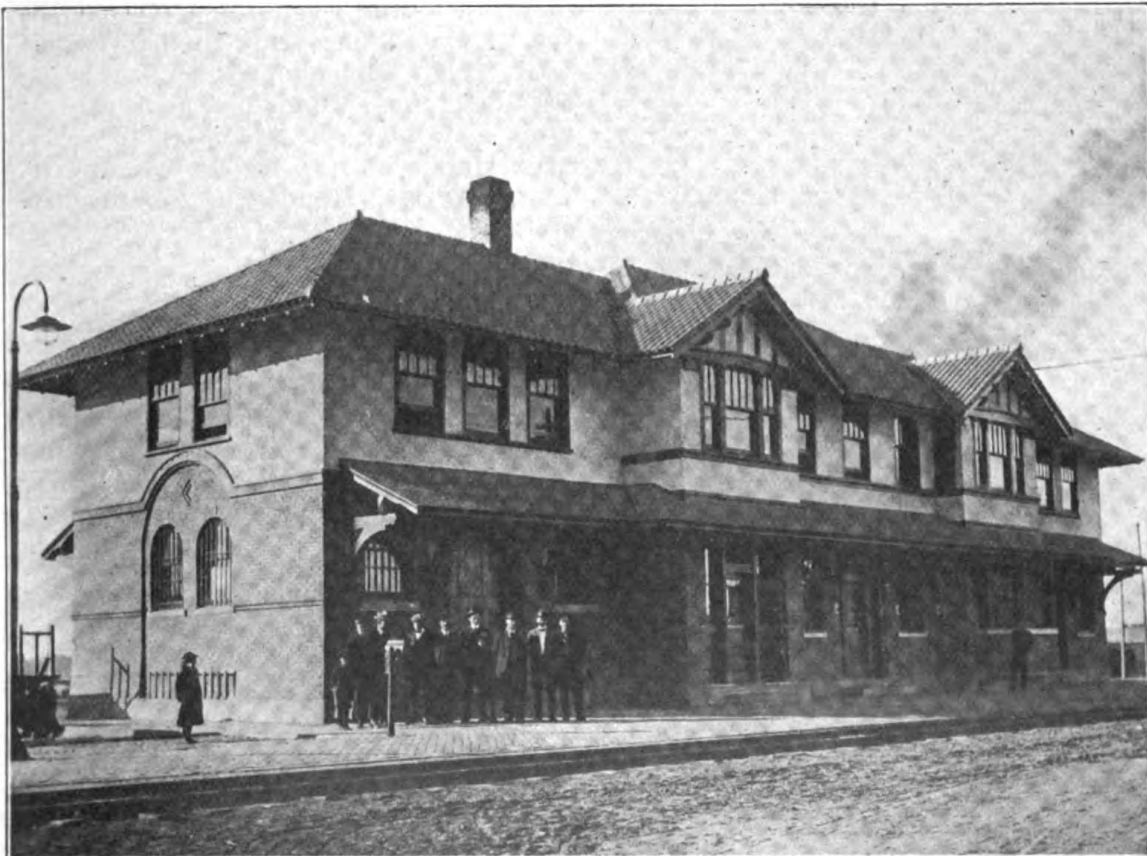
As announced in last month's issue, W. J. Leahy, general passenger agent, first district, recently received the honor of appointment to the grade of major in the quartermaster's reserve corps of the United States army.

Major Leahy was presented a few days ago with a very handsome regulation service saber and belt as a token of appreciation and esteem from a number of his associates among the employees of the passenger traffic department in the first district. The saber is suitably engraved and is one of which Major Leahy may well be proud. The donors of the saber trust that Major Leahy may never be called on to draw it except in defending the honor of our beloved flag and country.

V. M. CLUIS MADE GENERAL AGENT AT ATLANTA, GEORGIA.

Effective Feb. 15th, Mr. V. M. Cluis was made General Agent of the Rock Island Lines at Atlanta, Georgia. Since January 1910, he has been Commercial Agent at that point for our company.

Mr. Cluis entered the Rock Island service in 1902 at New Orleans as T. F. & P. A. and on consolidation of the Rock Island-Frisco Lines he was appointed Traveling Passenger Agent. In January, 1904, he was appointed District Passenger Agent of the same lines at New Orleans, and in November the same year, was made Commercial Agent at Richmond, Va. Just one month later found him as General Agent of the Freight & Passenger Departments at the same point. In January, 1906, our Richmond office was closed and Mr. Cluis was appointed Traveling Freight Agent for the Consolidated Lines at Atlanta, Ga. In September, 1909, he was made Commercial Agent at the same point, and on January 1, 1910, at the time of the dissolution of the Rock Island-Frisco Lines, he was made General Agent of the Rock Island Lines at Atlanta, Ga.



Station at Amarillo, Texas.

Note—Those in the picture, starting from left to right, not the youngsters: Arthur E. Gruhlkey, Call Boy; A. H. Turner, Timekeeper; Richard Smith, Clerk; W. H. Gruhlkey, Roadmaster and Master Carpenter; C. A. Mason, Chief Clerk; Jas. Burrows, Roadmaster. East End; Geo. Thompson, Road Master's Clerk; and two strangers.

CELEBRATE THEIR GOLDEN WEDDING.

Mr. and Mrs. William George Hodder celebrated their golden wedding anniversary on Monday, March 12th, at their residence, 307 High Street, Blue Island, Ill.



W. G. Hodder.



"Bill Hodder at 69 ready for a good run."



Mrs. W. G. Hodder.

Mr. Hodder, better known as Bill Hodder, is one of the pioneer Rock Island engineers, now 76 years old, and retired for the past six years after forty-seven years in the service of this company.

Mr. Hodder was born in England in 1841. Left England in 1856, arriving in New York, July 3, 1856. His folks went from there to Canada and remained until 1861. From there he went to Minnesota and remained until 1864, when

he came to Chicago, commencing work with the Rock Island. After working about six months he sent for his brother and on his arrival, secured employment with the Rock Island also, both firing switch engines for a period of one year and freight for one year.

Mr. Hodder attended the night school at the Haven School, Wabash and Thirtieth Street. In 1867 he was married in the Grace Episcopal Church at Wabash and Twelfth Street. Resided on Fourth Avenue. Moved to Forty-ninth and State Streets, where they remained about two years, when Mr. Hodder took charge of the suburban line and they moved to Blue Island. He remained on the suburban line for twenty-one years, when he took the Peru Accommodation and ran for nineteen years, being on the Peru Accommodation when he retired in 1910.

Mr. Hodder's family consisted of five girls and one boy, all of whom are married with exception of the boy, who they lost in the Eggleston wreck at the age of twenty-one years in the year of 1893. They later adopted his wife's sister's daughters, whom they took care of until a woman of twenty-eight years. Mrs. Hodder is now in her seventy-first year and Mr. Hodder in his seventy-sixth year.



N. D. BALLANTINE ELECTED PRESIDENT OF ROCK ISLAND RAILWAY CLUB.

At the regular meeting of the Rock Island Railway Club in the Ft. Dearborn Hotel, evening of March 13, 1917, following officers and directors were elected:

President—N. D. Ballantine, assistant to chief operating officer.

Vice President—C. A. Tice, agent, South Chicago.

Secretary—C. T. Price, chief clerk to superintendent special service.

Treasurer—A. P. Cone, chief clerk to chief engineer (re-elected).

Directors—C. A. Searle, general baggage agent; H. M. Flursheim, statistician, auditor freight traffic; F. W. Main, auditor freight overcharge claims; R. C. Sattley, valuation engineer; C. T. Ames (chairman), chief clerk to chief operating officer.

Messrs. J. S. Palmer, F. K. Crosby,

F. A. Bogue, W. I. Caldwell and Walter Dennis were appointed members of the membership committee, with Mr. J. S. Palmer chairman.

The by-laws were amended to read as follows: "All members of the club shall be employes of the Rock Island Lines. All such employes who shall hold the position as chief clerk, assistant chief clerk, or who shall hold co-ordinate or superior positions in such service and all persons who shall have been in the employ of the Rock Island Lines FIVE YEARS shall be eligible to membership in the club."

Previous to this amendment only chief clerks, assistant chief clerks or those holding co-ordinate or superior positions were eligible to membership.

The president expects to make the monthly meeting not only interesting to the members from a social standpoint, but of benefit to them and the Rock Island Lines by having the discussion of railway operation by heads of departments and specialists with a view of increasing the knowledge of those attending and giving them a better idea of railway work in general.



D. B. SEBASTIAN APPOINTED VICE PRESIDENT BICKETT COAL & COKE CO.

Effective April 1, Mr. D. B. Sebastian was appointed vice president of the Bickett Coal & Coke Co. with offices in the McCormick Building, Chicago, and the Syndicate Trust Building, St. Louis, Mo. one of the very largest coal operating companies in the country, in addition to having other very big financial and business interests in this territory. The company has about fifteen mines in the states of Illinois and Indiana, located on the C., B. & Q., I. C., Missouri Pacific, Vandalia, Rock Island, C., T. H. & S. E., and C. & E. I. Railways. Mr. Sebastian's many friends will be glad to hear of his connection with such a large and substantial firm as the Bickett Coal & Coke Co.

Mr. Sebastian is the son of the late John Sebastian, formerly third vice president of the Rock Island Lines, who had charge of the passenger traffic department for many years. He was born in

Chicago in 1879, and after finishing high school, entered the grain commission business with Chas. Counselman & Co. in 1898, and in 1903 became a member of the Chicago Board of Trade, associated with the firm of Bartlett, Frazier & Carrington, as floor trader. He acted in that capacity until September 1, 1907, when he joined the Rock Island organization in the fuel department, filling various positions, including that of as-



D. B. Sebastian.

sistant to general fuel agent. In January, 1910, he was appointed acting fuel agent, and in June of the same year, fuel agent. In February, 1916, when the mining and fuel departments were consolidated under Mr. Carl Scholz as manager, Mr. Sebastian was appointed assistant manager in charge of the fuel department, which position he held until he was appointed to his new position as vice president of the Bickett Coal & Coke Co.



MURINE EYE REMEDY.

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

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER
General Supt. Freight Claims
ARTICLE VII

Because of its general excellence, our entire space in this issue is given over to paper read at the Cedar Rapids Division Prevent Claims meeting, January 9, 1917, by Mr. V. H. Presler, Agent, Western Weighing & Inspection Bureau.

