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MAGAZINE

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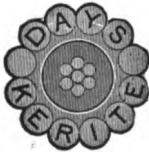
# KERITE

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In order to secure drawings or photo-  
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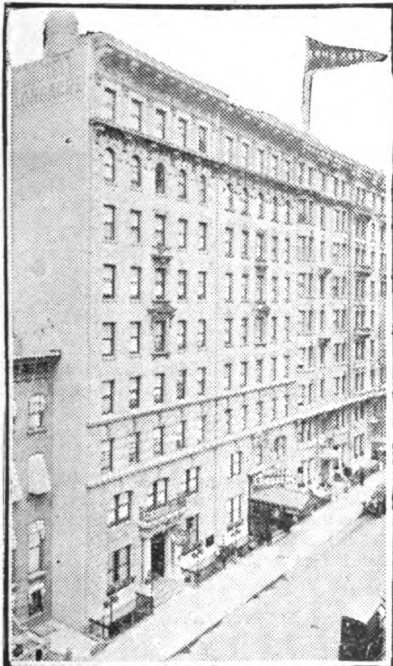


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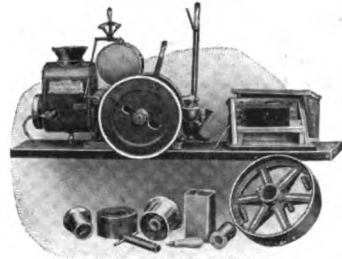
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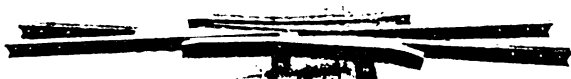
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And the fact that our granite was selected after careful investigation of a number of other quarries is positive proof of its strength and durability.

**Ask Us About It**

**STONE MOUNTAIN GRANITE  
CORPORATION**

STONE MOUNTAIN, GA.



# Rock Island Employees' Magazine

Edited by Harley E. Reisman

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

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

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

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

THE ROCK ISLAND EMPLOYEES' MAGAZINE  
La Salle Station, Chicago

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**The Only Morning Paper in the  
Best City in the South**

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## **The Commercial Appeal**

**MEMPHIS, TENN.**

**Circulation: Daily 63,181, Sunday 97,893, Weekly 96,942**



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***Capital and Surplus       -       -       -       \$1,650,000.00***

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“RED RING” Brand being used exclusively.

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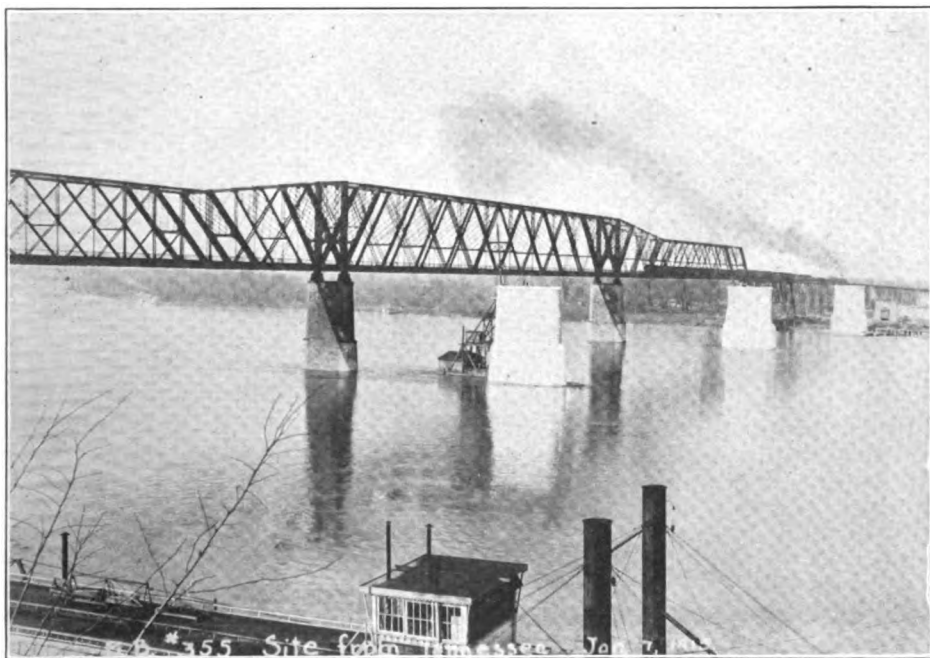
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# ROCK ISLAND EMPLOYEES' MAGAZINE

**HARLEY E. REISMAN**  
*Managing Editor*

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**JNO. A. SIMPSON**  
*Editor*

LA SALLE STATION, CHICAGO

Vol. VIII.

MARCH, 1915.

No. 9.

## MEMPHIS—THE CITY WONDERFUL

BY EDWARD McCORMACK

This is not the story of a city built in a day nor is it the exultant cry of a town that has just "found itself." Instead it will be my effort to tell of Memphis, a southern city that is typical of the New South—a city whose proudest boast is not its history of Yesterday but the things that it does Today.

They tell the story of a southern planter who when good crops and a favorable market had put him in a traveling mood took his body-servant, old uncle Zeke, and went abroad for three years. The thoughtlessness of Von Kluck in shelling the summer resort at which the cotton man was trying to cure a bad case of gout, caused him to leave rather unexpectedly for the more peaceful Americas.

Arriving at St. Louis he decided to take the boat to the plantation. As they rounded the bend just above Memphis and the wonderful panorama of the city spread out before them old Uncle Zeke, unable to imitate the silent admiration of the old Coniole, blurted out: "Lawd, boss, jes' look at Memphis—ain't that ole town puttin' on style?"

This old negro in his simple way voiced the sentiments of thousands of visitors to Memphis. They admire and have good cause to admire just what struck the old negro's eyes—the wonder-

ful indication of a city that has seized its golden opportunity and forged its way to the front as probably has no other municipality south of the Ohio.

Conjure to your mind the picture of your ideal city. Suppose that by some freak of finance you should suddenly become possessed of enough to buy a whole American city—to own the dwelling place of 175,000 American citizens! Now what kind of a city would you want? Wouldn't it be one strong in its industries and rich in territory adjacent; wouldn't you desire a commercial activity that was brisk and quick and yet tempered by the finer requisites of learning, friendship and an inimitable civic spirit? Wouldn't you require fine streets, beautiful parks, great hospitals, magnificent libraries, plenty of railroads, great bridges across river—and by all means a river to act as adjunct to your railroad systems? Yes—the chances are that you would and in looking for such a city you would nine times out of ten pick Memphis on the second and the tenth time—well you might haggle just a bit over the price—but in the end you would purchase her anyhow.

Memphis is a city of Today. There are few cities as rich in history—especially southern history as Memphis, and yet you hear but little of this among Memphians.

They are building a great bridge at Memphis, and it will be known as the Harahan bridge, dedicated to the memory of the late J. T. Harahan of the Illinois Central R. R. It will be over two miles long and when completed it will represent eight millions of dollars spent. Across this bridge will go the railroads that bring freight from the east to the west, there will be an interurban line and a free passageway for pedestrians and vehicles. It will be the greatest bridge

the river—on a high bluff and here it is that Chisca, chief of all the Chickasaws, smoked the peace pipe with the Spaniard. Here is truly a sanctuary blessed by nature. The magnificent Mississippi sweeps on towards the sea, giants of the forest lift their arms heavenward, the verdure is thick and green, the birds sing—and just over your shoulder, so as to speak. Memphis—majestic and impressive in the golden light of a new day—stands out against the horizon.



*Main Street, Looking North (an Early Morning Shopping Crowd).*

across the Mississippi and were it 200 feet south of its present site it would be "The bridge furthest South." Its companion bridge, which has been in service over twenty years, has long held the admiration of visitors and incidentally made millions for its owners. This is all interesting probably, but more keenly interesting still is the fact that the Tennessee ends of these bridges rest on the spot where the mighty DeSoto stood when he first saw the Mississippi. Stand here with me just a moment. It's a pretty spot. We are a hundred feet over

To the north sweeps the Memphis waterfront with its great levee and its dozens of steamboats. Within this harbor a fleet of battleships might float. Here one of the most important naval battles of the civil war was fought—hundreds of miles away from salt water. Today you have competitive commerce instead and incidentally one of the most picturesque scenes in all of the South. It is to the levee that the northern tourist will always drift for here he gets the last remnant of the Old South—the packets, the old fashioned mates with



*The Custom House and Library on the River Front.*

their loud voiced commands, the negro rousters struggling under their loads of cotton and seed, the cotton, cotton, cotton, and still more cotton, stretching out

along the waterfront as fast as it can be unloaded from the boats.

Cotton is a good thing to follow down South so suppose that we just follow a



*Small Cotton Packet Coming Out of Wolf River, Which Empties Into the Mississippi at Memphis.*

bale of it for a minute or so. As soon as it has been properly checked on the wharf a dray gets it and it is hauled to the great Memphis terminals, or to some of the other splendid warehouses. One of these plants alone covers ground enough to furnish a site for many a mid-west city. Perfect fire protection, a marvelous interior transportation system, a checking system that is a model for many a big business plant in other lines and the vast wealth of the fleecy staple being stored and compressed would furnish a visitor a full day's interest—and keep him very much interested too.

Memphis handles over 1,000,000 bales of cotton a year and is the largest cotton center in the world.

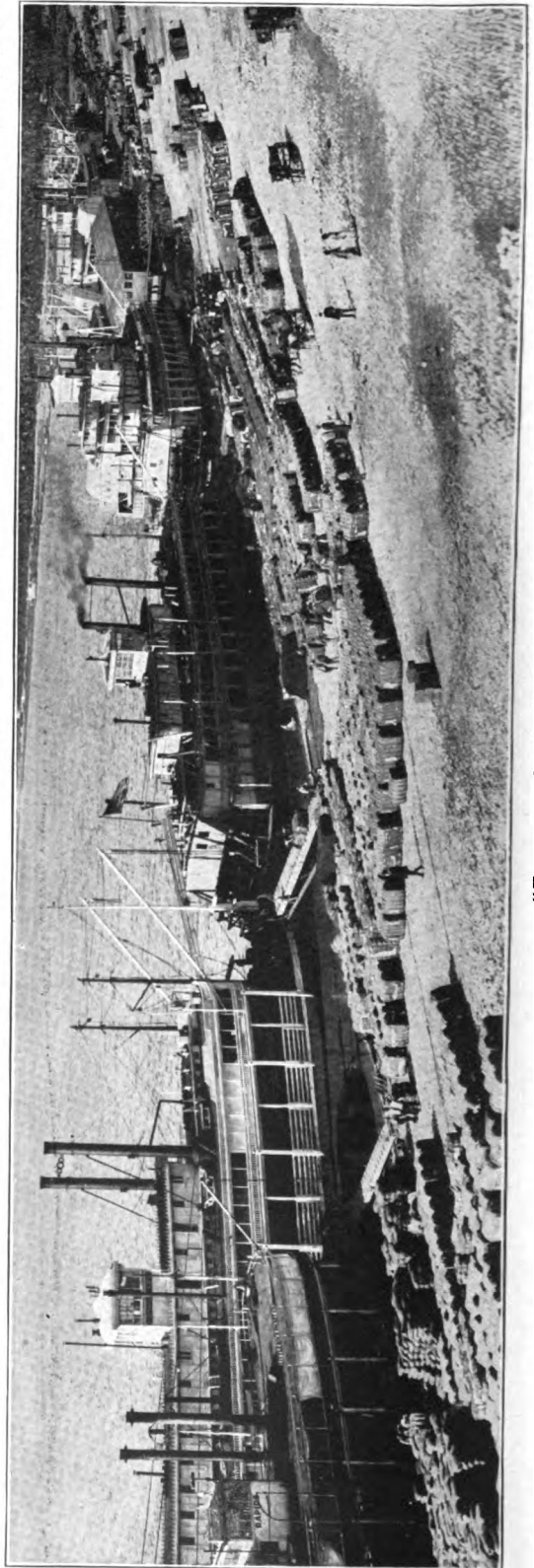
Cotton and lumber are the two basic industries. The lumber business is tremendous. Memphis is undisputedly the greatest hardwood lumber market in the world, and the total lumber output reaches the somewhat staggering figure of one billion feet per year.

The eleven trunk lines entering Memphis augmented by the Mississippi are at certain seasons of the year fairly "up against" it when it comes to handling these two staples alone; this of course lasts only during the rush periods.

The business district of Memphis is a revelation. Not long ago some Montana congressman running for office happened to hit upon the phrase "the sleepy, slothful, silent South." If that worthy patriot could be brought to Memphis for about three minutes he would go back home and cut the clippings referring to that mistaken effort out of his albums.

From the river east and north and south for several miles business Memphis stretches out like a young giant, fresh, clean-limbed, agile and with muscles quick and ready for any emergency. Towering office buildings rear their walls into a jagged outline against the blue; streets that are as smooth as a ballroom floor shine in their cleanliness; the traffic in spite of an excellent traffic force, is as congested as at 42d and Broadway. And it is only by the hardest scheming and figuring that the traffic force manages to take care of the rapidly growing stream of pleasure and business vehicles that fairly storms it daily.

The Memphis parks are things of beauty. There are 1,200 acres of im-



*"Down on the Levee."*



proved parkland and half again as much ready to be taken in charge by the landscape experts. A splendid parkway circles the city and connects several of the largest of them. A zoological garden, far eclipsing anything in the South, is another source of pride to Memphians.

It would take several days and several books to tell you of Memphis just as Memphis is. That of course is impossible. She not only possesses practically all of the advantages of other cities but

of Memphis in any way is bad enough for an outsider, but to have a Memphian say anything that might be derogatory is to say the least "high treason."

Where this spirit began there is no record except that it is most often traced back to natural pride. Let a visitor go to Memphis. He may be a Hindoo or an Esquimaux. He may hail from the South Sea isles or yet again he may simply be a tutored Briton coming to buy cotton. All that the visiting chap will



*South Main Street (One of the Busiest Thoroughfares in the South).*

has several distinct advantages which other cities have not.

But to speak of Memphis and to be anywhere near accurate one must speak of the most important of all the Memphis institutions. This something to which I have reference is in two forms. It is the Memphis spirit, or at least that is what they have been pleased to call it. It is an elusive and yet substantial something that is in the make-up of almost every able bodied man, woman and child in Memphis. To speak uncomplimentary

have to do to assure himself of a pleasant day is to intimate that he would like to see and to hear about Memphis.