Since the organization of this committee I have noted with great personal satisfaction the educational value of these monthly meetings at which the workers in the various departments on an important division of a truly great railroad system get together and co-operate with each other by teaching and learning ways and means for achieving the object which inspired your worthy Superintendent of Freight Claims to organize the workers on the C., R. I. & P. line, namely, the prevention so far as may be possible of freight claims and the earnest and careful investigation on the part of all concerned of all claims which cannot be prevented, to the end that a very great drain on the revenues of your great railroad may be reduced to a minimum.

I listened with interest and satisfaction to the report made by your worthy Transportation Inspector at our last meeting, showing that during the last year an actual saving of more than \$560,000 had been accomplished for which you gentlemen and your co-workers and fellow employes on the various other divisions received the credit. I have no doubt you are all gratified and that ere this you have all resolved to do your part in making the result of this year's work equally gratifying.

I believe one way in which we may assist Mr. Bunker and the System Committee in effecting a banner saving during 1917 is by teaching and preaching the gospel of tolerance. A renowned producer of moving picture drama has recently written and produced a play entitled "Intolerance," and one of our noted journalists, referring to him as the genius of moving pictures, and commenting editorially on his production, has said "Intolerance is the curse of the age." I believe that this is true and also that it is a historical fact that intolerance has been the curse of all ages.

I further believe that the intolerant attitude of the shipping public is one of the greatest evils the railroads have to combat and a curse which is especially reflected in the freight claims. The gospel of a reasonable tolerance is beginning to be preached and practiced in many branches of industry and commerce. The Scale Journal for December, 1916, records an article entitled "Discrepancies in the Weight of Grain" presented to the Council of Grain Exchanges by the General Managers' Association of Chicago, a very able and commendable article based upon months and perhaps years of careful investigation, in-

volving much determined effort and thousands of actual tests, from which it can be seen that a very large percentage of grain for which the railroads have had to pay was not lost or appropriated by the roads.

On the contrary, the roads have been asked to pay for natural shrinkage which occurred while the grain was in transit, as well as the reasonable variations between the loading and unloading weights, all of which should be taken care of through the medium of an established reasonable tolerance to be observed by the sellers and buyers in the grain trade.

A railroad authority once jestingly remarked that had the roads spilled and scattered over their right-of-way the grain for which they have paid in the last few years, they would now be operating snow plows on all engines. The General Managers' Associations are preaching the gospel of tolerance in connection with the grain movement. This gospel should be extended to the handling of many other commodities. The great steel corporations of the country sell their products largely on a weight basis, yet their invoices all provide for a certain reasonable tolerance to cover the difference between schedule weights used in invoicing and weights determined by their customers who may weigh the products at destination. This industry could not charge variations in weight to the railroad for the reason that in carrying a steel girder from Philadelphia to Cedar Rapids the carriers are not supposed to guarantee the invoice weight but have only to deliver the girder of given dimensions in good order at destination to discharge the obligations of transportation.

It should be so with many other commodities. We can all do our little part in preparing the public mind for the change from intolerance to reasonable tolerance and we can go further than that. When we deliver to a patron a consignment of wool in packages that show no evidence of loss or pilferage and he presents a claim for the value of a quantity of this high priced commodity, representing the difference between shipper's weight and that determined by weighing on his receiving scale, we can explain to him we have delivered all that we received from the shipper, thereby discharging the reasonable obligations of a common carrier and that he should look to the seller for any readjustment of the transaction.

If he is fair minded and reasonable we can dissuade him from filing the claim, which if once filed could not be declined without danger of rupturing the friendly relations which we desire to maintain. We can extend our efforts along this line to include all commodities and all patrons

who are in the habit of presenting claims under similar circumstances and of doubtful merit.

In my experience in test weighing package goods for schedule I have found many cases which on account of their unrepresentative weight were thrown out and set aside. Examination usually disclosed from one to three packages short as a result of error in packing. Had these cases been tendered for shipment the consignee, although receiving them intact, would have looked to the carriers to reimburse him for the shortage because it would have been easier to collect from the railroads than to convince the shipper of error in packing, or in event consignee had remitted only for the goods received according to his outturn tally the shipper would have expected the carriers to make good his assumed loss on the theory that they were responsible, thus we find that due to the present attitude of intolerance on the part of the shipping public the railroads are expected to go far beyond their moral responsibilities in discharging the obligations of transportation.

We find the buyer ready to accept the seller's weight or count and the seller equally ready to accept the buyer's weight or count, for the reason that all discrepancies can be charged to the transportation companies. That there is a natural shrinkage in transit in connection with various commodities and that there are to be expected certain reasonable variations in weights and weighing, which should be tolerated, has been legally established by opinion No. 4020 in case No. 7518 (41-ICC. 717-179), *A. B. Crouch Grain Company et al. versus A. T. & S. F. Railway Company et al.*, wherein the complaint was dismissed. That there are many errors in packing and in checking out the contents of case goods is also an established fact; therefore, I say let us preach the gospel of a reasonable tolerance to be observed by the buyer and seller in the conduct of their relations with each other and their relations with the railroads. Let us seek to obtain for our employers the benefit of the doubt.

By this I do not mean to be discourteous or to lack diplomacy. At our last meeting a member of this committee spoke very appropriately of courtesy as a means of preventing claims, citing an instance where a patron who had actually sustained a loss would no doubt have waived his right to recover damages had he been treated courteously by the representative of a department responsible for his inconvenience. We should all realize that as employees of a railroad we are public servants and that courtesy is one of the chief qualifications.

We should not, however, confuse courtesy with license. Our employers can afford to extend all the courtesy of which we are capable, but I do not believe they can afford to extend license nor do I understand it is their policy or purpose to do so. When we go to our banker we find him and all of his employees ready to over-

whelm us with courtesy, but always unwilling to extend license or privileges not entirely consistent with the welfare of the bank.

Not so long ago the assistant general manager of a neighbor line made a tour of the entire system in the interests of a prevent claims movement which had been recently inaugurated by his road. I was privileged to hear his remarks addressed to the station forces at two important stations and in speaking of courtesy to patrons he suggested in both instances a careful study of the banker's brand of courtesy and its application in the conduct of his line's relations with its patrons.

I believe many claims can much easier be prevented than declined. I do not believe a patron is favored or flattered by the acceptance on your part of a claim which Mr. Bunger would have to decline on investigation. I have personally been successful in discouraging the filing of claims of doubtful merit. I know representatives on this division who are frankly declining to file for patrons claims which are unreasonable and at the same time maintain the friendliest business relations with the would-be claimants.

Gentlemen, let us all try to emulate the banker's type of courtesy and let us all preach the gospel of reasonable tolerance. There will, of course, be those whom we cannot at once convert to this comparatively new business policy and in the conduct of our relations with those let us endeavor to devise ways and means of keeping such a close check on each transaction that our employers' interests will be safeguarded to the greatest extent possible.

Much can be accomplished by careful and accurate weighing of L. C. L. freight both at receiving and delivering stations and making a permanent record of the transaction; also much can be done in the way of careful scrutinizing of freight when it is received and delivered and making a permanent record of the extent of loss or damage, if any; also by a rigid investigation at the proper time and by competent representatives of all cases, wherein concealed loss or damage is claimed. I believe these precautions are all contemplated by the rules under which we operate, but I do not understand they are always literally observed.

In conclusion I desire to hope that 1917 may be the year in which the minimum amount of your road's revenue was paid out in settlement of freight claims.

V. H. PRESLER,

Agent Western Weighing and Inspection Bureau.



Through an oversight in copying names of committeemen who are entitled to 100 per cent in attendance at safety meeting, last six months of 1916 the name of J. W. Tenny, road foreman of equipment on the Dakota division, was omitted.

"TIP OFF" MAN AND THE METHODS OF SOLICITING LAWYERS RECEIVE A SEVERE REBUKE FROM SWITCHMEN'S UNION

The strongest condemnation of the methods of soliciting lawyers, and the great injustice to unfortunate railroad men who fall into their hands, which we have seen, is contained in a notice or warning sent out recently by Mr. W. J. Trost, Secretary and Treasurer of the Chicago District Council of the Switchmen's Union of North America. The notice shows that the Chicago District Council has a wonderfully accurate knowledge of the methods employed by the soliciting lawyers and, in language which cannot be misunderstood, switchmen who are unfortunate enough to be injured, and the families of switchmen who meet with accidental death, are told how a fellow-employee is paid to "tip off" news of every accident to the representatives of the hungry horde of damage suit lawyers, who make their living by fleecing injured railroad men and the families of railroad men killed in the service. The sending out of this notice constitutes a noble act upon the part of the Chicago District Council—one which might well be emulated by other railway organizations. The notice was published in the Switchmen's Magazine and reads as follows:

As a result of the numerous complaints made by members of the Switchmen's Union of North America, at the office of the Chicago District Council, relative to the conduct of certain unscrupulous lawyers, in settlement of damage cases, the Council feels it incumbent upon itself to bring to the attention of our members the conditions that exist in Chicago and other parts of the country among a certain class of shyster lawyers, ambulance chasers and adjusters.

The Council, therefore, most earnestly calls the attention of our members to the fact that there are about ten firms of shyster lawyers located in Chicago whose sole business is to prey on crippled and injured railroad men, and in case of death, on the widows and children.

These firms of lawyers are operating throughout Illinois, Wisconsin, Minnesota, Michigan, Pennsylvania, Ohio, Indiana, Iowa, and possibly other states. They have formed a combination among themselves for the sole purpose of scouring the country, and especially Chicago, soliciting personal injury and death from accidental injury cases. They have formed or established a clearing house, and when any one of the lawyers in the combination "hooks" a cripple or injured person, or in case of his death, his widow and children, the case goes into a "jack pot" and is handled by the firm of shysters selected to act as the clearing house.

These rapacious vultures pool all their

cases, and the poor devil who has a clean cut case—one where the liability is clear, and under the usual procedure would entitle him to a substantial settlement, or a large verdict, his case is thrown into the "jack pot" with the poor cases, and the "jack pot" is then split—not in proportion to the merits of the individual case, but as the clearing house directs. No matter which way it goes, the shyster gets his and the "sucker" with the clear-cut case comes up "short"; at first he is amazed—then surprised—and lastly he wonders, and then looks at the small end of the settlement which he is permitted to call his own and remarks to himself: "It's a hell of a law." It isn't the law, neither is it the courts—it is the scourge of the diabolic combination formed by these vultures to trim, trim, trim.