Bing! Just like that something is started. "Sure," says the busy cotton factor who a minute ago hardly had time enough to say "good morning"; "Jim get the car." And off you go for a spin through the parks, over the boulevards, out into the fertile country around.

Or if the cotton man happens to be clerk instead of owner and can get an hour or so off the enthusiasm is just the

same though the type of automobile may not be. It may be a "jitney bus," but you see Memphis just the same.

This spirit has made Memphis one of the best advertised cities in the nation. You can hear of Memphis in the far northwest and to the most remote South. And whenever you hear of Memphis almost in the same breath the chap who is speaking to you will mention the Business Men's Club.

The Business Men's Club is as one of the government's cabinet officers said recently, "The dynamo of the works." It is a splendidly effective organization, concrete in its membership, solid in its effort and magnificent in its results. It corresponds to the Chambers of Commerce in most cities except that instead of going after the commercial end of things alone it also takes the equally important and oftentimes more important, civic matters in hand.

The club has 2,500 members. They are the brain and brawn of Memphis. When anything is to be done the club does it. For instance, the high water came two years ago. It did not materially affect Memphis but a levee broke

south of Memphis and overflowed an area about as big as the state of New Jersey.

Hardly had the break been reported before the Business Men's Club, through a special committee which was waiting for just such an accident, sent relief. The refugees were brought to Memphis where they were kept in a comfortable camp for several months. It is this spirit of co-operation that has knit Memphis into one solid, hard hitting, hard working, result getting community. And it is this same "Memphis Spirit" that has made the territory for a hundred miles around a part and a parcel of Memphis proper.

So you see Memphis is every bit as fine a city as you have been told. The old Memphis—the first Memphis—was on the Nile and of it there remains century blackened pillars and much romance; but this new Memphis—this Memphis on the Mississippi—is builded strong and with real American pluck and determination is pushing ahead, forging a place for herself in the gallery of truly great American cities. Her romance only the romance of great success.

## NEW "HARAHAN" BRIDGE ACROSS THE MISSISSIPPI RIVER AT MEMPHIS

BY B. M. CASE, RESIDENT ENGINEER

The foundations for the new bridge over the Mississippi River at Memphis have recently been completed. This bridge is being built by the Rock Island, the Cotton Belt and the Iron Mountain systems and is located just two hundred feet up stream from the present single

foot centers and located between the trusses and two road ways fourteen feet wide placed on brackets on the outside of the trusses. The main bridge is 2,550 feet in length with a channel span of 790 feet between pier centers. The approach over the Arkansas bottoms consists of a



*General View, Looking West.*



*West Approach Fill.*

track Frisco bridge over which all traffic into Memphis from the West now passes. The new bridge will carry two railroad tracks spaced fourteen

tower and girder viaduct 2,363 feet long which is reached by a double track earth embankment fifty-five feet high at the abutment and about three-quarters of a

mile long. Work on this earth embankment is now being started by the contractors, Ball & Peters. The fill at the western approach to the bridge will be about three-fourths of a mile long and run from 25 to 60 feet in height, being double tracked to connect with permanent bridge. This embankment will be constructed first temporarily by a pile trestle bridge built to permanent grade, a part of which is now erected. Following this the bridge will be filled and widened by means of steam shovels and dump cars.

There will be placed on this work as much of following outfit as is required:

- 2 steam shovels.
- 60 dump cars.
- 4 locomotives.
- 2 spreader cars.
- Boarding cars.
- Water stations, etc.

All this equipment is standard gauge.

This firm is made up of railroad men of long experience. J. J. Ball was with the Gould railroads for many years in the construction and operating depart-



*Anchorage and Material Yard.*

ment. F. H. Peters was connected with the engineering department for many years, his last position being chief engineer to the Chicago, Rock Island & Gulf Railway during construction. The superstructure of the main bridge is being fabricated by the Pennsylvania Steel Company who have the work well advanced in their shop at Steelton, Pa., and are now making active preparations for the erection at the bridge site. The



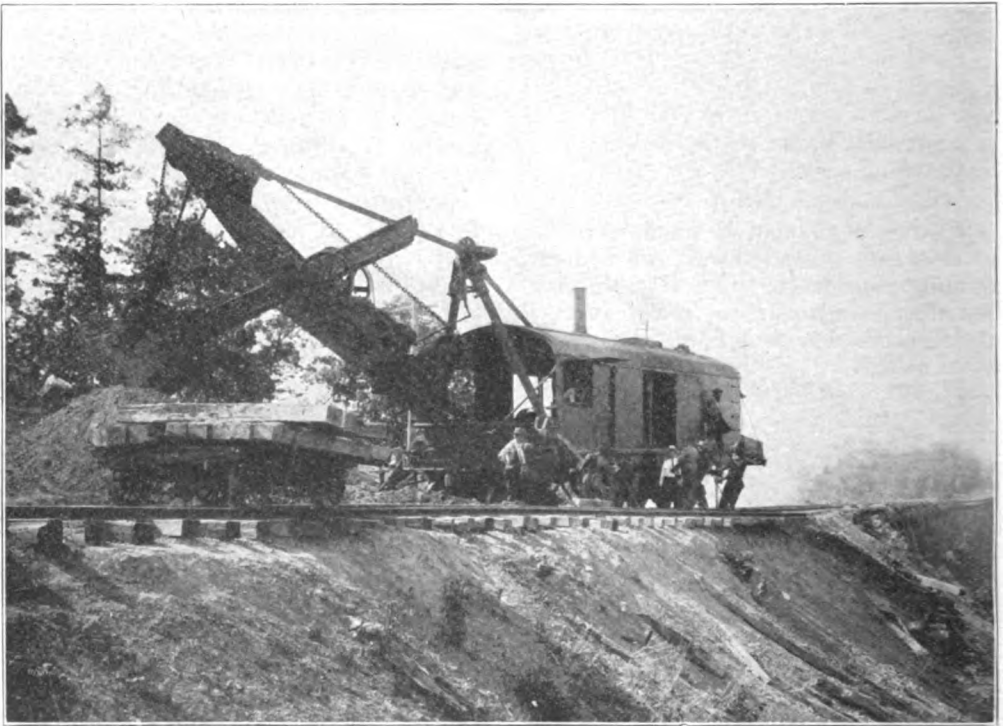
*Outfit of Ball & Peters at West Approach to Bridge Where Big Fill Is to Be Made.*

Virginia Bridge and Iron Company have the contract for the approach viaduct and are now fabricating this material in their Memphis shop.

The Western States Lumber Co. of Kansas City, has furnished approximately 3,500,000 feet of lumber on the bridge work.

The first field work on the bridge was started in June, 1913, and consisted in building two miles of track from the old Hopfield Rock Island Line to the bridge material yards at the bank of the river.

steamboat that were chartered from time to time when the bridge company's fleet proved inadequate to keep all parts of the work running without delay. The rigs built on barges consisted of a pile driver, three derricks, a concrete plant, and a power plant for the pneumatic caisson work. The balance of the barges were used for delivering sand, gravel, cement, timber and other materials used on the work. The power barge carried four locomotive type boilers with a combined capacity of three hundred horse



*Another View of West Approach to Bridge.*

When this track was completed on July 29, 1913, there were sixty cars of timber and machinery waiting for delivery. This material was used largely in building barges and the first three months were occupied almost entirely with the building of fifteen barges and the construction of the plant and assembling of the large amount of equipment necessary for the rapid and economical prosecution of the work.

The floating equipment on the work eventually included twenty-one barges, a tug and two launches. This does not include several barges and a second

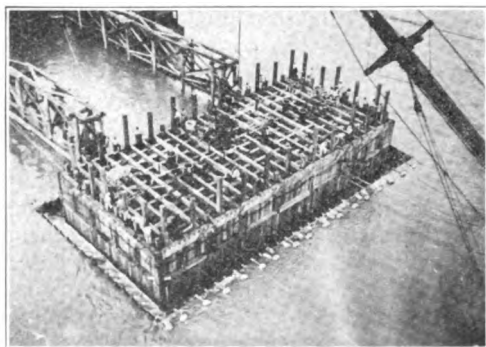
power with the necessary feed pumps and feed water heaters. Three low pressure compressors furnished air for the caisson work and a smaller high pressure machine furnished compressed air for operating boring tools and pneumatic hammers. In addition this barge carried a direct connected dynamo to supply current for the lights at night and to operate an elevator referred to later. A power driven pipe cutting and threading machine was installed to expedite the heavy pipe fitting required on the caissons and other parts of the work. The whole was assembled on a barge 36x100

feet and when suitably housed constituted a rather complete and satisfactory appearing power station.

Other preliminary work consisted of building a dock and derrick on the Arkansas bank on which the yard tracks ran out to the river so that a locomotive crane serving the yard could deliver framed timber and other material at the dock and transfer it to barges for delivery at the piers. A yard and dock was also provided on the Tennessee shore for the storage of granite and cement. The cut granite was shipped from Stone Mountain, near Atlanta, Ga., and naturally called for storage on the east side of the river. The cement house of three thousand barrels' capacity was for the storage of the reserve supply only and required a location on ground above high water which could be obtained only on the Tennessee side of the river. The granite yard was equipped with a traveling gantry crane which unloaded the granite from the cars and later delivered it onto push cars which could be run out onto the dock where a stiff leg derrick transferred it to barges for delivery under the massive floating derrick with which it was finally set in place in the piers. The greater part of the cement was delivered by boat from St. Louis and unloaded directly into either of two storage houses of fifteen hundred barrels' capacity built on barges. This avoided considerable expense of handling cement since these storage barges could be moored immediately below the concrete mixing plant where the car that raised it into the mixer could be run under the roof of the house thus minimizing delays in rainy weather and avoiding damage and consequent loss of sacks. The cement intended for the storage warehouse was shipped by rail and used only when the deliveries by water were delayed or suspended by the river conditions. This was but a small part of the 59,000 barrels used on the work and could be handled from the warehouse by sliding the sacks down an iron lined trough which led directly into the house on the cement barge.

This preliminary work had progressed so that the construction of the first caisson was started on September 20, 1913. This caisson for pier three was 42x90 feet in plan and was built on a pontoon

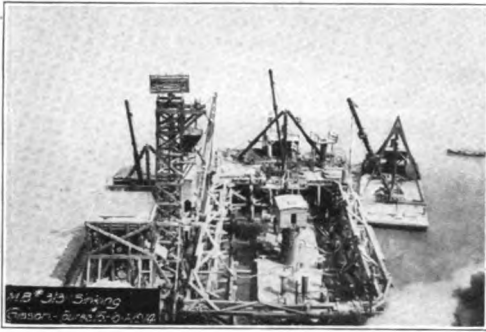
moored alongside the Arkansas dock for convenience in delivering timber from the yard. The caisson resembles a huge box open at the bottom and having a roof seven feet above the steel cutting edge. The side walls are forty-five inches thick and the roof thirty-three inches thick. Above the roof the walls are reduced to eighteen inches in thickness and carried up a few feet before launching. This entire structure is built of timber but very strongly bolted and framed together and then caulked like a boat to make the working chamber under the roof air tight. When built up fourteen feet from the cutting edge the caisson was launched into the water by flooding the pontoon. This caused the pontoon to submerge until the caisson was floating in the water. The pontoon was then moved from under the caisson by separating along a longitudinal joint pro-



*Launching Caisson III from Pontoon.*

vided for that purpose, and the two halves were later jointed together and the pontoon used the following summer for the caisson of pier two.

This floating caisson for pier three was then moved into a position directly over the final position of the pier and held in place by lines attached to a dock which had been previously driven around three sides of the pier site. The building up of the vertical water tight walls forming the crib could then be resumed. These walls were eventually built up to a height of fifty feet above the cutting edge. The space enclosed by these walls and above the roof of the caisson proper or working chamber was filled with concrete, this being placed from day to day as the walls of the crib were built up. As weight was added the immersion of the caisson grad-



*Sinking Caisson.*



*Looking West.*

ually increased until the cutting edge came into bearing on the bed of the river. The depth of water was about thirty feet in the case of pier three.

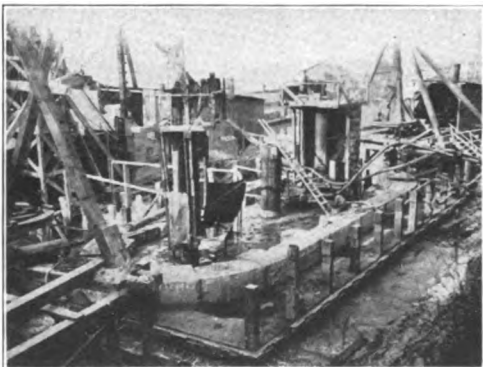
The essential feature of the pneumatic process was then brought into play. Air pressure from the power plant was applied through a four-inch pipe which led down through the concrete and roof of the caisson into the working chamber *underneath*. This air pressure is increased to and maintained at a pressure equal to that of the water at the cutting edge. The air forces the water out under the cutting edge leaving the working chamber free of water. The workmen, known as "sand-hogs," can then enter the working chamber through a vertical steel shaft built in through the roof of the caisson at the time of its construction. The principal man shaft was six feet in diameter and was equipped with an electric elevator which took current from the power barge for the use of the workmen. Another man shaft three feet in diameter fitted with a

ladder provided an additional means of entering or leaving the working chamber. Five shafts two feet in diameter were used for removing the excavated material. Each shaft was provided with a lock, or chamber with two doors, open-