These vicious dissemblers will not call on you personally—no indeed. To do that would be unethical—beneath the dignity of a great lawyer. But each of them have in their employ one or more ambulance chasers, runners, solicitors, representatives, assistants, investigators or adjusters, who do the outside work for said "dignified ethical" lawyer. To make the whole transaction appear real, this outside man is usually a member or an ex-member of your organization. In addition, they have also another man who works in the dark; no one knows this man but the shyster and their runners; this man is usually a switchman, brakeman, conductor or clerk; one of these men is located in every yard and terminal of every railroad; he is known as the "tip off" man; the work of the "tip off" man is simple. When an employee gets injured or killed, the "tip off" man immediately calls up the shyster and tips him off that John Doe was killed or injured, as the case might be, and gives such other information as he may then have. For this "valuable" service in assisting to "hook" the poor "sucker," the "tip off" man gets from \$25 to \$200.

As soon as the "tip off" man turns in the alarm, these very "dignified, ethical" shysters turn loose upon the poor, hapless, unfortunate victim their pack of runners, solicitors and ambulance chasers, etc., and before the injured man has had time to recover from the shock of his injury, or before he recovers from the benumbing effects of an anesthetic, these wolves sweep down upon him, and many, many times he is an easy victim of their prey. In case the man is killed or dies as a result of his injuries, before the corpse is cold, these vultures sweep down on the widow and children in like manner, and are often the first ones to rush in and break the terrible news

to the widow and babies, and during the agonizing moments following the oily tongued scoundrel "hooks" the widow.

One will come and then another, and so on, ad infinitum. One will promise the victim so many thousands of dollars. The next will double the ante, and the next will triple it and offer to make advance payments to show his good faith, and the poor victim, out of sheer desperation, will fall for the wiles of the shark, who, pencil and paper in hand, says: "Sign your name on this little paper," and then he is "hooked" and his is another case for the "jack pot."

There is still another class of dissemblers operating as adjusters, personal injury adjusters, expert claim adjusters, etc. It is really hard at times to understand just how they do operate, but that they do operate is a certainty. These adjusters are usually members or ex-members of some one of the railroad organizations and prey upon their victims much in the same manner as the combination of shysters do, except they usually use their "button" as a wedge to get an interview.

Not being lawyers themselves, the adjusters are usually in league with and use the name of one of the shysters for the sole purpose of clinching the "hooks" after the victim has been "hooked." They go about soliciting personal injury cases and when they are successful in "hooking" a victim, they then bulldoze him into accepting a ridiculously low settlement by telling him that he lied to them when he originally stated his case to him; that their investigation showed that he had a weak case, and that if he didn't accept what was offered he would lose all, and in support of their statement they solemnly call in the shyster, who has already been fixed, unknown to the victim, and have him give his views of the case, which always coincides with the statement of the adjuster and the victim—poor fellow—what can he do? In the clutches of such pirates he becomes docile and is fleeced of from a third to 75 per cent of the amount received in settlement of his claim.

If any of you have the sad misfortune of getting injured, losing a leg, an arm, or serious internal injuries, and you wake up in some hospital—look out for this gang of wolves, this gang of pirates, this gang of highbinders, this gang of adroit, cunning scoundrels, this gang of smooth, oily tongued con men, who with pencil and paper in hand infest all such places and "hook" their victims by fair means or foul. Look out for their smooth, flowery talk, their apparent sympathy, their promises of a big settlement, of a big verdict, of a big judgment, of advancing you money, because their smooth, flowery talk stripped of its ornaments is a sugar coated dose of the law; their apparent sympathy is merely a psychological effort to gain your confidence, their promise of a big settlement, a scheme to flatter you, of a big verdict to encourage you, of a big judgment to bait you, but their promise to advance you money is a trap to catch you.

Insist that your wife, your children, your father, your mother, and other members of your family, read this warning, and in the event something serious happens to you they will be on their guard in the same manner that you yourself will be.

This deplorable condition exists and the switchmen, the men on the footboard, are ignorant of it; they are not in a position to know what is in store for them or their families in case he or they are "hooked" by one of this gang of pirates, and the pirates are very, very careful themselves not to let you know what is going on behind the scene. The Council's sole aim, therefore, is to put the members and their families on their guard.

The Council sincerely hopes that none of you will ever be so unfortunate as to be injured or meet with an untimely death. But past experience teaches us that a switchman's lot is indeed a hazardous one, and many of our members quite frequently do get injured and at times meet with untimely deaths, and in many such cases it requires the service of a lawyer to force the railroad company to make a fair settlement.

There are in Chicago and other jurisdictions any number of high-class lawyers. Lawyers whose professional and business standing in the community is secure for all time. Lawyers whose honesty, integrity and fairness is well known and should you need the services of a lawyer, select one whose reputation is beyond reproach. And in selecting a lawyer always remember that no high-class lawyer worthy of the name, no decent lawyer worthy of your confidence, has at his command, or uses a pack of wolves masquerading as runners, solicitors, adjusters or ambulance chasers. No high-class lawyer goes out in the highways and byways soliciting cases.

No high-class lawyer solicits cases in hospitals or like places.

No reputable lawyer "guarantees" you so many thousand dollars.

No honest lawyer "guarantees" you a fabulous settlement, or verdict, or judgment. And under the law, no lawyer is permitted, and no decent, self-respecting lawyer does advance, or offer to advance, to you sums of money in consideration of you giving him your case.

(Signed)

W. J. Trost, Secretary-Treasurer,
Chicago District Council, S. U. of N. A.

SECOND IOWA INFANTRY.

It will no doubt be interesting to employees of the Rock Island, particularly those of the Des Moines Valley division, to know that our agent, C. R. Milligan of Keokuk, was chosen by the mayor of Keokuk on the committee appointed to make arrangements for the reception accorded the Second Iowa Infantry, returning from the border to Des Moines.

Mr. Milligan was the only railroad representative on the committee, which is a compliment not only to Mr. Milligan but also to the company which he represents.

MERITORIOUS SERVICE.

E. C. Bailey, brakeman, Germania, Ia., received ten merit marks for voluntarily firing engine 1494 with snow plow from Rodman to Estherville on night of February 5, account regular fireman could not keep her hot, thereby avoiding a failure.

C. F. Munshi, engineer, Estherville, Ia., received twenty-five merit marks, and A. H. Reese, conductor, and Emmett Robb, fireman, each ten merit marks for voluntarily assisting in coaling engine 167, train No. 822, at Germania, Ia., February 19, thereby avoiding a bad delay, account sectionmen not available.

J. L. Sullivan, conductor, Manly, Ia., received ten merit marks for firing engine 2032, McCallsburg to Iowa Falls, on February 10, and running engine 2032 backing up, in order to assist Extra 1646 and crew to Iowa Falls, who had tied up on 16 hours, thus avoiding delay to important redball train.

F. P. Doyl, conductor, D. O. Roy, engineer, Wm. Tilzey, fireman, P. Heldt and G. F. Crow, brakemen, of Manly, Ia., received ten merit marks each for interest displayed in voluntarily pulling down coal on Extra West 2028 December 31, at Inver Grove, account no coal in chute and coal passer not available.

While laying at Rosemount, Extra 1960, F. E. Fehman, engineer, put engine 1967 in shape to move as soon as dog catcher crew got off No. 80. Mr. Fehman was given letter of commendation for interest displayed.

H. O. Archer, brakeman, El Reno, Okla., while on train 81 February 8, in looking over the train at Kremlin, discovered C-30992 had a cracked bolster in very bad condition and called same to the attention of the conductor.

Frank Love, section foreman, Des Moines, Ia., on February 16 noticed brake beam down on car of coal in Extra 1697 East passing through Carlisle and stopped the train to have beam replaced.

H. C. Dixon, conductor, Pratt, Kan., on No. 80, March 14, while siding at Trenton found broken arch bar on car C-83967 and immediately had train stopped.

R. J. Underwood, operator, Udell, has received a letter of commendation from a party of Unionville in which he expresses his appreciation of the courteous treatment accorded him in connection with his request that train No. 12 be stopped at Unionville for a lady who was going there to see her dying father.

C. A. LaRue, conductor, and D. P. Crowe and J. W. Dunn, brakemen, of Pratt, Kan., have been commended for action taken by them in bedding a car for stock loading at Galva on March 12, thereby saving delay to the stock shipment and eliminating complaint from the shipper.

C. B. Wallace, brakeman, Trenton, received ten merit marks for firing engine 1476 from Randolph to Armourdale, account of engine crew being up against the sixteen-hour law and no other available man to fire the engine.

W. A. Comstock, engineer, and H. H. Boylan, conductor, of Trenton, Mo., on February 9 assisted in coaling engine 1476 at Kearney, Mo., in order to avoid the necessity of running for coal.

Messrs. H. G. Dorr, John Seth, James Blaincock, John Evans, Geo. Mix, Fred Ewick, Henry Pearson, O. H. Morgan on February 14, when the coal chute at Brooklyn was on fire assisted in extinguishing same, and this is certainly appreciated by the management.

D. E. Maskel, night bill clerk, and Frank O'Brien, special agent, of Silvis, Ill., when fire was discovered on the ice house platform at Silvis, on February 17, extinguished same without any material damage.

Gus Pappas, section foreman, Haywood, Okla., on February 16, when Extra 2143 west was passing over his section, discovered brake beam down on Frisco 7931 and notified conductor.

Frank Ludwig, switchman, Silvis, Ill., on February 19 saved this company a very bad fire by his prompt action in carrying hose in the car when fire broke out in R. I. car 66339 at Silvis.

J. A. Fritz, section foreman, Edson, commended for his alertness in noticing brake beam down on car and signaling trainmen to stop.

C. M. Simmons, fireman, Amarillo, Tex., while

called at Sayre for train No. 41 and when 92 was pulling out, discovered that car M., K. & T. 30741 had about 12 inches of flange missing on one of the wheels, and notified train crew to stop train. He received ten merit marks.

W. B. Rhoades, pumper at Scandia, Kan., commended for discovering brake beam down on train No. 97 passing that point on February 27 and reporting same to train crew.

Messrs. John F. Scott, J. A. Swilley, Dr. Kelly, Purdy brothers, Wylie brothers, Peter Kelly, Robert Winters of Carthage have each received letters of commendation for the good work performed on November 17, when they succeeded in extinguishing fire which damaged two bales of cotton on the platform at Carthage. This certainly prevented a fire loss.

J. A. Sweeney, operator, Ottumwa, Ia., commended for remaining on duty after office hours on February 20 to give information to the public as to arrival of special train with Company G.

J. F. Driscoll, operator, Gretna, Kan., commended for discovering broken frog February 25, reporting same to section foreman.

Ralph Blank, section foreman, Section 4, Goodell, Ia., commended for good work done in protecting the company's property from damage from fire when the elevator belonging to Edw. H. Farley was destroyed at his station.

E. F. Dilley, brakeman, Missouri division, commended for voluntarily shoveling coal on train 912, there being no coal passer at Kearney.