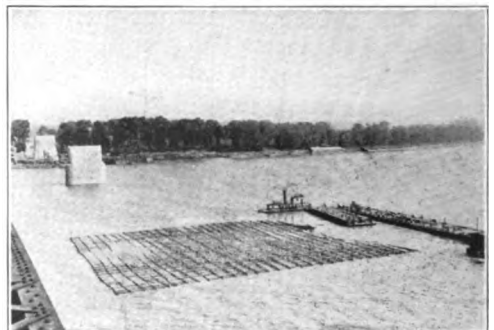


*General View of Pier II.*

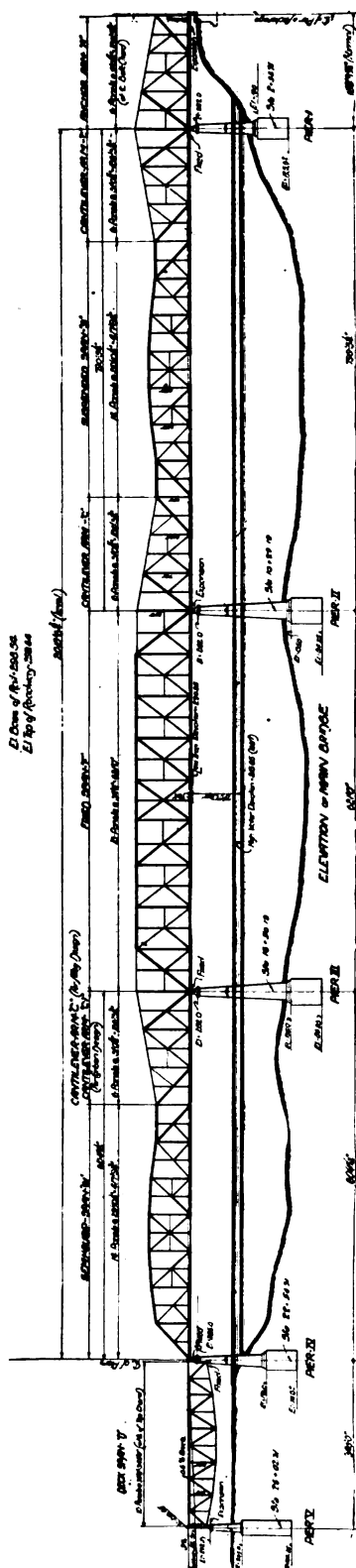
ing inward, to permit passage into the working chamber without allowing the escape of the air pressure. The sand-hogs in the working chamber excavated the material on the bed of the river and sent it out through the material shafts and the caisson and pier were then low-



*Concrete Backing Course.*

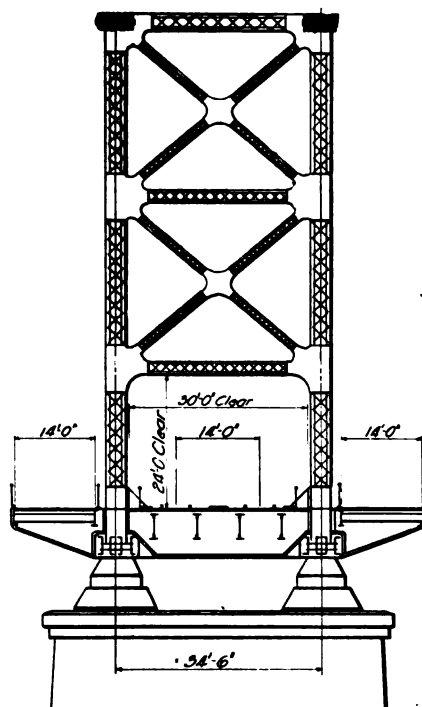


*Willow Mat Sunk to Bottom of River.*



ered into the hole they had excavated. The working chamber was well lighted by electric lamps and the conditions are not unlike a damp cellar without a floor. No peculiar sensations of any sort are experienced until the pressure reaches the higher limits during deep sinking.

The process of sinking outlined above was carried on simultaneously with the building up and the concreting of the crib. When the crib was built up and filled with concrete to a height of fifty feet above the cutting edge the granite masonry of the pier was started and built



*CROSS SECTION AT PIERS I, II & III*

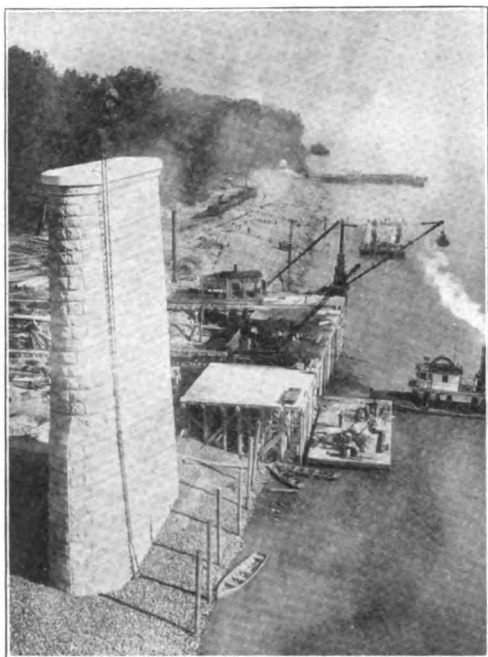
up as the sinking proceeded. This stage in the sinking of one of the other piers is shown in photograph on page 20. Sinking was stopped when a satisfactory foundation was reached on a very hard clay stratum 103.5 feet below the surface of the river which required an air pressure of forty-five pounds per square inch. The working chamber was then filled with concrete sent in through the five material shafts after which the air pressure was removed and all the shafts filled so that the found-



dation becomes a solid mass of concrete. There remained at this time only the work of building up the granite masonry to the top of the finished pier or coping which stands two hundred feet above the hard clay on which the cutting edge now rests and about ninety feet above the river surface when at a normal stage.

Pier one on the Tennessee shore and piers four and five on the Arkansas bank were put down in a similar manner during the winter of 1913 and 1914. For the piers on shore the caissons were first

caisson was then landed on this mat and a hole cut through it just large enough to pass the caisson. Similar mats were afterwards placed on the river bed along the bridge line the entire distance between piers two and three to protect the false work which will be driven for the erection of the steel work. The Arkansas bank was also protected with a mat and rip rap from the bridge up stream for a distance of a thousand feet. The pedestal foundations for the approach viaduct rest on sixteen thirty-foot concrete piles which were made at the bridge site, driven, the pedestals completed during the summer of



*Shore Protection, Arkansas Side.*

built on blocking resting directly on the ground but after sinking was started the process was identical. Pier two, the first pier out from the Tennessee shore was started after the spring freshets of 1914. This pier was identical with pier three previously described and was constructed by the same general method except that certain provisions were made for much deeper water as the river is fifty feet deep at this point when at normal stages. A willow brush mat was sunk at the site of the pier and covered with rip rap stone to prevent the bed of the river from scouring. The



*West Approach, Looking West.*

1914. The last coping stone was set on pier two in January, 1915, thus completing the foundation work in about eighteen months after the first material was unloaded.

Mr. Ralph Modjeski is the consulting engineer in charge of the design and the construction of the bridge. The Union Bridge & Construction Co., of Kansas City, had the construction of the entire sub-structure. They were represented in Memphis by Mr. H. K. Seltzer during the first season's work and later by Mr. J. F. Wilhelm. Mr. I. I. Newman was their general foreman. The writer is the resident engineer representing Mr. Modjeski and the railroads.

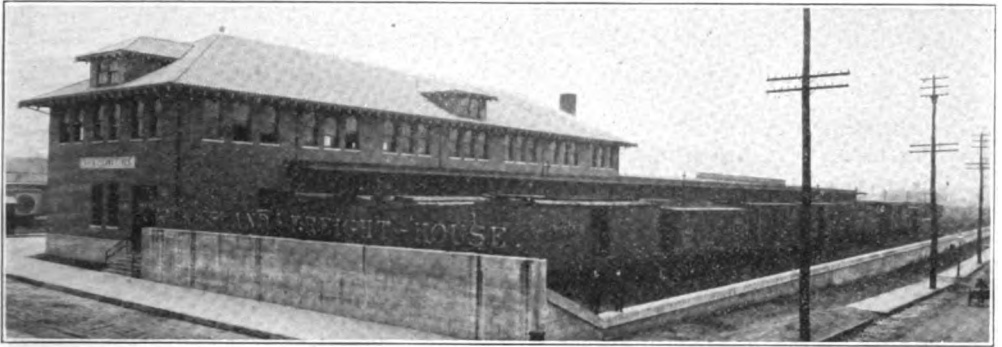


## NEW FREIGHT TERMINALS AT MEMPHIS

The business at the new Memphis Freight Station has shown a steady and healthy increase since its opening on July 6th, 1914, notwithstanding the unusual depression due to conditions abroad. The location of this station at Calhoun & Fourth Sts. is an admirable one, despite the fact the territory was acquired after practically all other lines in Memphis had been established for years, and places us in closer touch with the wholesale dis-

satisfaction of our patrons (the last claim being borne out by the absence of complaint).

Our old freight house facilities were located at the bottom of the hill just south of the Poplar street depot of the Illinois Central. While this was close to a portion of the business district of Memphis for all incoming freight, it required hauling up this steep hill, which



*New Freight House at Memphis.*

trict naturally shortening the haul from the warehouses to the station, and has made it possible for us to handle through carload traffic to and from other lines with greater promptness and satisfaction, due to points of interchange being closer together. The records will show that the new facilities have made it possible to handle a greater volume of business more promptly, much cheaper, with greater ease, and apparently to the entire

could only be accomplished by tacking, as in a sail boat.

The new freight house is very complete in every detail. It is a one and two story building, the two story portion is of brick. The building is 46 feet wide, 484 feet long. The two story part is 155 feet long, the second floor being used for offices. The building has a concrete foundation; all exterior posts are of cast iron. The one story portion is covered



*New Memphis Freight House, Showing Driveway and Team Tracks.*



*Office and Force, Memphis Freight House.*

with corrugated American ingot iron, which is especially pure iron.

The building is lighted with electric lights installed by our company force under Mr. Frank Roblin.

The working floors of the freight house are of asphalt mastic laid on a sub-floor of concrete, thus giving us a floor that ought to last a great many years

local contractors, the Fisher Heating Co.

Approximately the total expenditure in connection with this freight terminal was a million dollars, including everything from the purchase of property to the completed building and terminal yard, which covers more than three average city blocks, and which were originally occupied by cottages, ninety of which had



*W. L. Stout, Agent, Memphis, in His Private Office at New Freight House.*

with practically no expense. The space between the foundation walls being filled in, the floors can carry any load without thought of failure.

Total cost of the building was about \$84,000.

Parallel with the building is one of our standard transfer platforms 12 feet wide, 468 feet long. This cost \$2,200.

The office portion of the building is heated by steam which was installed by

to be removed to construct this facility. All of these houses were either moved off the property to new locations or razed. It required some 750 yards of grading to complete this work. The freight house is at the present time in and out bound. Later on when required we will build a strictly out bound freight house on the other side of the teamway, which is 46 feet wide.

The first floor contains the cashier's

office and a cold storage room for storing perishable shipments in either hot or cold weather.

The freight room floor contains freight room scales, two of which are equipped with the automatic dial scales. There are continuous vertical sliding doors on the team side so that the teams can line up continuously the full length of the house if necessary. On the track side the doors are parallel sliding doors so that an opening can be made any-

freight house in Memphis has a similar protection.

On the track side we have also another permanent canopy the full length of the house extending out to the center line of the car, which gives considerable protection to minimize the damaging of goods by weather elements.

One feature of this work was the sewage and drainage system that had to be installed in order to take care of the changed condition of grades caused by



*City Office, Rock Island Lines, at Memphis.*

where the full length of the house to come opposite a car door. All these doors are made of steel covered with corrugated ingot iron. Team driveway on the east side of the building is 46 feet wide and 1,100 feet long, is of paving blocks set on concrete base with a pitch filler.

To protect teams standing at the freight house either taking or delivering loads, we have a permanent 12 feet wide canopy the full length of the house as a protection during stormy weather. This is a great advantage, especially where it rains so continuously at times as it does in Memphis, and should be a considerable help in securing business, as no other

the track grading. This latter part of the work cost approximately \$10,000. The railroad tracks leading into the freight yard had to cross Georgia avenue between Fourth and Wellington streets. At that point the street was lowered many feet, and a concrete bridge had to be constructed. Special high steel towers had to be constructed at this point in order to elevate over our tracks the power wires from the power house that is located a block distant.

Koehler Bros.-Fowler Construction Co. of Memphis laid all of the paving under the viaduct and for the teamways for the freight house.

# THE FARMING CODE

## ARTICLE ONE—CHARGES AND PRICES.

Sec. 1. Only one price for a given commodity shall be lawful. Every farmer must charge the same price as every other farmer. A farmer desiring to change a price shall file a schedule thereof with the Commission hereby created, which shall go into effect thirty days thereafter, unless suspended by the Commission at the instance of any consumer. All other farmers must, if such price be a reduction, instantly meet said changed price.

Sec. 2. No prices shall be increased, however, except upon due proof, the burden whereof shall be upon the farmer, that existing prices are confiscatory of his goods and gear. In its discretion the Commission may refuse to permit any such increase until a valuation of the farmer's buildings and stock shall have been taken by its Engineers and Accountants. In such valuation, the farmer shall have no credit for past profits invested in new fields or improved structures, but shall be allowed only original cost plus borrowed money invested for actual improvements.

Sec. 3. "Commodity" as used herein, includes all grains, vegetables, livestock and dairy articles; excepting sand, gravel and manure.

## ARTICLE TWO—CONDUCT OF OPERATIONS.

Sec. 4. Every hired man shall work eight hours only per day, not including the Sabbath, and shall not recommence work unless he has completed a period of not less than eighteen hours of absolute rest and quiet. He shall not work on the Lord's Day nor on legal holidays, nor in Oklahoma, on Jack Love's birthday.

Sec. 5. Every farmer shall hire one more hired man than his work requires.

Sec. 6. The only permissible exceptions to the two foregoing sections shall be periods of stress resulting from earthquake, Halley's Comet or European Invasion.

Sec. 7. All wagons, reapers and stone-boats, and all poles and double

trees, shall be provided with couplers, coupling by impact, so that the hired man need not go between the wheels of the vehicle and the heels of the horses.

Sec. 8. All wagons shall be supplied with suitable brakes, grab-irons, stirrups and platforms of standard dimensions to be fixed by the Commission.

Sec. 9. All bulls, when moving on the highway or in unfenced areas, shall be equipped with a bell of not less than fifty pounds weight, a steam whistle and an electric headlight of at least 1000 candle power.

Sec. 10. Sheds shall be built over all fields where hired men have to work in summer.

Sec. 11. All field engines and machinery shall be fenced in; all belting shall be encased in metal housings, and all grindstones, churns, hay-cutters, bull's horns and other moving parts shall be strongly encased in sheaths for the protection of the hired men.

Sec. 12. All barns, sheds and other outbuildings shall, in cold weather, be adequately heated, and at all times shall be well lighted and policed. Decent behavior shall be enforced therein.

Sec. 13. If a calf is delayed in arriving or is born dead, the farmer shall instantly provide another cow whose calf shall be born that day.

Sec. 14. The Commission's inspectors shall weekly inspect all gasoline automobiles. If a cylinder is missing, the farmer must get busy and find it before he runs on the road again.