J. P. Conway, baggageman, Muscatine, has received letter of commendation for the very courteous treatment extended by him to his patrons.

C. R. Griffin, Arlington, Kan., on March 2 repaired car R. I. 49187 by putting in center gin, this saving considerable delay.

Thomas Jensen, assistant foreman, bridge and gang of Bucklin, Kan., commended for service rendered in rerailing tank at the time of derailment of engine 622 on Dodge City branch on March 1.

C. L. Morrison, brakeman, El Reno, Okla., commended for getting 99 over the road on February 15 when fireman's wrist had given out at Kingfisher.

A. McDonald, engineer, Dalhart, Tex., commended for repairing engine No. 33 when it failed at Optima on March 8.

J. H. Pohlman, section laborer, Leslie, Mo., while train No. 82 was at Leslie discovered a broken arch bar on car C-54348 and notified engineman.

J. E. Rider, engineer, R. L. Poole, conductor, and L. W. Hall, fireman, of Nebraska division, each commended for action in bringing train No. 97 into Fairbury terminal March 10 after Fireman Hall was taken sick. Mr. Rider assisted in firing and the engineer and Conductor Poole in running it.

C. R. Maxwell, agent, Halleyville, Okla., commended for prompt action in assisting with wire trouble, locating the place of trouble.

Albert Carlson, engineer, J. W. Venable, fireman, C. A. LaRue, conductor, Wm. Schissler, and D. P. Crow, brakeman, commended for valuable assistance rendered by coaling No. 91 March 5 at Galva.

A. F. McDowell, brakeman, Pratt, Kan., commended for discovering broken arch bar on C-61001, train No. 91, March 4.

G. A. Gratigny, switchman, G. Norris, yard clerk, Jas. Day, N. yardmaster, on March 11 bedded stock car C-74162 in order that transfer could be made from car on account of hole in floor of E. P. 15328.

W. M. Burson, brakeman, Pratt, Kan., while a member of switch crew handling PRR-22720 at Hutchinson, February 21, discovered car had badly bent axle and had repairs made.



Baker, Hanna & Blake, wholesale dry goods company at Oklahoma City, are giving us a very nice business by routing one of the largest shipments of this kind ever heard of in that part of the country, consisting of 3,500 cases (84,000 pairs) of rubber boots and arctics. It will move in carload lots and should amount to twelve to fifteen carloads. The value of the shipment is approximately \$100,000 and originates with the U. S. Rubber Company of New York City.

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

W. J. Mudgett, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City, February 13th, turned over to Mr. Franklin two passengers for Denver.

Floyd Smith, on trains Nos. 709 and 710, on March 18th, secured one passenger El Reno to West Point, Mass., via Memphis.

J. H. Mulligan, of Ottumwa, Ia., who is a pensioner and ex-employee of this company, is still working for the interest of the company. He recently secured several items of passenger traffic for us, and this is certainly appreciated.

Passenger Conductor Wagoner, running on the Illinois division, recently gave us information which resulted in the sale of two first class tickets Chicago to Los Angeles and return.

Meyer Cooperman, in the office of our assistant general passenger agent at Minneapolis, recently secured one round trip ticket from Minneapolis to Houston, and three round trip tickets from Minneapolis to Hot Springs.

A. J. Linton, yardmaster at Clinton, Okla., secured nine passengers Clinton to Enid.

W. H. Yakish, agent, Lone Tree, secured routing for an emigrant car Lone Tree to Brice-lyn, Minn.

C. E. Floyd, rate clerk, Amarillo, Texas, gave us information which resulted in the sale of a ticket from Rock Island to Howe, Okla., and Howe to Siloam Springs, Ark.

Tom Smith, car cleaner, Oklahoma City, secured two passengers Oklahoma City to New York City, via Kansas City and Chicago.

G. H. Whitehead, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City, February 18th, turned over to Mr. Franklin one passenger for Emmett, Idaho, who purchased ticket via our line to Denver.

F. J. Moore, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City, February 23rd, turned over to passenger department three parties who purchased tickets to Denver.

C. F. Jahn, chief rate clerk, Chicago, recently secured passenger Chicago to Greybull, Wyo. Also a passenger from Chicago to Kansas City.

A. Powell, conductor, Kansas division, secured a ticket via this line Kansas City to San Francisco.

E. K. Scott, conductor, Kansas division, re-

cently secured passenger purchase ticket via this line to Davenport.

H. S. Janes, conductor, Kansas division, recently secured a passenger this line enroute to Cleveland.

H. W. Sumpter, conductor, Kansas division, secured a ticket via this line to St. Louis.

W. L. Harriman, conductor, Kansas division, recently secured passenger this line enroute to Dennison, O.

G. R. Allyn, superintendent, La Salle Street Station, Chicago, secured two passengers, Chicago to Denver, Colo.

Conductor Einwalter, of Cedar Rapids, Ia., turned in two passengers who purchased tickets Cedar Rapids to Chicago.

G. A. Rusterholtz, agent, Romero, Texas, on March 10th, secured routing of carload shipment dried beans.

A. B. Griffin, chief clerk to agent, Morris, Ill., for securing the long haul on 12 carloads paper, Des Moines, Ia., to Morris.

Mr. R. S. Torrington, city passenger agent, Colorado Springs, for securing 10 cases paper, Colorado Springs to Chicago; 5000 pounds rubber tires, Colorado Springs to Kansas City; one car household goods, Colorado Springs to St. Louis; one piano, Colorado Springs to Boston; less than carload shipment fruit cases, Colorado Springs to New York City; less than carload shipment household goods, Colorado Springs to Union, Iowa.

Mr. J. H. Brown, passenger department, Denver, Colo., for securing 5,000 pounds household goods, Denver to Sullivan, Ind.

Mr. M. L. Mowry, city passenger agent, Denver, Colo., for securing 90,000 pounds household goods, Denver to De Queen, Ark.

Mr. G. Farrell, Eng. foreman, for securing shipment meat, Little Rock to Shreveport, La.

Mr. M. S. Carlson, city passenger agent, Wichita, Kans., for securing 4,000 pounds household goods, Dallas, Texas, to Wichita, Kans.

Mr. D. L. Fulton, chief clerk, local freight office, Wichita, Kans., for securing 7 cars live stock, Wichita to Oklahoma City; 1 car scrap, Alva, Okla., to Wichita, Kans.

Mr. A. S. O'Malley, clerk, auditor freight traffic, Chicago, for securing 1 car wire, Chicago to St. Louis; 1 car nails, Chicago to Oklahoma City; 4 cars nails, Chicago to Kansas City; 1 car nails, Chicago to Oakland, Calif.; 1 car nails, Chicago to Los Angeles.

Mr. R. A. Foy, cashier, local office, Enid, for securing routing order covering 1 car lumber, Oshkosh, Wis., to Enid, Okla.



C. H. Lewis, Manager, and Telegraph Office Force, La Salle Street Station, Chicago.



AMARILLO DIVISION. By "Sorghum Bill."

Mr. Alex Jackson of the immigration department was a visitor to our division and besides renewing old acquaintances made many new ones. Besides himself were Mr. P. H. Whaley of Amarillo, W. T. McPheeters of Abilene, W. H. Gruhlkey, also of Amarillo, with Mr. Harmon Benton of Amarillo, of the Texas A. M. College, made a trip over the line to Amarillo and Tucumcari in the interest of the dairy, hog and chicken business. The dairy business is one not yet tried out in this great Panhandle country and what it has done for Iowa, Nebraska and Colorado as well as Kansas it will do here. It will mean more work, better supervision more money and less debts when once organized. That little cash coming in every week into the farmer's hand is put to work. The merchants, the family and general community will soon feel and profit by this new industry. It starts out with a few, say five or more good cows, Holstein preferred, and soon it develops that more are wanted—the more the merrier—and more money, more work, more feed and so on. It attracts business and energy until the wealth begins to stack up and then the community begins to improve and show the results. This is what these men were trying to interest a few of the best farmers along the route in in

every town. It grew to be more favorable and things look very promising. There is money in it for everybody and some work. It can't be run from an easy chair or from a saddle or haphazard way. Good stock is the main item. Good care and regular attention next. Start with what you can profitably handle, then build up, not overstock and grind down. At San Juan, N. M., they were given the school with all the children and school teachers and as many as could be packed in besides to hear the proposition talked and it was about as enthusiastic a meeting as was had. Everybody enjoyed the lectures and seemed to take the proposition seriously. As San Juan shipped some 45,000 pounds of cream last season from very common stock and start, no telling where they would stop with good, thrifty stock and right care. Mr. Jackson and the rest of the gentlemen all were pleased at the turnout and thanked Mrs. Lauky, the principal, for the time and use of the schoolrooms, and the successes all along the line were gratifying.

Mr. G. W. Rourke, assistant general manager, second district, made a trip over our division the 21st and seemed to be pleased with the advances made in all lines. Mr. W. J. O'Neil, mechanical superintendent, was along. Mr. W. E. Danner, master mechanic, and Mr. W. H. Gruhlkey, R. M. and M. C. also. Mr. J. G. Bloom was absent on account of being called to Des



Superintendent of Telegraph and Office Force, Chicago. First row, left to right: E. F. Brennan, Chief Lineman; R. W. Potts, Asst. Supt. Telegraph; G. D. Hood, Supt. Telegraph; A. Wray, Asst. Supt. Telegraph; G. J. Johler, Asst. Chief Clerk. Second row: J. H. Fay, E. G. Condon, J. A. Burke, L. A. Humason, H. G. Scheffler, A. N. Hansen, J. J. Bilek, J. W. Peterson, W. E. Washburn, E. H. Johler, A. N. Yantis. Third row: F. J. Schimo, H. C. Schmitt, Ed Raab.

Moines because of illness of relatives. The weather being nice and the best of spirit and humor prevailing on the trip made one feel like pitching in some more. We had the Kaiser killed on the trip but he didn't die!

Well, Spring broke in fine and somewhat dry, but acceptable. Farmers are busy and lots of old sod turning under for good. Wheat coming slow, but sure a good rain would work wonders for the farmers and boom the Pan Handle country more than ever. There is no limit to the good things in store for this great plains country. Watch us grow.

D. D. Gay is the father of a big 10-pound girl. Guess the stork got mixed with the big flock of cranes now going over the country north and stopped in at Davis' house. Glenrio needs the population anyway.

Mr. J. G. Bloom, superintendent, called to Des Moines, Ia., account illness of some relatives.

Calom Gruhlkey, of the car force, bought a jitney and if he holds out as well with it as the Indian motorcycle it will be good just exactly three months. Watch my guess.

Mr. M. H. Keasler, agent at Vega, was off on a vacation all over the "world" and got back to home single and alone. Just as Mrs. Keasler predicted.

C. O. Mason and wife made a trip to El Reno to see the folks and the big city of El Reno, Okla.

Two new elevators up, one at Bushland, one at San Jose, with eight more lined up and possibly ten, the Amarillo division will not look so dreary. Mr. A. Peterson, our general agent, is rushing the proposition and making a fine showing. Mr. Wilhelm, of Ft. Worth, general freight agent, C. R. I & Gulf, spent several days out on our division making arrangements for these new propositions and deserves credit for engineering the plans. His fond remembrances of his trip to Cameron, N. M., still linger in his mind and the genial laugh of Mr. Valentine rings in his ears "alaboard for Cameron."

New 100-ton track scales at Amarillo about completed. Not many of these on the line. Now for the new roundhouse and turntable and shops with their trimmings will put us on the map right; 40 miles of new ballast and 20 miles of 80-pound rail will be our record for 1917. New 40-foot extensions to Shamrock, Tex., depot makes that place look like 2 bits in a beer saloon. Yarnall section houses all moved up near the tank helps out the trouble that used to stop there. All these things together with a new location for all the old buildings in Amarillo yard kind o' changes looks of things to old timers who have been away a year or two.

Angelo Glinos, ex-gang foreman No. 1; August Compis, foreman section 114½; Geo. Uuras, ex-gang, No. 3, all went to New York to spend a few days to see their lady friends and have a little recreation but they couldn't go to Greece. They got back all right and busy on their jobs.

Will Clark, of Adrian, is now foreman section 113½. Ontario, Mr. J. S. Bradley having moved to Wildorado. Frank Easdon has resigned to do farming. We need good farmers as well as railroad men and hope he has good luck at his new venture.

Donald Farley is on the night yard clerk job and is like an old timer.

Everybody has the measles in the town. You are not moving in right society if you don't have them this winter. Bob Turner's folks and Jas. Bumon's folks have just put through a siek of them.

We are still making a fine showing handling troop trains and our "Boys" might feel proud of their record so far. More care and less speed is "safety first." Less speed, less danger or damage.

Fred Verner, B. & B. foreman, is at Adrian putting in two 4-panel bridges. Entirely new outfit. Fred ain't married yet—but soon, eh? Mail carrier?

Here's a story Tom Gavin puts out on an old "Mick." He had a

visitor and his wife boiled three big potatoes, so at dinner the old lad proceeded to pass the potatoes, holding up the dish, says: "Have a potatee?" The friend takes one. The old lad thinking he was a little hungry, says: "Have another 'potatee'?" The friend grabs another. The old lad seeing the greediness of his friend and starting to boil says: "Take damn near all the 'potatees'!" Tom never told the rest, but that's enough to give a damn good hint which way his sails were set.

Last, but not least, do you ever think of what material is doing. The cost of it is going up; it's already gone out of the top of the thermometer. Judge by your own cost of living and you can see what the hand that's feeding you is doing. Use it economically. Save what you can. Don't forget the other fellow has to earn the dollar before you get it. Pick up the scrap. Save valuable stuff from loss and damage by poor care. Take care of what you get. It all helps earn.



ARKANSAS DIVISION.

Harrison Howe, Editor.

ROCK ISLAND BASEBALL TEAM WILL ENTER COMMERCIAL LEAGUE.

At the present writing it is not definitely known what teams will compose the Commercial Baseball League of Little Rock, but it is probable that all teams except the Coca-Cola team will participate this year, and in addition to this there is a likelihood that the telephone company, electric and boathouse clubs will enter.

This we know, that the Commercial league will be much stronger this year and will possibly comprise eight good, well-trained teams. This is something that has never been accomplished in Little Rock before, and is looked forward to with considerable expectation by baseball enthusiasts.

A great deal of the success of the Commercial league last year was due to the staunch support and "pep" thrown into the organization by the Rock Island club. The railroaders were well organized and efficiently managed, and played a good standard of ball.

The result is that this year every team of any consequence is seeking admission into the same league that the Rock Island enters. "Imitation is the sincere flattery," even in baseball. The Rock Island team is "strongly and finely organized" this season—better than last year—and backed up morally and financially by the Rock Island Athletic Club, whose membership within the next thirty days will reach the hundred mark.

Consequently, every other team in Little Rock which longs for registration in the Commercial league is organizing and marshaling its forces along the same lines of the Rock Island club.

More definite information concerning the league and schedule this season will appear in this column next month.

"KISS PAPA!"

Born to Mr. and Mrs. W. H. Reaves, on February 23, 1917, the first son, William Fletcher Reaves. Mr. Reaves is stock claim adjuster on the Arkansas division and stands "ace high" with the company and its employees.

L. D. RICHARDS ILL.

At the present writing, Mr. L. D. Richards, master mechanic of the Arkansas division, is in a very serious condition at his home, having been stricken several days ago with pneumonia. We sincerely hope that he will quickly recover and get back "on the job," as we all miss his sunny smiles and kind salutations. Mr. Richards

has a world of friends on the division who deeply sympathize with him in his "hard luck." LIVELY INTEREST IN

R. I. A. C.

Great interest is being manifested by employees at Little Rock over the contemplated plans of the Rock Island Athletic Club, which was organized Feb. 14 last.

SALESMEN WANTED

Good, reliable railroad men to sell several very fine brands of Union Made Cigars to dealers along the Rock Island lines. In your application state years and capacity employed on Rock Island and elsewhere, also territory preferred. References required.

Big Commission. Big Bonus. Big Money.

Address OPPORTUNITY

Care Rock Island Employees Magazine
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Inquiries are received every day relative to the future prosperity of the club. The organization at present is only in its infancy, so to speak, but the nucleus is formed and it is only a matter of time until the pendulum will swing with a mighty stroke, and clubrooms, gymnasium, tennis court, etc., will come as a natural sequence.

The R. I. A. C. already possesses a fine and complete set of baseball equipment and the exclusive rights to a fairly good practice grounds.

The executive staff is composed of real live men who are enthusiasts of first-class sport, and who are thoroughly convinced that nothing does a fellow any more good than clean recreation and exercise after a hard day's work.

But in order to realize this recreation which is so essential to efficiency in one's daily toil, it is necessary to have the proper facilities. This will require a little time, but we are advised by the officers of the club who are on the executive board that plans are already under way for several things which will materialize in the very near future.

Several influential members of the Rock Island Athletic Club have recommended that the club adopt a slogan which would probably read something like this: "Good, clean recreation after a hard day's work," one member going so far as to propose that a song be written along these lines and sung by the entire club at its regular meetings. This latter suggestion has been referred to the committee on entertainment, which body is now considering plans for an entertainment made up from talent among the employees, to be held some time in October.

SEVERAL CHANGES AT LITTLE ROCK.

Mr. N. A. Reicheneker, special agent, Arkansas division, has resigned his position and engaged in farming at Hazen, Ark.

Mr. C. A. Carrington, formerly special agent at Large, second district, has succeeded Mr. N. A. Reicheneker as special agent on the Arkansas division.

Mr. J. H. Dimmitt, formerly service inspector, second district, has succeeded Mr. Geo. Firmin as trainmaster on the Arkansas division.

Last month's issue of the magazine stated that L. W. Wilson had accepted a position with the State Railroad "Commish" at Little Rock. Such information was in error according to advice recently received. It is supposed that Mr. Wilson is working for the Cotton Belt at Pine Bluff, Ark.

ROCK ISLANDER CHOSEN FOR COMMERCIAL POSITION.

Mr. Geo. Firmin, formerly trainmaster on the Arkansas division, has accepted the flattering offer made to him by the Little Rock Board of Commerce. Mr. Firmin is now general manager of that important organization, having left the service of the Rock Island about March 15, 1917.

Mr. Firmin has been in the service of the Rock Island for approximately twenty-eight years, and has left an unimpeachable record of service with the company. He has been highly efficient in his line and is considered a very capable railroad man, and will no doubt make good with the Board of Commerce. Mr. Firmin is well known and has many friends who wish him all the success in the world.

"STILL A LOYAL FAN."

Mr. Harrison L. Howe,
Baseball Manager, R. I. A. C.,
Little Rock, Ark.

Dear Dock:

Am glad to note from the March copy of the ROCK ISLAND EMPLOYEES' MAGAZINE that the Rock Island Baseball Club has reorganized under the name of the Rock Island Athletic Club for the coming season and out for the 1917 pennant, and wish to say that I am for you strong and still a loyal "fan," looking forward to the Rock Island "Prevent Injury" Club heading the percentage column.

Tell all the boys "Howdy" for me and that I am with them on the bench if not on the field. Again wishing you all the luck possible for the coming season, I remain,

Yours very truly,

W. H. BRAND

The above letter was received from Will Brand, who was our star third baseman last season. Bill batted .378 last year at the close of the schedule. Mr. Brand is now in the traffic department of the Tennessee Central Railroad

at St. Louis, Mo. It seems very evident that others read this magazine besides employees. When you get through with your copy, Mr. Railroad Man, what do you do with it? Do you hand it to a friend to read? It advertises the Rock Island and promotes your interest as well as the company's.

HOW FAMILIES DO GROW!

Mr. L. S. Morgan, assistant accountant, superintendent's office, is the proud possessor of a baby boy, born February 14, 1917. Here's the best of regards to its mamma!

MRS. CARR'S CONDITION CRITICAL.

Mrs. C. C. Carr, trainmaster's clerk, who suffered a severe fall on the stairs at Little Rock station, is still in a serious condition, although slightly improved at the present writing. Mrs. Carr has many friends on the Arkansas division and all lend their sympathy and hope for a speedy recovery.

WILD ANIMALS WE HAVE KNOWN.

DUTCHHEOLTZEL—A quadruped of recent origin. Frequents soda fountains and passenger stations. Fascinated by popcorn queens—lays in wait for them. Slow to recognize new designs of ten-dollar bills. Thinks them counterfeit. Wears Theda Bara shirts and Lord Chamberlain waistcoat. Also "dollar-down" boy. Has quaint, kindly expression on "phiz" like pine knot. Matches for drinks in sweet tone of falsetto bull. Always kidding the unsophisticated with insane line of stuff. If anyone meet him, for the writer's sake, slap him down!

MORE BASEBALL.

L. S. (Mike) Morgan, captain last year, says he's out of the game. But we know Mike. You can't lose him. Morgan made a good captain, and right fielder, his batting average ran .289 and fielding .957. Mike was a conscientious worker.

Ross Ray will probably catch this year. He made good last season, leading on fielding with .960. He also led in batting with an average of .429. This was the highest percentage reached by any player at bat in the entire Commercial league season, 1916.