Sec. 15. The right to mortgage real estate is a franchise reserved to the state. No farmer shall make any mortgage nor incur any indebtedness extending over a period of more than one month, without the written approval of the commission obtained upon petition and hearing, and upon paying the state treasurer 10 cents for each \$100 of such indebtedness. Indebtedness incurred without such consent shall be collected double by the lender.

Sec. 16. Any farmer deeming himself aggrieved hereunder by the conduct of any other farmer, may start suit and if successful may collect treble damages.

The intent or honest purpose of such other farmer shall be no defense to him.

### ARTICLE THREE—THE COMMISSION.

Sec. 17. To enforce this act, a commission of five persons shall be selected by the Governor with a view to placating as many shades of political opinion as possible. No commissioner shall, however, be deemed disqualified by lack of previous political or other experience.



#### MRS. GEORGE E. M'CAUGHAN.

The many Rock Island friends of Mr. George E. McCaughan, our claims attorney, who is on a leave of absence, were deeply shocked to receive word of the passing of Mrs. McCaughan at Long Beach, Calif., on Thursday, February 11. At first it seemed impossible to believe it, for but a few weeks before Mrs. McCaughan, who has not been in the best of health for more than two years, thought herself sufficiently improved to visit her sister, Mrs. Charles W. Dorr, of Seattle, Wash.

Mr. and Mrs. McCaughan had just begun to carry out a long contemplated plan of making their home in the land of sunshine on the Pacific Coast.

Mrs. McCaughan was laid to rest by the side of her daughters at Des Moines,

Iowa, on the morning of February 15. Father and son, who survive her, met at Liberal, Kans., on the morning of the 14th, Mr. McCaughan having brought Mrs. McCaughan from Long Beach, and Philip having left Chicago on Friday night the 12th. Several of the friends of the family from Chicago and many of the business associates of Mr. McCaughan through the many years of his connection with the Rock Island Railroad were present at the funeral. The service was conducted by Dr. Henry Wallace, of Des Moines, assisted by Olin Mason Caward, pastor of the Normal Park Presbyterian Church of Chicago. It was very brief and simple. Dr. Wallace said: "I have known Mr. and Mrs. McCaughan since they were children. They belong to the most remarkable group of young people that has ever gone from Winterset." Dr. Wallace is nearly eighty years of age and spoke with deep feeling.



#### INSTRUCTIONS TO ONE OF OUR TRAIN AUDITORS RECENTLY.

Please put this boy off at Texas.

Tell him when he is to get off.

If there is any change be sure to put him on the correct train.

If he don't get there you will be responsible for it.



*Freight Traffic Representatives of Third District at Memphis, Tenn., Nov. 23, 1914.*

## WHITE SOX SPECIAL

On Tuesday evening, February 16, a special train carrying the Chicago "White Sox" left over Rock Island Lines from La Salle Station at 10 o'clock. Equipment comprised modern all-steel Pullman sleeping cars, library-buffet car with barber, observation car, and new modern steel diner, and was operated Rock Island Lines to Denver, Denver & Rio Grande to Salt Lake City, Western Pacific to Oakland and San Francisco, thence Southern Pacific to Paso Robles Hot Springs.

The party had a most delightful trip en route and arrived at San Francisco the morning of February 20, where they were taken in charge by a delegation representing the officials of the Panama-Pacific International Exposition, whose guests they were at the opening of this exposition on Saturday, February 20. The party arrived at Paso Robles on Sunday morning, February 21.

Manager Clarence Rowland, who has just recently taken charge of the "White Sox," and Secretary Grabiner

superintended the tour to the Pacific Coast.

✱ ✱

### JAMES S. PALMER APPOINTED GENERAL CLAIM AGENT.

James S. Palmer, who was appointed general claim agent for the Rock Island Lines, on February 1, was born in Manchester, N. H., on November 3, 1876. He entered the employ of the C., R. I. & P. Ry. Co. at Chicago on September 1, 1894, as a clerk in the office of the superintendent of terminals at Chicago.

On November 18, 1899, he was appointed clerk and stenographer in the office of the general claim agent at Chicago and worked as clerk and stenographer in that office until September, 1901. On September 1, 1901, he was appointed adjuster at the Des Moines claim office and served in that capacity up to January 1, 1913, when he was made claim agent for the company at Des Moines, serving Iowa, Minnesota and South Dakota.



*Some of "White Sox" Taken En Route.*

# MONTHLY FILINGS

By THE FILE CLERK

**A SPIKE  
TO DRIVE  
HOME**

**A BOX CAR WOULDN'T STAND MUCH CHANCE  
IN A BEAUTY CONTEST, BUT A BOX CAR  
DELIVERS THE GOODS. BE A BOX CAR**



THIS IS ME.

## A DIFFERUNT KIND OF FILE.

My gurl wanted to no what kind of a job I had at the Rock island. I said file clerk. She said I must be in where they keep the tools. Ain't sum gurls the ignurant things?

## GET YUR GUN, WAT- SON.

I'm a Sherlock Homes besides bein' a file clerk. The other mornin' comin' down on the car, a big man with a big grin got on at the depo. I said to him, "My frend I'll bet yur a Rock island conductor." He said, "Yur rite, my boy, how did yu guess it?" I said, "Very simpel, nobody but a conductor would ware such a big watch chane and a white vest, and Rock island conductors always grin." He said that I was a brite boy and if the boss would get me a pass i mite ride on his trane. W. J. Burns, look to yur laurels.

## LET'S TRADE JOBS.

I red in the paper that president Wilson was the hardest wurked man in the cuntry. Rats. How'd he like to hear sumthing like this 500 times a day, "Jim, let me have the file on this rite away."

## DIGNATY.

One of the boies in this office don't like the dicta-phone. He says it dusent look dignafied to talk in a toob. When yu ast the boss for yur job he didn't say anything about payin' for dignaty did he? If he wanted dignaty he would hire a peacock.

Wonder what a pullman sleeping car looks like on the inside.

I ast my boss how long I would have to wurk befor i was entitled to a penshun. He said about 100 years. I am afrade I won't get a penshun.

## WITH APOLOGIES TO THE POSTAL TELE- GRAF CO.

Did you ever stop to compare the present efficient ralerode service with that offered befor the Rock island entered the field?

Why is a boss?

After I wurk for the Rock island one year I can get a pass, think i'll go to Elevenworth, kansas. Don't no any body there but it must be a mitey good town. I've red of very prominent men goin' there. Sumtimes by trane lodes.

## RIDIN' ON A PASS.

If there is anything that makes me sick it is to see a man ridin' on a pass and always knocks the rode that give him the pass.

## SAFETY FIRST.

This Safety First is a good idea. I give it my apraval as soon as I herd of it.

Wonder why it is that the men that smoke the most always carry the leest matches.

## PRIZE PUZZLE.

Why is the Golden State Limited like a royal flush?

First prize—One one-way ticket to Joliet, Ill.

Second prize—25 brand new hat checks.

Anser in next issu.

Sum of Mister C. g. Weevers file nos. look like a chinese Alfabet.



# MERITORIOUS SERVICE

Mr. A. F. Saddoris, engineer, and Mr. J. C. Vinson, fireman, both of Amarillo, have been commended for their work on train No. 92, January 28th, when water car was stopped up, and they opened it up and cleaned out the obstruction during which time they were pretty well drenched with water from the car, at which time the weather was somewhat severe.

Mr. Henry West, section foreman, Joliet, has been commended for discovering two cars on No. 90's train, passing Rockdale, February 9th, with brake rigging down, when he boarded the caboose and informed the conductor and assisted in having cars set out.

Mr. L. Sandiford, conductor St. Louis Division, was credited with ten merit marks for rebrassing car of stock on No. 92, December 24th, 1914, thereby avoiding delay.

Mr. Fred Miller, operator, and Mr. F. L. Oney, Mr. A. J. Heidbrink, section foreman, St. Louis Division, were given ten merit marks for discovering and reporting brake beam down on cars in passing trains.

Mr. Ira Rossom, brakeman, Caldwell, Kansas, has been credited with ten merit marks for discovering carrier iron down on chair car 3032 in train No. 31, January 31, while walking by the train after setting out the mail car.

Mr. K. Naylor, brakeman, Fort Worth, has been given ten merit marks for voluntarily firing engine 2102 on train No. 99, January 30th, from Ryan, Okla., to Bridgeport, Texas, on account of the regular fireman having been taken sick.

Mr. George Rohrbach, conductor, El Reno, Okla., has been credited with ten merit marks for firing engine 1329, train No. 42, November 30th, 1914, from Mile Post 497 to Shawnee, on account of sickness of regular fireman.

Mr. R. J. Knight, conductor, and Mr. H. G. Frymier, brakeman, Blue Island, have been commended for their work on January 27th, while in charge of extra west 2508 waiting for No. 13 to pass at Ottawa, they brassed a hot box on the baggage car in No. 13's train, avoiding a delay to that train.

Mr. G. C. Phillips, conductor, Pratt, Kansas, has been credited with five merit marks for work on train No. 95, January 22nd, by assisting to brass mail car in train No. 2, at Arlington, thereby reducing delay to that train.

Mr. B. W. Hopkins, brakeman, Pratt, Kansas, has been given five merit marks for his work while on train No. 93, January 22nd, he assisted to brass mail car in train No. 2 at Arlington, thereby reducing delay to that train.

Mr. L. C. Prather, brakeman, Pratt, Kansas, has been given five merit marks for his work on train No. 93, January 22nd, when he assisted to brass mail car in train No. 2 at Arlington, thereby reducing delay to that train.

Mr. J. C. Green, engineer, and Mr. J. E. Shelledy, fireman, Dalhart, have been commended for their work on train No. 2, engine 961, January 19th, when stud in wagon top of boiler blew out, making considerable steam in cab, but notwithstanding this condition they brought train into terminal.

Mr. W. F. Schmidt, engine foreman, Topeka, Kansas, has been given ten merit marks for action in rebrassing line run car at Topeka, January 9th, averting delay to train and car.

Mr. C. Bell, porter, Topeka, Kansas, has been given ten merit marks for action in assisting to repack hot boxes on train No. 35, November 23rd and December 6th, when he was a passenger on the train.

Mr. G. L. Saunders, yard brakeman, Topeka, Kansas, has been credited with ten merit marks for action in rebrassing line run car at Topeka, Kan., 9th, averting delay to train and car.

Mr. H. E. Beenblossom, brakeman, El Reno, Okla., has been given ten merit marks for his good work on train No. 82, when the fireman who was firing the engine on this train was taken sick and could not finish out the trip, fired the engine from Medford into Caldwell.

Mr. Ross Marsh, station helper, Carlisle, Iowa, has been commended for assisting the train crew on No. 830 and acting as flagman in case of emergency on February 4th.

Mr. J. H. Perkins, roadmaster, Carlisle, Iowa, has been commended for his good work on February 4th, when engine 1645 was tied up at Carlisle, watched this engine until other arrangements could be made and also rode engine 737 from Carlisle to Valley Junction and looked after engine on account of the crew reaching the sixteen-hour limit and had to be relieved.

Mr. F. L. Curwin, conductor, Colorado Division, has been credited with ten merit marks for stopping his train, Extra east 1985, December 13th, at Ramah, to look train over after numerous applications of brakes descending from Tip Top and when inspecting train found a pair of cracked wheels on car loaded with company coal and setting it out.

Mr. A. C. Schlehuber, fireman, Colorado Division, was commended for his action in assisting engine crew of engine 999, No. 5, December 30th, in shoveling snow in the fire box when engine was out of water east of Seibert.

Mr. Jos. Lustig, conductor, Colorado Division, was commended for stopping train 361, October 18th, near MP 346 and extinguishing fire which had burned some Kaffir corn and cane and was burning toward several stacks of hay.

Mr. F. L. Curwin, conductor; Mr. T. Foley, engineer; Mr. George Patrick, fireman; Mr. R. Morrison, brakeman, and Mr. Wm. Hensey, brakeman, all of Colorado Division, have been commended for efforts



made to assist in departure of red ball train after main line was blocked by derailment, also assisted in clearing main line, thereby reducing delay to their train.

Mr. M. R. Gruhlkry, car repairer, Amarillo, has been commended for his voluntary work when deadheading on train No. 44, January 10th, when regular fireman was injured at Groom and he fired engine from Groom to Jericho and saved delay to train.

Mr. G. P. Dowell of Des Moines has been commended for his work on January 27th when he observed car C 86095 loaded with logs at Washington, which was not properly staked to be moved over the road safely, he immediately called attention to this by wire.

Mr. A. H. Anderson, brakeman, Estherville, Iowa, has been credited with five merit marks for firing engine 1523 in train 81 from Bode to Estherville, January 19th, when fireman was taken suddenly ill.

Mr. R. C. Douglas, agent, Bridgeport, Okla., has been commended for his prompt action in calling attention of train crew on Extra 1587 the 27th to dragging brake beam, which probably averted an accident.

Mr. A. J. Sypneske, brakeman, Blue Island, Ill., has been commended for his good work while on train 98, January 26th, in looking train over at La Salle, he discovered chipped or broken wheel on car C-36612. This car was set out and no doubt an accident averted.

Mr. C. W. Drake, engineer; Mr. E. F. Scarberry, brakeman; Mr. C. H. Hann, brakeman, and Mr. Joseph Gallett, fireman, all of Dalhart, Texas, have been commended for their good work on train No. 84, January 5th, handling scrap car, Texhoma to Liberal, section men not being on hand at Optima, they assisted in loading scrap at that point.

Mr. A. R. Ramey, conductor, Des Moines, has been credited with five merit marks for firing engine on X-2562, January 24th, and flagging block while flagman was disabled and the second brakeman was called home on account of the death of his mother.

Mr. J. Hopper, conductor; Mr. F. G. Nichols, engineer; Mr. W. B. Neff, fireman, Mr. W. Beadle, brakeman, and Mr. W. S. Finney, brakeman, have been given five merit marks each for coaling engine on stock extra at Avon, February 6th, which had run out of coal, thereby saving delay to stock.

Mr. D. G. Hill, engineer, Amarillo, Texas, has been commended for his good service rendered January 18th as engineer and noting fireman on engine 1458. This engine was not steaming well and he did everything possible to get his train over the road as far as McLean, at which point his fireman was injured, and from that time to Sayre Mr. Denver acted as engineer and he acted as fireman.