Harold Dever made good last season and may play at third this year. Dever came up right along and at the close of the season was batting .364. His progress was remarkable.

Charlie Kirby of Biddle Shop will be with us this year. Kirby was one of the best outfielders in the Commercial league last year, but played on the Coca-Cola team. Kirby is a good hitter and we need him.

Harry Counts of Hot Springs assisted in the box to close last year's schedule. But it is doubtful if we can get him again. Counts is a good pitcher and never loses his head. He shut out the Gays last year against Whitehorn of Little Rock.

Percy Anderson made good at "short" last season, but "Perce" had hard luck, getting hurt twice, which prevented him showing up as well as he might have done. Anderson is a good man and will probably play short again this year.

Tom Williams of Argenta made the best umpire in the Commercial league last year and will be called upon for the coming season. Tom is an "old city leaguer" and knows the game. His decisions are seldom questioned and he deals them out "according to Hoyle."

We received a card from Don Stringham recently, from Colorado Springs. Don didn't stay with us very long, but the "stuff" is in him for baseball. He has the "pep" and is handy with the ball.

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

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By Bandy.

They say baseball players try to come back. Why not then a ham magazine writer? We'll try it at any rate.

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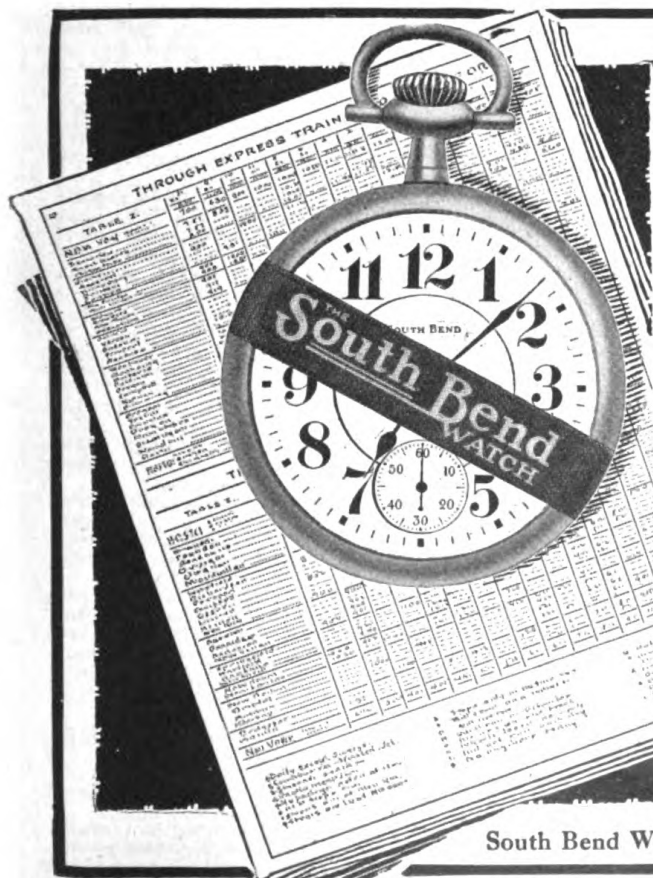
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barber's trade. Mutt takes his lesson every night. The boy must be thinking of getting "hooked" for life.

Bob Gammell seldom gets peeved, but when they ask him if he got the money, well, it's "Beware" On the square, Bob, did you get the money?

Understand Sherman Drelcherf is composing a song, to be released as soon as the hero is out of quarantine. "Slim" slipped us the title, "All Is Well at the Gresham Yard, Oh, Why Was the Card Tacked on the Front Door?" No doubt it will make a hit.

G. W. Teare, commercial agent at Cleveland, Ohio, was a recent visitor at this office.

POINTED PARAGRAPHS.

If we didn't have to work, there would be no fun in loafing.

The less said about the age of a woman and canned goods the better.

Frank Neeb says, "Here are two things alike, pie with a big P and a Cincinnati." My, your reckless.

Our compto operator is all smiles again. Fact is since the Y. C. at Gresham is able to mix up things again she is extraordinary. Oh, well, we were all young and foolish once ourselves. I should shay show.

The old coach of 1776 style has been placed opposite the 124th street scales for the shopmen who leave for home on the 5:02 p. m. Understand Mike Roach, scalemaster, has applied for the agency. Hope you get it, Mike. It will keep you busy and out of mischief.

Mark Braun said the first message he ever took scared him stiff. Says he, "My teeth chattered so I could not get the message from the sounder. Instead, as my teeth chattered, I took that. Gee, I got all mixed up." Quick, Watson, the needle!

DENVER, COLO.

By P. J. Quinn.

The following were Denver visitors during February: A. H. Rau, J. W. Abrams, H. A. Lawrence, J. A. McDougal, F. L. Park and S. L. McClanahan.

R. D. Staley, T. P. A., Sale Lake, accompanied a party of delegates to the N. E. A. meeting Kansas City, passing through Denver, February 24th.

M. L. Mowry, C. P. A., Denver, accompanied a party of N. E. A. delegates to Kansas City, February 24. The party occupied three sleepers. Mr. Mowry remained in Kansas City soliciting return movement, which was secured for our line.

F. H. Faus, C. A., Colorado Springs, and C. H. Bacon, C. A., Pueblo, were Denver visitors March 6. From Denver they went into eastern Colorado to locate a number of new industries along the line of the Rock Island.

A Mr. Delaney of Minnesota has purchased a townsite just east of the old town of Bethune, Colo., and will start work on bank, store and lumber buildings immediately. The country around the new town is prosperous and the new town will start out with bright outlook for the future.

A number of Colorado Springs business men have purchased a townsite just south of the town of Peyton, Colo., on the Rock Island, and will at once erect necessary buildings to conduct business. Later it is planned to annex the new town to the present town of Peyton. It is claimed that Peyton not being located on the Lincoln Highway, is cut out of a great amount of business from auto travel which the new addition will secure.

E. P. O'Connell, contracting freight agent, and wife were called to Omaha March 6 to attend the funeral of Mrs. O'Connell's brother, who died suddenly. The sympathy of the office is extended.

Flagler, Colo., citizens have introduced through their representative in the state legislature a bill which, if passed, will create a new county in eastern Colorado, with Flagler as temporary county seat. A considerable strip off of Lincoln, Yuma and Washington counties will be joined on to a strip off of Kit Carson County making a new county, which will be named Flagler County. If the bill passes, considerable new business will be thrown to Rock Island sta-

tions which now goes to other railroads. There is practically no opposition to the proposed new county bill and it looks as though eastern Colorado will shortly have a new county.

Manager Keating of the Denver union station entertained the Denver Ad Club at a luncheon in the new union station March 6. The dining room was arranged to represent a dining car and Manager Keating furnished all the trimmings in the way of uniformed employees, etc. After the luncheon the party were taken on a tour of inspection of the new station.

Engineer Stevenson, Conductor Barsby and Pullman Conductor Brown have applied for a patent on a collapsible car step which will do away with the present arrangement of passenger cars. The new step is constructed so as to be elevated to a flat surface, making the same arrangement as is now in use with the platform door. The steps, three in number when let down, extend to the same distance as the present immovable steps, and have a small step on the bottom which takes the place of the old Pullman box step. The operation of the step is made by two small levers which are located close to the car. The new step will give greater open space between cars, making entrance to steam hose and couplings easier and will overcome wind resistance while train is in motion. A brass model is being made and will be on exhibition shortly.

Engineer Stevenson has received an offer from a large oil company operating in Texas asking him to grant a lease on valuable oil property which he owns at Francitas, Texas. Mr. Stevenson has not granted the lease and if he can be prevailed upon by his Rock Island friends will organize a stock company and handle the proposition independently. Several Colorado division employees and Mr. Stevenson are planning on going to Francitas shortly to look the proposition over with a view to forming a company for the exploration of the property, which is located but a short distance from a well flowing six hundred barrels per day.

Through an oversight the names of S. L. McClannahan, division engineer, and C. E. Price, division special agent, were not mentioned in the write-up covering the Prevent Claims meeting held in Denver in January. We hope the two gentlemen mentioned will accept our apologies, and we assure them that the oversight will not occur again.

HULBERT, ARK.

Mr. Joe Hicks, our new timekeeper, is considering making up a ball team for summer. With proper backing, the team can undoubtedly prove a great thing.

Little Johnnie, our Scandinavian blacksmith, is somewhat melancholy of late—his affinity deserted him, but he's figuring on something soon.

W. R. Knight, our Inspector, has been sick for two or three days, but seems to be getting along nicely now, being back on the job.

Our popular baritone carman, John O. Garrity, has finally consented to appear at the Vost opera house at Hulbert to render some choice old songs in the near future. Mr. Garrity has endeared himself wherever he has been by his wonderful voice and all the boys are boosting for him to get into operatic circles.

John Reyburn left Hulbert for Kansas City on March 17 to attend the loss and damage convention of the Rock Island Railroad.

Business here is rushing, keeping every one hot on the job. With the fine weather we have had for the past three months, have not been handicapped, which is thought lucky, considering past winters.

George Israel, our popular machinist, is always smiles; in fact, the harder he works, the happier he is. This applies to J. H. Hart, boiler-maker, also. Hart has just bought a gas wagon. So this may account for it. Hope tears won't fall, though, in a few months.

ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Y.

Obeys the impulse—make a garden.

This year, like all the rest, according to Lemon Weist of the McAlester freight office, the robin was spied by a lot of ginks long before said bird

packed his trunk to move north. That's all right, Lem, but we all saw you when you went to Tulsa to see that pretty girl the other Sunday.

Conductor Tom Cook of Ardmore wants to know what has become of the old-fashioned mother that used to cut the H. C. of L. by making a big lot of home-made soap. Oh, Tom, we don't know.

One thing we are thankful for, even if the war makes things high, and that no gent is able to raise the cost of this fine weather we are having, says Engineer Roland of 83-84. Well, Uncle Johnnie, that's right.

Every time we break a leg getting out of the way of a bunch of men that has a lot of stuff to ship, we wish more that we were a centipede, says Mr. Fuller, the agent at McAlester. Oh, gee, that beats us, W. H.

Safety first, says Jess Gibson. Don't order spuds or cabbage at the beanery; it smacks of being a millionaire, and you are liable to get plunked for the money you haven't got.

According to Pat Coony, engineer, of Haileyville, some people scramble to be in the upper six class when in fact they are only fit for the Tin Lizzie bunch. How about Fords, Pat?



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Some of the clerks of the office of the superintendent, our friend Jolly came back to his old nest on learning that paper had gone up so that he figured there wouldn't be so many reports to make. All wrong, M. P. All wrong, Hugh?

In time of peace fix for war, seems to be the way that our friend Mr. Richards feels about the Canadian River at Calvin, from the way he is filling in around the west side. Ever notice it? Well, it will take a sure enough rain to scare us now.

Chas. Hardin of Holdenville isn't putting out a garden this spring, according to the agent there, and the reason is the missus refuses to pull weeds while Charley fans in the shade of the house. Well, we don't blame her, honest.

Before long, Jim Bolton will have the track gumboed so that our trains will run so fast that we'll bet a spoiled grape that Helen Holmes wouldn't try any of her fancy stunts on top of 'em. Fix 'er, Jim; we want a ride.

Sid Langston of the detective department at Shawnee can't figure out when he catches a fellow throwing off coal from a train that it is the man's very first time, and don't they say they won't any more, Sid?

For fear that he would get hungry before he knew it, Slat found a little clock (about the size of a washtub) and placed it where he can see it all the time. Fine, Slat; but we noticed it had stopped the other day and that way you will starve to death before you get the beanly feeling.

"I don't care to outlive Methusaleh," says Dick Hammond of the McAlester office, "but I would like to stick around long enough to see Conductor Green come to town and not spoil the map of the yards by getting a car or two cross-wise."

The docs are like the weather men these days, according to Brakeman Otten. The former says you are going to die in a month or maybe you'll live thirty years, while the latter figures that it will either be stormy or fair.

Don't spank your boy for playing marbles for "keeps" if you stay out until some-odd-am trying to beat a full house with two duces.

The trainmaster said the other day that even if you were broke, you could be a good spender, and we wanted to know how. He simply told us to pay lots of attention to our own business.

The boss car knocker of McAlester, Mr. Weeks, went to a show the other evening and reported a fine show, and Uncle Joe, the crossing watchman, remarked that it was cheap, too. Oh, you comps.

Bob Freeman, who has lately bid in the switcher job at Z366, remarked the other day that he had two of the finest kiddies in town. And we'll agree with him, but will add what Mrs. Freeman said—it was their mother that took them through their second summer.

If some songs are as hard to sing as they are to listen to, says, our friend Bob Brown, the chief clerk at Haileyville, why, we'd get our dime's worth going to a show these days.

Chisel Chin took his girl to a cafe the other day, and had a real chicken dinner. Being not so flush and the H. C. of L. and so on, poor Chisel said the biggest thing was the "bill."

Uncle Jake Fausch, the tailor on the goat at McAlester, got his hat blown loose from his head while going after it he got loose from his pipe, while gathering them up he got wet and left in the west yards, broke his watch chain climbing back up in the cab, to find that the bell had lost its clapper, and did he get rattled, puzzled or peeved? Well, does a horse rear up when you feed him oats? Figure it out yourself.

Mr. Barr of Ardmore suggested a watch chain of potato peelings. Our objections are that they are to be worn only by the extremely rich.

Those bothered with corns should worry, says Jack O'Brien. Plant 'em to reduce the feed bill for the Jersey. O. K. J. J. O.

Gray Phillips, the yard clerk at Hy, says that George Wheeler's walking stick may be all right, but as for his pants they look like they fit too soon. We might improve on your description, Gray, and say that George is merely shoved in 'em too far, that's all.

We may be a little late in getting the dope to you, but Sebe Holshouser, a big, fat conductor out of Shawnee, has the finest baby in the U. S.

A. We smoke, Sebe, and you know the rest.

Maybe you have noticed it yourself, but there are some people that are switching box cars that were missent from the farm, according to Mr. Wray, the G. Y. M. at Shawnee. Don't be so hard with us, W. D., we have to learn.

With the coming of spring, you will see such flower gardens as you never saw before around McAlester, Shawnee yard and Haileyville. These places cost only the care and love of such things and produce a dividend that can't be counted in dollars and cents.

Herman Howard has a fighting hen that he will match with any stock of that kind that has a tendency to fight. Poor Herman, he will have to get rid of her or she will find the place he planted his fish worms last fall.

Leo Farr, engineer at Haileyville, found an old potato that he overlooked last fall. He sold it at auction and now will be able to take his long looked-for vacation.

50 cents for good leather pass case. Write for catalogue. A. Landa & Sons Co., Dept. R. 1. 200, Chicago, Ill.

NEBRASKA DIVISION.

By M. B. Kelso.

R. E. Carson, agent at Thompson, has been granted 90 days' leave of absence, and with his wife expects to spend the time in California.

C. H. Eaton is now in Chicago on committee business.

Dispatcher McFarland was forced to lay off a few days last week on account of sickness and was relieved by W. S. Graham.

Operator C. E. Kopsich is enjoying a ten days' vacation.

Operator W. R. Johnson of Belleville worked a few days in the relay office at Fairbury, relieving O. B. Olson. Mr. Olson has accepted a position with the Union Pacific at Kansas City.

On March 17 Operator H. E. Keltner was called to Memphis on account of the serious illness of his sister.

IN MEMORY OF JOHN P. MERGEN.

Engineer John P. Mergen of this division passed away at his home at Fairbury on February 26, 1917. Burial took place at 2:30 p. m., Thursday, March 1, 1917. Mr. Mergen first entered service of the Rock Island Railroad at Council Bluffs, Iowa, as machinist helper in 1894. He was promoted to fireman on the Nebraska division in June, 1897, and to engineer December 11, 1902, and was continuously employed on the division since. The Rock Island lines, and especially the Nebraska division, have lost one of their most faithful and loyal men. To know him was to like him and to be counted as a friend. The employees of the division most keenly feel the loss, and we extend to Mrs. Mergen and family our heartfelt sympathy.

Engineer C. A. Scott has the sympathy of all in the loss of his brother, James, who died at Bayard, Iowa, March 3.

Claims Adjuster Stiers was operated on for appendicitis February 26 and stood the operation nicely. We will be glad to see him among us again.

A letter has been received from Ira Manion, an old-time operator and dispatcher on the Nebraska division, and now trainmaster for the Great Northern at Watertown, S. D. He sends his best regards to all his friends and would be glad to hear from them at any time.

Conductor Champlin and wife are spending a pleasant vacation in California.

Switchman E. R. Ackley and family are also California visitors and report that they are having a fine time.

Engineer Allshouse and wife are spending their vacation at Hot Springs.

Engineer Downes and Engineer Kelley are also in Hot Springs.

J. McCullough is now regular conductor on Nos. 5, 6, 7 and 8, and is quite proud of his new run.

Heinie Schriber, clerk at the roundhouse, was forced to lay off a few days the first of the month on account of sickness.

Section Foreman Fred Fichter of DeWitt passed away on March 9. His family has the sympathy of all in their bereavement.

We are glad to note that Night Agent E. L. McIlvain is again able to be at work at his old position at Phillipsburg.

In the very near future Operator J. G. Beam expects to spend some time in Virginia.

The following letter has been received in this office:

"I am very glad when this my Latter come to your handles will find to your all right the same when left to me did left with my complet health thank to god.

"Dear Mr. ———, after our the best regard we call your attention about that words did you gave when left this place about the work if you have ready our job and room in the car we are ready to come to work with you.

"The best regard from me and my partner Mr. ——— and we hopy to hear from you early as you can."

SILVIS NEWS.

Our friend, L. H. Gill, special apprentice, spent a few weeks visiting relatives in Louisiana.

Electrician Geo. Bell has returned to work after being laid up sick for some time.

The electricians at Silvis are very popular with the stork, baby boys arriving at the homes of Mr. and Mrs. Earl Hall, Silvis, and Mr. and Mrs. J. Hazellett, Davenport, the same date the early part of March. Congratulations, Hall and Hazellett. May the youngsters grow with health and happiness to you both.

One of our popular boilermakers, Paul W. Fellman, and Miss Lillian Kinsley of Silvis were married St. Patrick's Day and have gone to housekeeping at 116 14th street, Silvis. Congratulations are extended to this couple and may health and happiness prevail through their new journey through life.

Machinists Irwin Horst and G. N. LaMar made a flying trip to California a few weeks ago and report a fine time taking in all the beaches near Los Angeles and Catalina Island.

Machinist Apprentice Dewey Dahlberg is reported sick.

Sympathy is extended to our former "hello girl," Kittle Bull. Her mother recently died at her home in Silvis.

Machinist Fatty Davenport still limps on his right leg. Married life made no difference in his step.

Sympathy is extended to Timekeeper C. Anderson of the superintendent's office and his wife. Their 9-day-old baby girl died March 14.

Machinist's Helper Geo. Mitton and Miss Minnie Combers, daughter of one of our Silvis machinists, R. E. Combers, were married the early

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part of March. Congratulations, George, and may all your troubles be little ones.

Machinist J. C. Milbaugh and Boilermaker Bill DeWitt are laying out their plans for spring garden and have already watched for their last year lettuce to pop up.

The village of Silvis is having a hot political battle this spring and the shops are well represented on the different tickets. Among them are E. M. Eaton of the superintendent's office; Machinist Fred O. Hartline, of the roundhouse, for president of the village board.

Machinist Harry Else passed away March 19 after a long illness and the shop boys will greatly miss Harry in the line gang. Harry was well liked by all who knew him.

Mrs. J. Christian, wife of our carpenter foreman, had the misfortune to fall and break her arm March 19. We wish her a speedy recovery.

Ralph Lake is going to sell his bunnies and raise chickens. He claims it pays more.

Our shop order clerk, the genial Roy Smith, keeps posted on all news of the day—

The doings of Congress, reports of the war, And our chances of entering the fray.

When the army and navy's big budget came up, Roy was sure it would pass quick and neat,

But the filibusters got into the game And talked the bill down to defeat.

When Roy read the news he was angry indeed, And he vowed, in his terrible bluster,

"That senator ought to be sent to his home And erase from the rolls 'Filibuster.'"

"I thought I know all the senators' names; Who is this man Filibuster?"

What state is he from, and when did he come, And from what state does 'Cloture' muster?

He cursed "Filibuster" and "Cloture" each day, For his safety we all had a fear,

Then one of his friends gently took him aside And whispered the truth in his ear.

KANSAS CITY, MO.

Business has been so good that we haven't had time to gather very many notes for this issue, but here are a few just to keep K. C. on the map.

Come on, boys, let's have a few more of those get-together meetings and get better acquainted. I'm sorry to report that the attendance was very small at the last meeting, so let's do better the next time and everybody turn out. The date will be announced later.

Who said anything about embargoes?

We are glad to report that Mrs. Hewitt is up and around and the baby is getting along fine.