Mr. C. E. Miller, fireman, Waurika, Okla., has been given ten merit marks for his good work while on switch engine 63 at Waurika, February 8th. He rendered some good assistance and took very prompt action in extinguishing a fire in the top of tool house.

## APPOINTMENTS

Effective Feb. 15, Mr. J. E. Johanson was appointed general freight agent of this company with headquarters at Little Rock, Ark.

Effective Feb. 1, Mr. J. H. Mather having resigned to engage in other business, Mr. James S. Palmer was appointed general claim agent, with office in Chicago.

Mr. G. E. McCaughan, claims attorney, has been granted an indefinite leave of absence and his duties will be performed by the general claim agent.

Effective Feb. 1, Mr. W. E. Bennett was appointed freight agent at Cedar Rapids, Iowa, vice Mr. W. C. Smith, assigned to other duties.

Effective Feb. 1, the position of master carpenter of the Colorado Division was abolished. S. L. McClanahan, assistant engineer, will assume the duties of that position in addition to his present duties, and any letters pertaining to B&B matters should be addressed to him at Goodland.

Effective Jan. 20, W. R. Phares was appointed agent at Valencia, Kans., vice E. L. Blanton, transferred.

Effective Jan. 25, E. L. Blanton was appointed agent at Maple Hill, Kansas, vice T. H. Woolsey, transferred.

Effective December 22nd, Mr. S. J. Elkins was appointed general foreman at Haileyville, Okla., vice Mr. F. W. Burch, resigned.

Effective Jan. 15, H. H. Sullivan was appointed Special Agent of the Kansas Division vice J. F. Rossiter, promoted.

Effective Feb. 9, C. W. Coffin has been appointed agent at Commerce, Iowa.

Effective Feb. 15, H. T. Logan was appointed agent and operator at Enterprise, Kansas, vice J. A. Davis, transferred.

Effective Jan. 26, Mr. George Cotton was appointed night operator at Shelby, Iowa.

Effective Jan. 26, Mr. G. H. Freeman was appointed operator at Avoca, Iowa.



## FROM ONE OF OUR READERS IN HONOLULU.

Honolulu, H. I., Jan. 24, 1915.

Mr. Editor, Rock Island Magazine, La Salle Station, Chicago, Ill.

No doubt you will be surprised to hear of a reader of your precious magazine. I have been a reader of your magazine for a few years and still on the job. I have a brother-in-law who works in the local freight office in Chicago and he sends me one every month, and when I have read the magazine through I put it in our library of this outfit, the First Field Artillery, and all the boys here are crazy to read it. I was an employee of the C. R. I. & P. Ry. a few years ago, but now working for Uncle Sam in the Field Artillery.

Hoping success to your magazine I remain,  
A READER,

First Field Artillery.

Honolulu, H. I.

## HENRY RUGGLES BROWN

Old brakeman Henry Ruggles Brown, who runs on local freight, is clever from his shoulders down and hollow 'neath the pate. But Brownie has emphatic views on matters large and small; he understands the foreign news or anything at all. So, when they've "highballed" out of town, with rich tobacco juice our good friend Henry Ruggles Brown is sprinkling the caboose. And as he makes staccato spits as to the manner bred, he takes a few forensic hits at each official's head. "I know as much—yes, more than all these bunko-preaching fools who claim that you can 'hit the ball' and heed the book of rules. And SAFETY FIRST—infernal rot—much pains my tortured mind; this 'careful stuff' would hit the spot if railroad men were blind." Then all the drummers sitting 'round declare they really think that Henry's arguments are sound; they say so but they wink. I might describe at greater length the roundelay he sings but I refuse to waste my strength on such unpleasant things. No other man is known to fame with such a wealth of wits who understands the railroad game, a fact which Hank admits. It seems lamentable—almost—that talent ranking high should not hold an important post. Can someone tell me why?



*W. M. Holm*  
1-7-15.



## AMARILLO, TEXAS.

### On Top—First Out.

Here's a few, lads, "crack 'em up."  
The surest way to get hard up is to take things easy. "Get me?"  
I'm an old man and have had many troubles, most of which never happened. "Ain't it the truth?"

Even a good idea may strike a man when he is down.

I say, the man with "sand" raises the "dust." Cultivate the smile that feels its oats. It pays.

Remember the man with the axe who sat on the log waiting to get warm—froze to death. "Don't be a setter."

"When you get down in the mouth, remember Jonah—he came out all right. Go on, now, un-da-lay."

Engineer Harry Wilholland is out again after a series of operations. He reports a strenuous time trying to pass inspection by the grim "cutter." Everybody is glad to see him out with that same satisfied smile and well again.

Dan Booth, one of our old-time conductors, came within an ace of getting put out of business recently, by the reason of trying to hold in a "refrigerator" door before it would strike a stock chute. But the door hit and Dan got in the way just in time to get the blow as the door swung shut and hit his head on the "east" side. It was a painful injury. We are glad to say that Dan will be out on the works before long, well as ever.

Mr. T. H. Webb of the Interstate Commerce Commission, with his fleet, and also Mr. G. Davis as pilot engineer, are in town taking records in line with their work. They have a nice outfit and a fine bunch of fellows.

The U. S. troops, who some time ago went over our route to Naco, Arizona, have made their return to Fort Sill, and without any "patting on the back" they are fine people to handle, and by the way, glad to get home on the "Rock Island." Of course they got the best of handling. We have a fine bunch of engineers and trainmen and can take any kind of a train over the line to suit any condition under any kind of circumstances. That's more than some more can or will do. Give us a trial, we can prove it.

The supply cars were a little late this month and on account of the delay a great many were out of oils and a thousand and one items so small that ordinarily most people would think the way they are dished out, cost nothing. But when you peg down to the corner to buy something of the kind, just then there's a difference. They are a necessary evil but we can hot do without either. But then this delay won't happen again for two years, so we can rest easy. B. A. Higgins is the custodian and is a busy merchant. Theo. Beard, his predecessor, is now storekeeper at Fairbury, Neb., and writes he is doing fine. There's always work for those who will work and on these long trips the boys meet with many minds and kinds, so make the best of what comes, just so they come regular.

Just at the present writing, Feb. 20, the winter up to now has been ideal. Snow fall just right, no great cold spells; just smart enough to make you feel as though you did not throw your money away for warm duds; and less sickness that indicates a really fine winter for the Pan Handle country. Mind you, I am not trying to tell what we're going to get. My caterpillar sign went bum this winter and I'm not "standin'" on him mo' for a weather prognosticator. Of course, if you listen to every jigger you'll sure get a "bum steer" when it comes to telling the weather in the Pan Handle.

Maybe the proposed splitting of the state of Texas might have some effect on it. Let's see.

I got a letter and a bulletin from one of our old-time Rock Island boys now in 'Frisco, Calif., working on the Southern Pacific. Most everybody knows C. W. Case, of El Reno, Okla. He reports everything good with him and at work all the time, and family enjoying good health, and his best regards to all the old boys and has great respect for the Rock Island. They never forget the good Rock Island no matter where they ramble—there must be a reason. Any of the boys caring to write Charley here's his address, No. 3820 26th street, San Francisco, Cal. You know that when you are away from home the letters on a Rock Island box car look as big as the moon and right then you get a streak of home-sickness. I'll leave it to a few that have burned it if it ain't so.

Always something stirring in the "Mick" Dept. We have the next size to the largest switch engine on the whole railroad. Her number is the 12; she is one of the 12 apostles, the one that was handy doing light jobs. Some of the lads got a snap-shot of it just as it strayed into good company. Take a look at her, all she lacks is a pair of horns, so she could hook onto the box cars and cabooses without couplers; save the switchmen the bother. If they could only fix her with a limber neck so she could reach across to a track on either side of her she'd be a "daisy;" then she'd come in handy to transfer the boys' bed clothes. She already works on the stoves, etc. She's the most powerful one we've got. Leave it to "Ben Moore" or "Bust-her Kelly."

All the section laddies made a trip on call to M. P. 630, the 4th Feb. on the east-bound "mail" and got busy "packing sleepers" and "metals" around the derailment of several "wagons" that were strewn along the roadside. Someone "nailing," others were toting, more were packing, and some were pulling and hauling. But when it comes to riding the goat, Goughlkey, the roadmaster, and Brickell, the agent at Sayre, with Pat Moriarity, the section boss, take the "cake." Out of 196 hogs they rode 155 of them bare-back with no bridles on into camp. Only three tango stunts pulled off, that was one apiece. About the only thing we lost was the squeals as the wind was blowing about 67 per. That soon got out of reach.

McSwayne was on the job, too; so was Richards; and Killmoth gave us a bum steer. He said he saw some pig tracks up there and a farmer told him he saw four hogs just an hour before. We were only short two, so you see they soon found company. Beats all how you will run across a chum no matter what your standing in society is. But the boys all did good work, of course. McDowell with the big goozeler from Shawnee lays everything in the shade. The only thing of importance missed was Shirley, the cook on the wrecker. I hardly ever miss that old "Mick." He saved many a man's life after a hard day behind the big giraffe. But after all, boys, it's great work when it is done right and in good spirits. Ain't it?

Mrs. W. E. Danver is back with her son, our genial master mechanic at Amarillo. W. E. sure feels the proud lad, and he has every right to. At present Mrs. Danver is in very good state of health and although well up in her sixties doesn't look it. We are always glad to have our mothers with us. If they could only live forever, wouldn't that be fine? But we'll have to take what we get. The weather has been ideal for her visit and she is welcome always. "Hey, Bill?"

Charley Mason, our chief clerk, is all in a class by himself. He has that there little Mis-

Mississippi brogue on and a smile with something up his sleeve for you. Everybody gets to hear from him regularly and he must have the "dope." On the other hand if you want anything under the sun in line with the business he's got it no matter what it is. He'll get it down to a gnat's heel—that's so small that it can't catch a silver—that's pretty close. He's at his height when he's covered up with reports on time and the right kind. So heave to it. Along with him he has Miss Thompson for a stenographer that can catch the word out of the eye of a butterfly in shorthand. Rowan, the timekeeper, has a time of his own, but keeps square with the board, and Bayard Walker, the accountant, has it all "figured" out what it's going to cost, so that organization for you.

Jack Ames, the maintenance of way clerk, is a busy pilot, besides figuring up what it costs the company for a Mexican to bat his eye. He's a leader in the Amarillo band with a horn as big as the owl on J. I. Case's thrashing machine shop, and made good at the Deandi Picture show the other night. He's a good all-around emergency "shofer." Him and "Maud" gets to talking and directly "suthin'" gets buzzen and stuffs off. It was a toss up the other day between him and Worley, the lineman, to see who'd have to come across with 50 cents towards a voting contest some young lady was working for. By jinks, they worked the deal so smooth they got me to do the paying to get rid of her. I don't understand all I know about it yet. Anyhow, they are a "pair."

Some Christian friend of mine presented me with a true copy of "Maud" (the little one) with a fine lot of poetry attached and there lay me sprawling on the "Thrack" and Tom Barnes asking me if the "Pink" covered the spot. I should say not. If I can get my friend, Rlesman, to "arrange it" everybody will have the pleasure of seeing that. I do tell the truth even if it does sound foolish sometimes. It's lots of fun and "some" work to figure it out every month, but as long as it pleases myself and those that are satisfied the others can stay as they may. These columns are open for current events coming, going and gone. We might as well be with the bunch that's going; the coming bunch may not get here. A bird in the hand is worth six dozen eggs not hatched yet. "Hey, Bob?"

Quite a nice letter was sent to Gus Glinos, our extra gang foreman, from the Safety Bureau in Chicago for the Rock Island, in which they dwelt upon the length of time Gus had worked a large bunch of men in all shapes and conditions for three years and not a single personal injury reported. This is a record to be proud of; and believe me, old Gus will be proud of the letter. He's proud anyway. At wrecks, washouts, blowouts, floods, day or night, he is with his men and "caution" is his word. Before he starts he's ready and always got his eye on the works. It will be a good idea for others that handle men to adopt the same slogan. Do the work "safe." "Prevent injury," rather than provide the remedy after it has happened. Do the work safe all the time in 1999 you'll be there just the same.

We have four passenger engineers that are as good as any that go astride a "pig's back." They are Mr. B. Bowen, Jno. Copp, P. Easley and N. O. Halley, and I nearly forgot C. C. Chapman. Now there is no connection between them and me, except as gentlemen they are men that the traveling public as well as the company can feel proud of. They aim to get there, and do, unless fate is against them. They never cause the company any trouble; do their work; good deportment in every way, and always handle trains like if it was their own. They display a personal feeling for the welfare of the company as well as the men they work with. Boosters for the people they work for, and come as near 100 per cent as human can and have patience to put up with all the jolts and jars peculiar to this kind of track. That's going "some."

Too bad we haven't 3 or 4 thousand cars of wheat to haul now with the rates increased in proportion to the price of it. Gee, \$5.62 a bu. It would also set a few of those crews to work that are idle now. The business for this division is dropping off some, for a while. But let us hope something will liven up.

Stop to think of the hundreds of men out of work all over the country just now. Those of us that have a regular turn are the lucky mortals. Most of us have it because we struggled from the bottom up, and this is our reward. This includes you who are reading this. Stop and think where your bread and butter comes from and then get busy. Don't forget "Safety First."

Mr. I. W. Hardenburg of Guymon, Okla., died Feb. 3rd. He was father of Roy Hardenburg of the round house force here. His health has been poor for some time. The boy has the sympathy of all in his bereavement.

Lieut. N. N. Polk of Ft. Sill returned with his Company of Cavalry from Naco, Arizona, to Ft. Sill and related some interesting stories from Mexico and showed quite a number of postal card scenes of Mexican excitement, and quite an interesting fellow himself, "by the way."

Mr. Beacom, president of C., R. I. & G., accompanied Mr. G. K. Johnson of New York over the line. Mr. Beckett, eng. of M.-W., Mr. Van Hecke, supt., and Mr. Gruhlkey were along also and had a fine day for the trip. Of course the usual inquiries were held, not about track, but the "whickers" the roadmaster had on. "Next."

V. B. Eubanks, our west engineer, is an old pioneer on the job and can catch a low spot to a hair and make the 1253 stop at both ends and going in the middle all at the same time near the Monument Rock in the "Bar Lands." A little more time and patience and a few more springs (good limber steel ones) and the place will be off the map. Then you can try our your old "pelican" to your heart's content. "Jaunt ahead."