We also had another new arrival Tuesday, March 13, when the stork left a baby boy at the home of F. L. McVay, rate clerk. Mrs. McVay and baby are getting along very nicely at this writing.

Lacy, our little newlywed, reports there is nothing like married life.

H. G. Nichol森, traveling rate clerk, dropped in on us March 3 and paid us a short visit. Drop in again, Nich: glad to see you any old time.

Dan Cupid must be a powerful little fellow, when he takes a fellow all the way to St. Louis to see his intended. Bring her up here, Bob, and save these trips.

We are in deep sympathy with Mr. Louis Dante in the loss of his bride of only two weeks, who died Sunday morning, February 25, at 2:20. Mrs. Dante was formerly Miss Mabel Simmons, our telephone operator at the local office.

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SHAWNEE, OKLA.

By Mephisto.

In reading the ROCK ISLAND EMPLOYEES' MAGAZINE from month to month, I notice that no one as yet has contributed anything from Shawnee. We presume this is because all those having the talent in that line are too busy handling the Rock Island's business to write. However, we want the "boys" to know that Shawnee is decidedly on the map, even though it takes an incompetent to tell about it.

Contrary to the usual custom of a big layoff during the winter, Shawnee shops continued their big force through this year, there being approximately 700 men employed in the shops here. And when we say employed, we do not mean that their names were on the pay roll. Far from it. They turned out the work so fast that the switchmen have been up against it to handle it. In January the car department made 6,205 foreign repair cards, and the system equipment is now in better shape than it has been for many years. What was accomplished in the car department was duplicated in the machine shops with a result equally gratifying, and when the new boiler and blacksmith shop is completed and the improved machinery installed things will hum.

The new building is 100x160 feet. The blacksmith shop will occupy the north end and the boiler shop the south half. The walls of the building are of brick, 20 feet high. The roof is supported by structural steel. It is commodious and will be modern throughout.

Our old reliable Jess Nicholson, assistant accountant at Shawnee, has been promoted to accountant at Dalhart. We miss "Jess" here and can assure Dalhart they have a friend to tie to.

The call of the soil has lured quite a number of our employes from the repairs to the arteries of the nation to the cotton row.

C. E. Stone, assistant general car foreman, resigned in February and moved to Denver, where he has engaged in business for himself. The Rock Island certainly lost a good man when he left. He is succeeded here by J. P. Green, who has been with the company for many years, having been heavy repair track foreman here previous to his promotion.

By the way, we want to congratulate ourselves on the remarkably few serious accidents at Shawnee. Considering the size of the force employed here, our showing is exceptionally good.

Traffic has been very good here for the past few months. England says there have been



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times when it was absolutely necessary to run part of the trains sideways to accommodate them all. And England knows.

Our veteran patternmaker, R. G. Burks, has been on the sick list for several weeks. "Daddy" is getting quite old, and while the cunning of hand and mind is still in a high degree of efficiency, age is making its inroad on the body, and we fear he will not be able to be at the bench much longer.

A. A. Dunbar, erecting foreman of our machine shops, has been transferred to Sayre and is doing good work there as foreman. D. P. Sparks succeeded him here, Richard Brown taking Mr. Sparks' place as machinist foreman.

Contract has been let for the installation of a new system of steam heat throughout the shops. Work will be rushed to completion as rapidly as possible.

Ask England his opinion on severing diplomatic relations over the phone.

Comes now Ben Robb, who on his oath deposes and says: That he has been a close observer for many years and that whenever the wind blows from the south on Christmas Day there will be no fruit. Moral: Plant pumpkins.

The M. W. A. drill team of Shawnee, which is composed almost wholly of Rock Island employes, is undergoing strenuous "tenshun" drills under Capt. E. W. Martin, M. C. B. clerk. They expect to go to the head encampment at Chicago in June with their axes sharpened to cut down the pennant. Bring 'er home, boys, and we will run it to the top of the flag staff.

If we must have war, the Rock Island shop boys will furnish their full quota on the firing line. It is even intimated that "Daddy" Martin, the Boy Scout of the coach shop may shoulder his broom. Well, there are worse things than cleanliness in an army.

In addition to a force of competent workmen, Shawnee shops have some men of political and industrial importance. Bill Blessing is a member of the State Industrial Commission; Sam Atkhis is secretary and a member of the Joint Protective Board of the R. I. Carmen's Union; Head Inspector T. D. Adams is the liveliest wire on the city council; J. B. Crabb is a member of the Board of Education of our city schools, and Henry Stall (and his dog) incidentally flag at the Beard street crossing and successfully hunt.

We might also add that with the coming of spring, the political bee which has been in hibernation during the winter months, may again begin to buzz-z-z around Kernel H. Swain.

A. W. McClean, better known as "Art," has been appointed general foreman at Halleyville.



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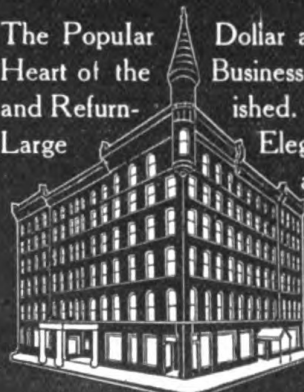
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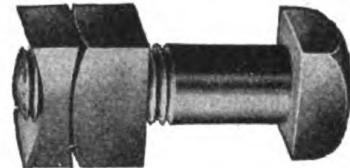
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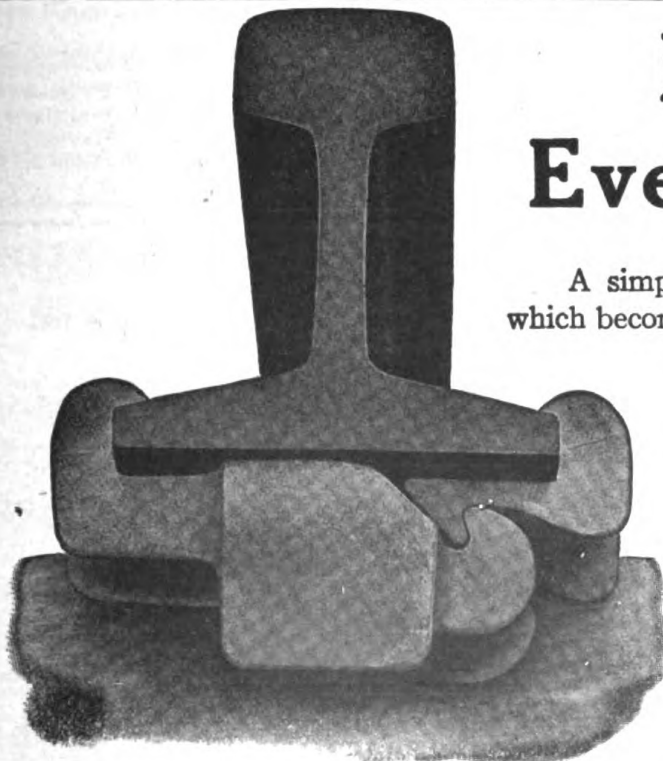
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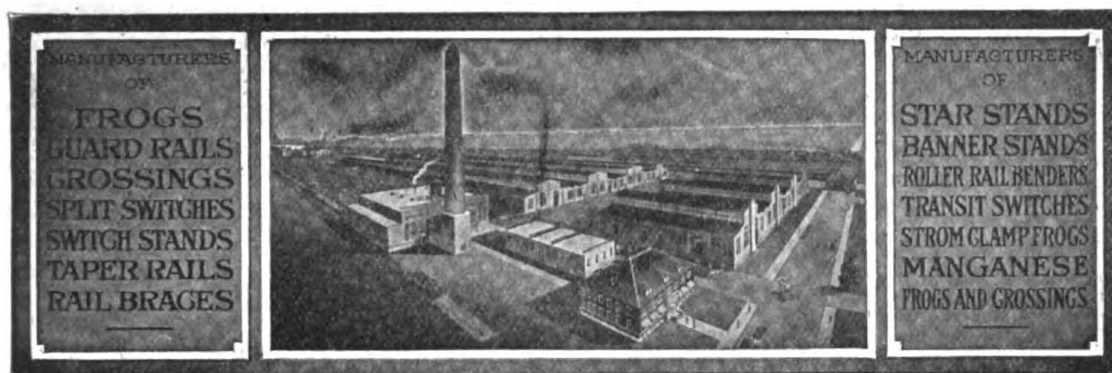
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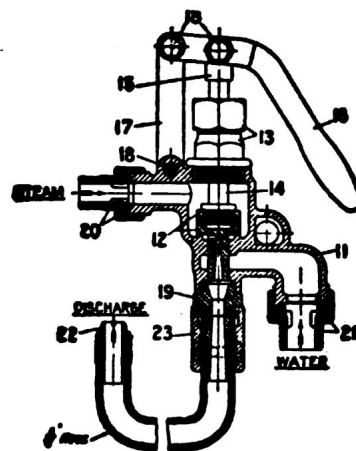
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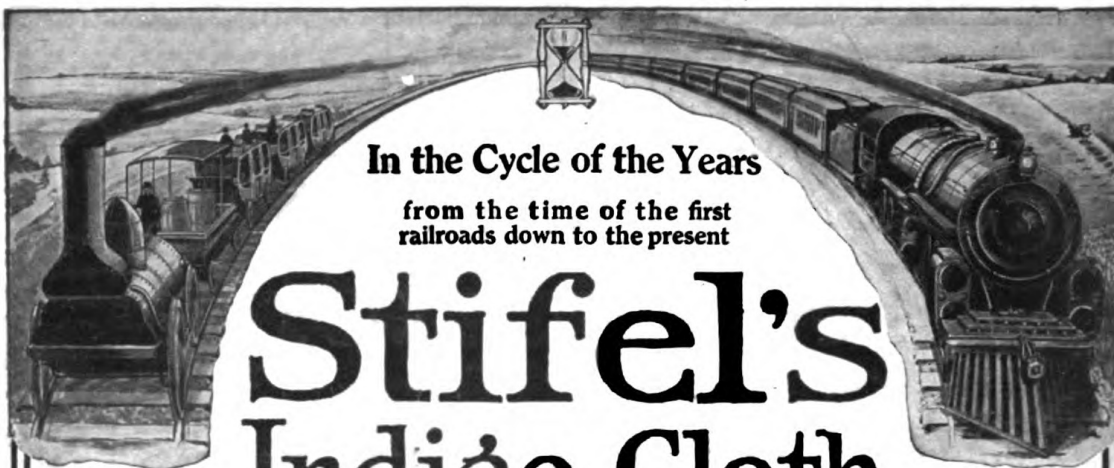
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