Our old-time friend, W. H. Davidson, has been reported very low, having been operated on for appendicitis. He was attacked last summer but thought he come clear. Later reports seem to be favorable, however, and many of the boys and all his friends hope for his speedy recovery. We can not do without the best claim agent on the line. But we are willing to wait till he is able to give us a call, which we hope will be soon. Hurry up W. H., the "killin'" fine.

Big Safety and Staff Meeting on at Amarillo Feb. 18th. Let's see who was up there and back again. Bet it will be a buster. Look for the list below.

78 present; 14 cards turned over to Gillilord; 14 cards unfinished.

Now, as Mr. Van Hecke remarked at the outset of the meeting, everybody in this coach enters on the level and consider ourselves all equal in rights and opinion. So the ball started to roll. First the roll-call—that was good. Then the small list of mishaps, they were light, but should have been avoided. Then the new business—like spasms, accidents will come in jumps. Right here we began to get to the bone and there were 78 good listeners of bright, clean and intelligent men—among them you will note several F. W. & D. members—and noon came so quick that it seemed we had hardly got warmed up. Yet we went through all the details and made everybody feel that he was just where he liked or ought to be, for once we adjourned the meeting and stepped outside the coach and had a picture taken by Mr. Stirrat, and it will speak just what I have tried to tell. Now then, everyone went their way feeling fine—that means a whole lot. Good. Now, the sec. foremen and sec. laborers, about eight (that seem to feel that it was time to look to a future) all lined up with Mr. Gruhlkey, their roadmaster, and on request of Mr. Van Hecke, supt., dined at Darnell's Cafe, and at 1:30 p. m. returned to the place of the Grand Old Safety Banner with the best emblem on earth on it, and until the arrival of No. 41 discussed the most important subjects, principally the matter of economical renewal of ties and fences. Right here we can brag on what we have done this winter by systematic efforts in repairing and building fences. Then the fire guards for 1915; the manner of getting them plowed and paying for them out of our old ties and getting ditching, filling, grading, bank widening and a hundred other jobs done by teams and by farmers, by setting a value of five cents apiece on each old tie. Time grew faster and faster. Meantime Roadmaster Curtis of the F. W. & Denver Ry. slipped in

on their 1:20 train and heard Sorghum laying it down, but sorry to admit he was just getting to the core when it was all off. 41 was coming at M. P. 843 and 16 poles. There was McClure with the work train fussing with a work train and about 17 men, and managed to get out 220 yards of gravel, mind you, for one of our many bad places. This of course with 9 firemen leaving for the west broke up what started to be a rousing meeting, and was as far as it went a great treat and success. Everybody was in the good humor and had a smile and a good word for the meeting. A good many handshakes and hello Bill's, etc., passed among them, and certainly any official would feel proud of such a congregation, and feel that I voice their sentiment that not in many a mile travel will you find a more congenial set of men, with a determination to go to the bottom of things than you will find on the Amarillo Division. Mr. Gilliland, our Safety Supervisor, showed his appreciation also for the enthusiastic way everybody took hold. And we will see that it happens that way some more.

Besides the trackmen who were out in full force, the enginemen made fine talks and a splendid showing; also the trainmen. Pop "Calder" always slips in on a home run. Sam Medearis making for third base, but without comment finally. H. W. Blanchard, the "wheel-horse" of the Mechanical force, was on the list and as well as a fine specimen of manhood. He has a way of making himself fit in and his presence was sure appreciated. And Conductor Dickey was there with that thousand dollar smile on his face. O, I tell you the list will show you who was there and they were all good. Those that were not there were away so now you have it all, and put that in your pipe and smoke it "will ye?"

A little bit on our little bunch of gravel we have at M. P. 843.5. Located there nine million years ago by an iceberg from Alaska that floated there and hit Mount Tucumcari and got stranded on a little hill and thawed down and deposited a patch of gravel and sand. To try to describe it would be complicated. But I will say it is shaped like a short link of Wiener sausage and our line runs through the center of it with a cut 12 feet deep, and is about 500 feet wide and 600 feet long. The test holes 16 feet deep on a line with the track 100 feet from center of track show 4 to 6 feet of gravelly soil, 10 to 11 feet of gravel and sand with pack sand or sand rock bottom. Another row of holes 200 feet from center of track show about the same results, except that the end holes are on the slope and therefore not so deep. Another set of holes 300 feet from track show the gravel in the two center holes changing anyway, to a man on the ground he could lay out a square block 500 feet each way, with an average of 10 feet deep. Now, 500 x 500 x 10 would make 92,592 cubic yards of material better than anything we got. Divide that by 2,000 would be little over 46 times. Just that many miles of bad track put up. Who's got a steam shovel to spare? We've got the goods and ready to do the rest.

## ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Y.

The Goose that layed the golden egg  
Has lately been discovered,  
So on the Branch, there is no chance  
For pessimists to hover.  
As business here, so far this year,  
Has been the finest ever.  
And Hatfield boasts  
Of seeing ghosts,  
And Tom Cook cursed the weather.

We understand, a section man  
Down at Tishomingo  
Got skinned up twice while teasing ice,  
And Slats has danced the tango.  
They say Todd Hughes has been accused  
Of being somewhat lucky.  
And Jack Spurlock  
Is wearing socks.  
It snowed at Wapanucka.

Sam Alldredge goes to picture shows;  
Dad Sweet says times are better;

The roadmaster bought an alley cur;  
Paul Springer still writes letters.  
They say Ray Pence climbed chicken fence  
Last trip down at Ardmore.  
M. P. Jolly bursts  
When you say "nurse."  
There's a premium out for grain doors.

Hugh Thompson went uptown and spent  
A dime on Coca-Cola.  
And Cal Boy Red of Shawnee said  
Ben Jennings was a slow poke.  
Hiram lost a trip and cost  
That night when it was sleeting;  
He lay back down,  
Woke and found  
That he'd been over-sleeping.

Roy Owens states we made a mistake  
in our January number;  
He would have us know he has plenty of clothes,  
So excuse us for our blunder.  
E. M. Lewis vows that killing cows  
With some hog-gers is a habit,  
So we suggest  
That some had best  
Go practice their killing on rabbits.

Jack O'Brien's vest is hurting his chest  
More so than usual of late,  
And Joe Cobb bias, Jack's the five minute kid  
When he puts out an order to run late.  
Master Carpenter Copp is going to chop  
Out some bridges and fill 'em.  
The chief clerk's steno  
Went to El Reno.  
The Pink says, "look out or you'll spill 'em."

O. S. & D. Walter will put a big halter  
On claims, both going and coming;  
While his father, Tip Shields, says that he feels  
That business will soon be humming.  
Our friend, Mr. Gray, now holds a sway  
In the office of the general yard master.  
George Wheeler reeled  
On a banana peel,  
For her hand in marriage he has asked her.

Far be it from us to kick up a fuss,  
But the deacon up at El Reno  
Says Hiram should prod for the editor job  
On the Daily Oklahoman.  
Our dear legislature (full of humorist nature)  
Is passing a whole lot of bills—  
Some on "Safety First"  
For the better or worse;  
They're the doctor and say take the pills.

This March blowing wind is sure getting them  
That spent their last summer money.  
Burny Shelton had chicken back in the kitchen  
And someone heard him say "honey."  
Our old friend Munn has been going some,  
A judge of gooey candy, they say;  
And Mr. Couey  
Says, K-blooney  
Will go Munn's playhouse some day.

When "Fussee Lu" is on ninety-two  
Business picks up, you can bet it.  
Sam Mills hasn't hit on a new hunting trip,  
But he will, don't you forget it.  
A bum got sore on six eighty four  
And looked exceeding revingy,  
But Pony Moore  
Went to the floor  
With him and was called old "stingy."

The boss at the Chinks makes you think  
When you chew on the leg of a rooster  
That it's baked mallard duck, but he's out of  
luck  
With Fitzgerald, who is a booster.  
Our friend, Harry Lucas, will please excuse us,  
But he's classed among the loveorn;  
He misses all cars,  
Says "O it ain't far,"  
At three a. m. he walks from Hartshorne.

The old fashioned saws about mother-in-laws  
And putting stove pipe together  
Are all out of date right here of late,  
When it comes to discussing the weather.  
You cough, sniff, sneeze, crawl on your knees,  
Under floors to thaw out hydrants,  
And say many things  
Of which you're ashamed,  
So says our fireman friend, Si Bryant.

### BLUE ISLAND SHOP NEWS.

Understand that the Burr Oak Transfer House bunch are going to be represented in this issue of the Magazine. That's the way boys; put Blue Island on the map.

At the annual election of officers of the "Elbow Club" Brother Schwachow was again unanimously re-elected president for his third successive term. By this it is plain to be seen how he stands in the estimation of his fellow members. The charter has been reopened for about ten more members. All parties wishing to join this order may secure application blanks and all other information from Brother Willard.

E. Fredette and P. Harris are now ready to sign contracts with any major or Federal league ball club. Boston Braves or Chicago Cubs preferred. Managers will please address all correspondence to the sporting editor, 124th Street shop.

We claim that the Elbow Club at this point has it over both the Onion and Flea Clubs at 47th Street shop.

Arthur Edmunds, former clerk at the store house, has accepted a better position with the Illinois Central.

Frank Sucher had two lady friends visit him on the 15th of February. It's strange how the ladies take to Frank.

Our pretty stenographer has requested us not to mention her name in connection with notes in this column. You can rest assured, Miss Inman, that we won't.

#### "OUR JANITOR."

Leo is our janitor  
And goes for the mail each day.  
Oh what would we do around here, boys,  
If Leo went away?

He leaves our place at 10 o'clock,  
And don't get back till noon,  
And by the looks of him  
You would think he was Daniel Boone.

He stops at Mr. Weissner's  
And at Mr. Blege's, too;  
He brings back Mr. Miller's lunch  
And raises the dickens with the rest of the bunch.

But Leo is a good old scout  
Even if we do bawl him out,  
And every one would miss him,  
For he is the best on the whole system.

We don't see why you have to have a beauty spot on the end of your nose, Peglow, as we thought you were good looking enough without it.

Understand Jim Fineron was out as late as ten o'clock some nights last month.

Oh you Marshall.

Tonique de Luxe makes a mustache grow out soft and clinging, Marshall.

He is still as funny as ever. Who did you say? Why, can't you guess? Harris, sure it's Phillips. S. O. S.

### BURR OAK TRANSFERS.

#### By "Bandy."

It has been some time since this station (a beautiful little spot located half way between black smoke and terra firma, or in other words a suburb of the City of Blue Island) has had news items in our magazine; if an excuse is wanted we can only say that we have never had the time to write up the dope—too busy. As we would like to get more acquainted with the boys down the line, we are taking this opportunity of bringing ourselves into the World's public notice—(Ancient Rome coming to light).

Our business has been extra good for some time past, both east and west bound tonnage, but the grain leading all. The latter commodity for past seven months totaled 26,970 carloads or an average of 3,710 cars per month. Ask our grain clerk George Groskopf, otherwise called "Butts," and he will give you dope that will open your eyes relative to grain dispositions, board or trade matters and etc. "Butts" with the assistance of Eddie Longfellow, who plays his second fiddle and handles demurrage accounts, have got through the grain rush of past seven months without a scar or serious error—some work.

Bertha DeChene, our little expensing clerk, has her hands full nowadays, and her machine

has a good hum to it, but when the S. O. S. signal is sounded Helen Lussenhop to the rescue with both feet. Helen has the speed all right, both hands and feet, and you should see her sail into the expensing (some motor boat). Both Helen and Bertha are machine experts and can get out their 75 expense bills per hour when necessary.

On Feb. 13th we were honored with a visit by Mr. Pratt and party, who were making an inspection trip over the entire Chicago Terminal, the party including beside Mr. Pratt, Mr. Justin, Mr. Brew, Mr. Turner, Mr. Ames, Mr. Culligan, Mr. Nelson, Mr. Allen and Chas. and Bruce Pratt. They gave us the once over and we hope we showed up O. K. at par. Come again and often as we like to have visitors who are interested in our workshop that we are proud to show in its workings.

Our billing department, six strong, better known as the "piece workers," have enough billing these days to keep busy on as the Sears-Roebuck and Montgomery Ward loads are running heavier than ever in past and in some cases have run as high as 400 tallies to one carload. The other transfer merchandise from eastern lines is now heavy and keep the machines going some, in fact, the billers do not have any time now to buy mining stock (clay holes). Jew Klein is our speed (?) king on the machine billing, as he used to run a one-minute washer made in Newton, Iowa. "Tub" Kordewick, also a biller, used to run a Waterloo cream separator; some separator is this Tub. Our billing department has the hum of a boiler shop when they get full steam up. Come around some afternoon and see.

A recent report on the business handled at Burr Oak Transfer in 1914 as compared with 1913, and as per 406 reports, shows revenues for 1914 amounting to \$7,705,935.04 as compared with \$7,152,184.26 for 1913, or an increase of \$553,750.78 in favor 1914.

The local office expense, however, shows a decrease in favor of 1914 and amounting to a total of \$3,441.41, this condition being brought about through improvement in facilities, reorganization of department forces, working details and installation of various lines of machine work. Jan., 1915, showed up with an increase of \$63,017.95 over preceding January, and this month of February at present writing is carrying a nice increase to its credit.

"Slim" Driesherf, also one of our boiler makers, was best man at a recent Dutch wedding. Slim says, "never again," as wedding bells may be all right but sleigh bells sound better to him. Wonder what he knows about a sleigh? We never knew "Louie" had nerve enough to go sleighing.

Read "Ad" of Jack Shannon Co. in this issue.

Dan Henrick, our chief O. S. & D. clerk, better known as "Major," commander of the Chicago U. S. Boy Scouts, has offered his boys to the warring nations. We understand Dan may send his boys but we kinda think the boss will stay at home. We don't know why he should stay at home—he was in Mexico.

Our merchandise trucking work was given a boost this past month through a new and more favorable house setting—Glory be to Harry Justin and Jack Jameson as we have reduced our truck haul item and have been helped otherwise. Our trucking work has also been greatly assisted through the installation of steel plate trackage along the east side of our main platform and over which the truckers "go some"—and for this favor many thanks are sent to Mr. Pratt.

Gus Klein, better known as the "Jew," went down town recently to get a marriage license but was refused account of age and height; Jew claims he is of age. Guess he will be single from now on as he can't grow any more in height. Would suggest he grow it on his face.

Our office sounds like a machine shop when we are all on deck. Six billers on machines, two stenographers, two comptometers, one expensing machine, nine phones all ringing most of the time and "Rosey" trying to quietly answer them all.

Rosey is not the phone operator. Fair Myrtle handles that end of it, but Rosey working on the eastbound rate desk certainly has the most calls, especially answering the in-freight office calls for "pros."

In Mr. Maxey's 1914 report on merchandise handling on tonnage basis a bouquet is handed to Burr Oak Transfer. He states that in 1914 there was a saving of a total of \$5,571.03, as compared with what the expense of handling the tonnage would have been had it been handled under the hourly wage basis as in effect up to time of installation of the tonnage scheme and according to average figures and etc. Mr. Maxey in his report also shows that we had but 202 located shortages charged against us in 1914 as compared with 692 in 1913. These figures knock out the claim on party of many that tonnage basis schemes increase freight transfer irregularities, however, the matter of close supervision and system play a great part always.

George Grader, night chief clerk, was recently laid up for a few nights with a bad cold but is now back on the job. Tom Cruger, west-bound chief rate clerk, took charge of work in rush part of the night while George was off and most of the boys are wondering who played "Indian" at Lentz's Cigar Shop while Tom was away. Ask Slim Driesher.

Special case for solution by our Special Agent's Department—Our genial Chief Clerk Fuller lost "one red indelible pencil" from his safe. A handsome reward is offered for its return; also a life term will be meted out to whoever is found guilty of this outrageous crime.

#### OUR OFFICE.

A Farce in Three Reels. First Reel, Characters. "Dan Longacre, he is the man who handles the cash, Carl Groskopf, across the desk, helps with the task, Then comes Rudy Anderson, who draws off the prepay, Geo. Buck does the same and expenses, they say, Bill Boldt here since 93, is an abstract clerk, Herman Anderson, our Toot, does the same kind of work.

Then comes Ollie Fay, fourth desk from the front, Helping Geo. Smith with his abstracting stunt; And next is Grace Inman, so fair and so shy, Who plays a comptometer—all work done up there."

(To be continued in our next.)

#### CEDAR RAPIDS SHOP NEWS.

The Cedar Rapids Scottish Society, of which a number of our shop men are members, gave their annual entertainment Friday evening, January 22, in memory of Robert Burns. Machinist J. F. Low, Sr., assisted the orchestra with his violin for the Scotch dances. Several of the boys were surprised to see the face of Machinist John Mitchell there after 8 p. m.

The freight repair yard is busy now applying cover plates and steel underframes to cars.

Machine Shop Clerk Howard J. Cuningham was transferred to store department at this point to fill vacancy of price clerk, vice Lee Charleton, resigned.

Jacob Roupp, upholsterer, is rejoicing now. The electric motor driven sewing machine has at last arrived. Jake says it beats foot power. Ask Mick Mutchins about moving air compressors Sundays.

When it comes to catching dead rabbits, see "Beisky," freight repair yards.

Manager Thad Vall and Captain Roy Trout have been in conference recently regarding baseball team for the shops for the coming season, but their plans have not been made known yet.

Read "Ad" of Jack Shannon Co. in this issue. Flue Welder Helper John McKinstry is strolling around like a Belgian sufferer these days, with his head tied up.

The shop bowling teams are moving at a rapid rate. A series of games played recently, first team won over second team.

Work has commenced on installing new air compressor here, which will facilitate work in the shops.

Isaac Brown is busy nowadays perfecting his new patent machine to be used in grinding in triples and angle cocks. Isaac states when completed he will join the ranks of non-workers.

Vance Newhouse, machinist helper, is surpris-

ing the roundhouse force with his new baseball nine (under his nose), five on one side and four on the other; better let the rain get them, Vance, they will grow better.

#### ELDON, MO., NEWS.

The initial Safety First meeting for the year 1915 was held at Eldon at 9:30 a. m., Tuesday morning, January 26.


A monthly class meeting of train and engine-men was held by Trainmaster Jones at Eldon, Sunday, January 24, and the attendance was very good.

E. Ernest, district store inspector, and Mr. Craven, division storekeeper at Armourdale, were visitors at the office January 25.

Mr. Sattley, valuation engineer for the Rock Island, passed over the St. Louis division last week, gathering data regarding the increased rate hearing which is to be held at Jefferson City, Mo., April 1.

Twenty-eight carloads of flour were handled over the division January 19, en route to New Orleans, presumably for export shipment.

Here  
it  
is →



How Brakeman  
Wyckoff -  
Ditches  
Lantern  
Trouble

Blue Island, Ill., April 15, 1914.  
Federal Sign System (Electric), Chicago, Ill.  
Gentlemen:—I carry one of your Federal Electric Lanterns on a freight train. One thing I like is when you give a signal it does not go out. Oil lamps often do and cause trouble.

(Signed) W. J. Wyckoff,  
Brakeman, C., R. I. & P. R. R.

### The FEDERAL Safety First Electric Lantern

gives a clear, steady light *always sure*, ready instantly. Open construction—no oil can to obstruct the light. No oil to leak out and spoil the clothes. Handsomely nicked. Economical, reliable, safe, durable, weather-proof. In ordinary usage not affected by coldest weather. Collapsible—fits your suitcase. A splendid gift for railroadman. Send *today* for illustrated folder and prices.

**Federal Sign System (Electric)**  
204 N. Desplaines Street Chicago

Dealers and Agents Wanted Everywhere

General Foreman Bert Smith made a trip to Kansas City recently, remaining there all night in order to take in the automobile show, and before leaving told his friends that he would bring home a car and give them a ride. We are still looking forward to that ride, Bert. When are you going to come across?

A special train consisting of eleven cars of stock was run over the division, en route from Texas to St. Louis.

Superintendent H. E. Correll made a trip to Jefferson City, Mo., January 1 to attend to some legislative matters.

Mr. G. P. Johnson, accompanied by Assistant General Manager G. W. Rourke, Superintendent H. E. Correll and Assistant Engineer J. L. Moss, occupying business cars 1901 and 1908, passed over the St. Louis division on train No. 24 February 16.

A sure harbinger of spring—Agent C. O. Mennell is giving his house a new coat of paint.

Cashier Vic Rose and Dispatcher C. H. Weldner made a trip to Kansas City the other day;



purely for business they claim, but we doubt it very much.

Brakeman Asa Gunn, who has been seriously sick and taken to St. Louis to be operated on, is reported to be progressing very nicely, which all of the boys are glad to hear, but it is stated it will be a few days yet before he will be convalescent enough to be able to make the trip home.

A 50-gallon chemical fire engine, which is drawn by hand, was received for fire protection at the Eldon roundhouse. This is a fine looking affair and is claimed that it will throw a stream for a distance of 75 feet.

Brakeman C. W. Rohy has been forced to lay off on account of sickness.

Conductor N. H. Richardson has been reinstated and is again "hitting the ball" for the Rock Island. Mr. Richardson and family will reside in Eldon, having rented one of the vacant houses here.

Mr. A. C. Ridgway, second vice-president; Mr. A. E. Sweet, general manager second district, and Mr. J. A. Stewart, general passenger agent, Topeka, occupying cars 1911 and 1923, passed over the St. Louis division on train No. 24, February 17.



## EL RENO GENERAL OFFICE NEWS.

By The Deacon.

Miss Stone, document clerk of the Legal Department, is at present attending the university at Lawrence, Kans.

Mrs. Barnes has accepted the position as chief clerk to Attorney Blake in El Reno, Mr. Futransky having resigned to enter business of his own.

Mr. Snodgrass of the telegraph department is the proud father of a new operator, who arrived Sunday, Feb. 21. Came close to being another George Washington.

The Isaac Walton Club of the G. M. office is making preparations for some grand fishing trips this spring. They have ordered enough equipment to catch all the wall-eyed bass in the country. Reports later.

## OKLAHOMA DIVISION.

On Feb. 26 the Oklahoma Div. Safety League Committee held their monthly meeting in the office of Superintendent C. L. Ruppert, who is chairman of the committee. The attendance was large, consisting of both committee members and visitors. The meeting was a very interesting one to all present.

Mr. J. H. Woods, supervisor of locomotive operation on the Oklahoma, Pan Handle and Southern Divisions, was recently appointed special representative for this company to accompany Mr. Fred McArdle of the Interstate Commerce Commission, who is making inspection of the third division at this time.

While we all are very sorry to see Mr. Woods leave, yet we are glad to know that he had been chosen for a responsible position of this kind, and wish him the best of luck.

Mr. V. I. Melvin, trainmen's timekeeper in the superintendents' office of the Oklahoma Division for the past year, has resigned to accept a position as division accountant with the M., K. & T. at Muskogee, Okla. Mr. Julius, former CT-80 clerk on the Panhandle division, will succeed Mr. Melvin.

Mr. Forrest Nave, clerk for the trainmasters, has accepted a position with the law department, and Miss Flo Perry, formerly at the yard office, has accepted the position as trainmasters' clerk.

Mr. C. O. Dowell, O. S. and D. clerk in the superintendents' office, and who also holds a responsible position with the city fire department, has been quite busy for the past month answering false alarms. Mr. Dowell appeared on the streets a few nights ago in a dazzling new uniform which the firemen have purchased from the proceeds of the recent street fair that was given for their benefit at El Reno. The uniform is covered with brass buttons and nicely touched up with red, which corresponds with the shade of Mr. Dowell's hair.

Mr. Adrian Said, private secretary to Superintendent C. L. Ruppert, recently made a flying trip to Wichita to visit a lady friend. Upon arrival at his destination he was very much disappointed when the lady did not meet

him, and considerably more so when it developed that the lady was attending band practice with a handsomer man. It is generally known that the telegram which Mr. Said sent was not received by the proper party, due to the mis-handling of same, for which Adrian is more responsible than anyone, and he has been spending considerable time trying to offer an explanation.

Mr. E. Harding, agent at Enid, held a most excellent staff meeting at the Enid freight station, Monday evening, Feb. 22.

At 7:30 p. m. Mr. Ruppert, superintendent, called the meeting to order and gave an interesting talk. He emphasized the importance of all concerned giving their hearty assistance to the end that claims for loss and damage to freight, baggage, etc., might be reduced. He cautioned all employees in the care to be exercised in preventing fire damages and read interesting statistics from the Insurance Department in which was displayed the causes and results of fires that could have been prevented by the use of ordinary care and thoughtfulness. He called attention to the importance of those present giving careful attention to the instructions that Mr. Dimmett would give them with reference to the pyramid system of flour and grain loading.

The proper manner of providing shelter for and care of grain doors, and the expensiveness of the practice sometimes indulged in of the use of grain doors for car-blocking, for bridges across muddy paths, or for any other purpose than those for which they are intended, was effectively impressed upon those present by the story he told of the use once made of a grain door.

He explained the very great importance of courtesy to patrons and the use of the phrase, "Thank you."

Mr. Dimmett gave an interesting explanation of the uses of the pyramid system of flour loading, calling attention to the fact that by its use a minimum number of sacks would touch the sides or ends of the car, thus obviating the possibility of claims for dirty or damaged flour. He spoke of the class of equipment that should be furnished for bulk grain loading and of the importance of the removal of all superfluous tags from cars, of the importance of showing transfer reference on way bills and the reason for and savings to be effected by recording and invoicing re-coopered shipments.

Mr. Redans gave a short talk along the lines of proper loading and billing of cars that was impressive.

Mr. Varney stated that way bills should be listed and sorted or cross-checked so that the proper way bill would be with the proper car, and called attention to the loss resulting from the use of improperly marked or boxed shipments.

He called attention to the tariff provision that the consignee be required to mark their shipments properly and that when necessary for the agent to mark them. It should always be done in the presence of the consignee.

A general discussion was indulged in with reference to the best method to adopt to more promptly handle L. C. L. merchandise; how and when shipments should be weighed and the proper record on the waybill of the fact that commodity was or was not weighed before forwarding. The collection of storage charges on freight or baggage and many other topics of importance were excellently and advantageously discussed.

The eight inches of snow on the muddy, sloppy streets did not prevent the clerical and platform forces at Enid from being present. This fact was greatly appreciated by the officers present and the interest manifested in this meeting as displayed by the employees in general is sure to produce excellent results to the company.

In addition to Mr. E. Harding, agent; Mr. E. Lively, chief clerk, and the clerical and platform forces at Enid, there were the following visitors present: Messrs. C. L. Ruppert, superintendent; Adrian Said, secretary; J. H. Dimmett, service inspector; C. P. Varney, station supervisor; C. F. Redans, trainmaster; G. D. White, division accountant; J. O. Mathews, agent, and Lew Normandin, chief clerk, El Reno; J. R. Nugent, agent, and Otis Steel, chief clerk, Chickasha; C. E. Jones, agent, and Wm. Hodges.



cashier, Kingfisher, and A. J. Clymans, agent, Hennessey.

## HERRINGTON FLASHLIGHTS.

Georgia M. Cullins.

CHEER UP.

When hope dies out in the human heart and all is dark and in grim and gray despair, remember that on tomorrow today will be yesterday, and that on the day after tomorrow today will have become the day before yesterday. Not only that, but on yesterday today was tomorrow and the day before yesterday was yesterday, and on that same yesterday tomorrow was the day after tomorrow. When doubts assail and life seems scarcely worth the living, there is something joyful in the faith that on the day after tomorrow, today will be the day before yesterday and tomorrow will have faded into yesterday, while yesterday and the day before yesterday will be part of ancient history. Or if you delve farther into the past, you will discover that on the day before yesterday, yesterday was tomorrow and today was the day after tomorrow. After which a straight jacket and a padded cell ought to look mighty homelike.

Hugh T. Logan, bill clerk at the freight house for the past year, is now the new agent at Enterprise. Morrell Fritzler has his place here.

Tom Heath of Fayetteville, Ark., has been visiting his brother, E. H. Heath.

House warming held at the new "ware-house." H. O. Sinsabaugh was host at a monthly meeting of section foremen, this division, January 27, Knowles, Nissen and Willard assisting.

We understand, too late for last month's issue, that a couple of our young clerks were down to Hutchinson on a general sight seeing trip, and on returning to Herrington went to sleep and were carried to the coal chute before being aroused, and to make bad matters worse, one of them had taken his shoes off for greater comfort while en route, and had to get off No. 2 with the aforementioned shoes in hand. Too bad some of these nice young people will persist in running around the country without a chaperon.

Wanted—Helper for this column, any one who can talk good plain English, no others need apply. Business is rather heavy around the telegraph department nowadays, more than enough for one.

Just out: August, our catcher, figures that if he plays ball next summer he and his brothers will buy themselves a Ford car.

The paint shop boys have been engaging the cartoon artist of the I. C. S. to draw their pictures. Austin on Broadway is fine, Chester Cross as he wishes to appear, while August represents a Dutchman in the German band—sure is fine, boys.

Mrs. C. R. Cleveland entertained Mrs. Mae Ruby, state deputy for the Ladies' Auxiliary to Conductors, while she was here organizing the new lodge.

Understand Brakeman C. E. Smith was on the sick list latter part of last month and had to go to Enterprise in order to regain his health. We still look for that box of chocolates promised us a couple of pay days ago.

No more will our walls ring with the sweet musical voices of the Western Union gang or the telephone inspector and his bunch. All we have left of that once happy family is one poor lineman, and he puts in his time singing, "Oh where is the rest of the crowd," or some similar complaint. In their place and the quiet that reigned before they came, they have left a throbbing piece of machinery that jiggles the floor and makes you think that a small volcano is in play somewhere near, which isn't hard to believe after the recent eruptions in other countries. Petty, Ruff and Folkers have returned to Denver. Tracey has left for parts unknown. Welliver, the man with the funny wriggly ears, will follow soon, as will also his laughing partner, Raymond. Poor Dick, it's a shame that he's all there is left of this once happy family. Never mind, you can go down in the basement and watch the wheels go 'round on the gasoline engine, being's there isn't any battery jars to clean any more, or better still, get a job washing dishes in some restaurant to keep in practice until you find

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Send in the coupon for a Discount Card and our big catalog of

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54 E. Monroe St.  
Chicago

Kindly send me Rock Island Membership Discount Card which entitles me to 25% discount on all sporting goods.

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Address.....

City.....State.....

some more jars to clean. Dick's latest song:  
Oh where, oh where have those little boys gone,  
Oh where, oh where are they at?  
I've looked down cellar, and 'hind the switch-board,

And under the tables galore.

Oh where, oh where have they gone?

There are three young men here who have pledged themselves not to reveal any news to the reporter. It seems too bad that the conduct of these young men are such that they are afraid to see it in print. I think it's real mean, now don't you?

Gee, it's sure too bad the skating rink has closed, for Freddie can't get any more lovin' smiles.

The bolt room has recently had a long-needed improvement—a new ceiling, which it is rumored will be painted a "caboose yellow." It will go fine with the green side walls, aye McC.—

Any one wishing to learn the "latest step," call on the material clerk at the bolt house. What's the matter with August? Mum's the word.

It sure seems a shame that a certain carman did not take the advantage of childhood and learn the boilermaker's trade, as he delights in making a noise.

One of the rising towns along the Rock Island has a very catching motto. One day not long ago a stranger went into Wichita and got into a little poker game, coming out loser of one hundred dollars. "Watch Wichita Win."

The sermon must be very interesting when the janitor of the church had to wake Brother Grubbs up, so he could finish his peaceful slumber in a feather bed at home. How about it?

Owing to a limited amount of time this month, part of our news will be left till next issue. Business has been too much for us. We wish to take this means of thanking all our friends who have so royally helped us in the booster contest now being held here. Let our motto be "Watch the Rock Island Win."

Read "Ad" of Jack Shannon Co. in this issue.

Also we wish to thank "King Kinney" for the letter of explanation he sent us. Some day when we have time we will "tell you all about it," the letter which we received from one Harry Hatfield by name. King Kinney emphatically denies the report that he is engaged, and if he doesn't know, no one else surely knows his affairs better than he does. We feel sorry for the "King," as—we were sincere in our congratulations, and as they have been printed, which is sometimes a hard matter to take back, we will let them stand, hoping that some day he may meet his "Queen." As for Harry Hatfield, our pen falls us for words to express what we think. We believe that somewhere in his makeup he has a streak of jealousy, or as the boys term it "a streak of yaller." If a certain other letter had not been postmarked Trenton, we would have been tempted to believe he was its author, too, which seems to indicate several with jealous dispositions.

Wanted—Information as to the whereabouts of the picture which has heretofore adorned our ballot box at the roundhouse. The party who got same might have had a good one by calling at the office and making known his wants.

## IOWA CITY, IA.

By A. B. C.

There was a young man at the freight house. Who purchased an ancient road louse,

But one day when he

Tried to go to Lone Tree,  
The engine from the machine "Kommt heraus."

Almost any afternoon little Larry Burns can be seen chasing up and down the yards grabbing car numbers. And the funny part of it is that he never (?) complains of being tired.

FOR SALE—A four-wheeled vehicle. A bargain if taken at once, as I have good reasons for selling. This machine would require only a small amount of repairing to put it into first-class shape. Four new tires, a new motor, horn, wind-shield, rear axle, 2 new spark plugs, upholstery and a competent chauffeur—with these minor improvements this machine would be almost as good as any 1899 model. Apply mornings from 8 to 11 at C., R. I. & P. Freight Office.

Bill Clerk C. O. Greene has left us to take

up a position in the Johnson County Bank. You know there's money in it (in the bank).

Seal Clerk J. W. Cozine has succeeded C. O. Greene as bill clerk at the local freight office.

No, Ervie, I would not sell it for old iron. You might possibly find some easy mark who would give you a little more than that for it. Besides, you must cheer up, you know Tarnapol is still in business.

## 47TH STREET SHOP.

By J. S. Austin.

Ladies are frequent visitors at the shops here of late. Only a few days ago two young ladies did a holdup game proper, the victims being the electricians. We are informed that one of the party answered the name of Laurabelle. Who was it that made a date with the fair dame on the evening after the holdup, eh Eddie?

Read "Ad" of Jack Shannon Co. in this issue.

We have the following from our correspondent, Mr. Hellman: "The latest rumor from the war zone is that Cupid has shot one of his most deadly arrows and has pierced both the hearts of our rival editor, Mr. Wolf and Miss Murphy, our genial 'phone operator. We take this space to congratulate our rival and his fair bride to be. Of course the usual cigars are to be expected.

The sure sign of spring, one which has not failed in the last fifteen years, has put in its yearly appearance. Welcome again, Mr. Goddard's straw hat.

## LINES-O-TYPE.

Why wish the title of "leaky" on Adam Williams when it rightfully belongs to D. Goldstein.

Would a kodak answer the purpose just as well as a microscope, Mr. Johnston?

Billie Button is right there when it comes to first aid to the injured.

Several of the fair sex have referred to our mail boy as "The cutest little thing." Look out, Joe.

D. Goldstein is now official news carrier between M. M. office and storehouse.

Adam has explained as how he would uphold the law. Anyway, we agree with you, Adam.

We are inclined to believe there would be very little "hope," white or otherwise, for the person who came in contact with Mr. Wilms.

For the information of those who do not know, Mr. Goldstein is not connected in any way with the 47th street news.

We have not placed sentinels at any of the gates as yet.—Ray.

Now do tell, Ray; don't you really devote much of your time to that delightful output of eloquence.

Anybody wishing to contribute for a "ham," see Red Kelly for necessary information.

Kid McGinn was supposed to be anti-German. Nevertheless it would seem he takes to the German fair sex.

Geo. Jung is always ready to help the poor and needy.

Miss Brown has our best wishes for her tomato garden this season.

Mr. Pachaly has added an Airdale puppy to his collection of pets.

## THE WATER SERVICE DEPARTMENT.

Now there are thousands of railroad employees that do not know what the above name implies, what do you suppose can be the reason for this. Well, we will tell you. It is simply because this little gang goes about its business and its business only, in a quiet and modest way. They work from late in the morning until late at night, fighting with leaky steam and water pipe, bursted and frozen hydrants, water tanks full of ice, stopped up sewers, pumps that are out of order and a hundred and one other little things that go wrong, and they do this in such an unpretentious way that the uninformed do not know there is such a thing as a water service gang.

Why, gentlemen, we are represented on the safety committee, we have been for some time; but not as we are now—we had D. W. T. and A. J. E. But stop, look listen, who comes down that isle? Why, don't you know him? Well that shows you how unpretentious we are, not to know that man. Why he has worked for this company for years; it is E. W. Tilling, our representative on the safety committee, a man

# **General Contractors**

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**537 So. Dearborn St., CHICAGO, ILL.**

of sterling character, sound mind and temperate habits, a man who believes in living and let live, who is absolutely reliable but who will not hesitate to put his foot down and put it down hard when he thinks he is in the right. Never meet him in an argument unless you are prepared, and if you are prepared, argue sense and not nonsense, for this he despises. This is the kind of a gentleman we now have for our representative on the safety committee, and if at the end of his term there should still be someone who does not know what a water service department is, that party must be deaf. Three cheers for the water service gang, They have got them all beat for nationalities. If they can't make it from a ladder, then they hang

In a rope made from the best of qualities; If they can't use a wrench, why then they use the tongs

In turning up the fittings on the pipe. They believe in putting things in shape as they belong;

They believe in picking cherries when they're ripe.

All they do is done right to a T—

What they start they always finish in good shape

And they always work with all their energy.

They don't believe in what you call red tape, And they always judge to the best of their ability.

#### FOWL LANGUAGE.

It is interesting to note how closely those two chicken fanciers, Messrs. Eberler, electrical department, and Schnieder, upholstering department, stick to their work. The following is a sample of their conversation:

"Hello, Eberler. How's your GIZZARD?"

"I feel like a FIGHTING COCK. How are you?"

"Oh, I'm ROOSTING HIGH. FOWL WEATHER, isn't it?"

"Rather. Good weather for DUCKS, though."

"Where are you WINGING your way to this morning?"

"I'm going to WADDLE down to see Mr. Pachaly of the electrical department."

"Going to collect that little bill, I suppose?"

"EGGSACTLY."

"That BILL seems to stick in your CROP"

"Yes, but I'm in earnest this time. I'm going to SPUR him up to do something about it."

"WATTLE you do if he refuses to pay?"

"Oh, I'll have to PULLET out of him some way."

"Don't BEAT him up too much."

"Oh, no. I've been as light as a FEATHER on him heretofore, because I knew he'd been GOOSE enough to YOLK himself up with an old hen, who keeps him COOPED up so tight that she don't let him go out to a TURKEY TROT."

"Gracious! If I had such a wife I'd WRING her neck. I understand the poor fellow has BROODED over his trouble so much that he's about ready to FLY THE COOP."

Well I'm sorry for him, but I've got to ROAST him good and plenty today."

"Don't knock the STUFFING out of him."

"Oh, no, but CHANTICLEER a good sum of money if I collect the bill?"

"Sure, you'll be all SET then. But don't count your CHICKENS before they're HATCHED."

"Oh, I won't CROW before I get it. Well I must FLY."

"I must BEAT it, too."

And so they SCRAMBLED off.

I'm not in the habit of making a roar.

But who threw gum on the office floor?

I've worked on my shoes for an hour or more. But I'm just as stuck up, or stuck down, as before.

It's no easy job, that of getting me sore.

For I'm not in the habit of making a roar.

Jim says his cud he put in his pompadour.

Miss Bitner says mine's on the wall back of the door.

Who ever threw that gum on the office floor Better keep shy of us Germans or there'll surely be war;

Anyhow, a foot from the spot is a large cuspidore,

So why throw your gum on the office floor.

I'm not in the habit of starting a fight.

But I always know when I'm in the right. I've tried and tried to keep out of a scrap. But if I get cornered—well, I won't nap. It's some easy job, that of starting a fight. So always look out and be sure you're right. Ralph says he, I'll keep out of the war, Mary says don't you write me up any more. While she shakes her fist at the editor.

#### THE WAR.

What's it all about, where will it end—

This bloody war that nations rend?

Sorrow and grief, sickness and death—

The toll of war—it takes our breath.

We feel the jar, we feel the jolt,

And see the flash like a lightning bolt;

We hear the roar, we sense the sound,

And feel the quaking of the solid ground.

It is the shell from cannon shot—

The nations war; oh, were it not,

This curse of greed, civilization's shame,

To fight for what—to kill and maim?

For "peace on earth" means not to fight;

"Good will toward men" means live aright.

May war be stopped and fighting cease,

Forgive, forgive and be at peace.

Adam says he would a copper be,

And uphold the law to the very last T.

Wolf an editor-in-chief is now,

And keeping busy preventing a row.

Eberler, a farmer, a horse wants to buy,

Schnieder is willing, but the price, oh my.

Goldstein is satisfied a clerk to be,

For it commands a nice salary.

#### 47th STREET LINE.

Ray C. Wolf, Editor-in-Chief.

Hail to St. Patrick's Day,

As it dawns on us again;

May Ireland and its people

See the Germans win the fray.

W. A. N.

#### SOCIAL.

Our switch engines are regular lady-killers

these days, with all the polishing they get.

Ben was laid up with a touch of pleurisy, but

has returned to work and says he feels O. K.

#### DEATH STRIKES AGAIN.

James Phillips, night supplyman at 47th Street

R. H., died on the night of Jan. 22, 1915. Mr.

Phillips was an old employe of this company,

starting at the storehouse in 1900, and was

transferred to the round house in 1905. Our

sympathies are extended to his wife and family.

Mr. Chas. Condon, former assistant time-

keeper at this office, was an unexpected visitor

at our sanctum recently. He had come in from

New York for a visit and dropped in for a chat

with his old friends. He is now connected with

a photo play magazine, and when he bid us

adieu promised to forward the office force a few

pictures and scenes taken from recent photo

plays. They were received the other day.

Frank has one on his desk and takes great de-

light in showing it to visitors. He has picked

out one of the girls on said picture—there being

more than one—and is almost in love with her.

She is a second Annette Kellerman with the

beautiful bathing costume she is wearing.

When away from friends, home and relatives

try this cocktail:

Mix five chorus girls with as many men.

Soak in champagne until midnight.

Squeeze into an auto.

Add a dash of joy, a drunken chauffeur.

Shake well. Serve at 70 miles an hour.

The result is what you make it.

Read "Ad" of Jack Shannon Co. in this issue.

Miss Marie Murphy, the celebrated and well-

known heart specialist, has accepted the position

of conductor of the "Advice to the Love-

shorn" column and will answer all inquiries re-

garding affairs of the heart. We have to pay

a very high salary to Miss Murphy to keep her

from jumping to our esteemed contemporary,

but, as our motto is "Please the patrons," we

met her figure and hope and believe that she

will give satisfaction to all of our subscribers.

She also has quite a list of new and original

beauty secrets, and will be pleased to send our

readers the recipes for same or will publish if

desired. The majority of them are very original.

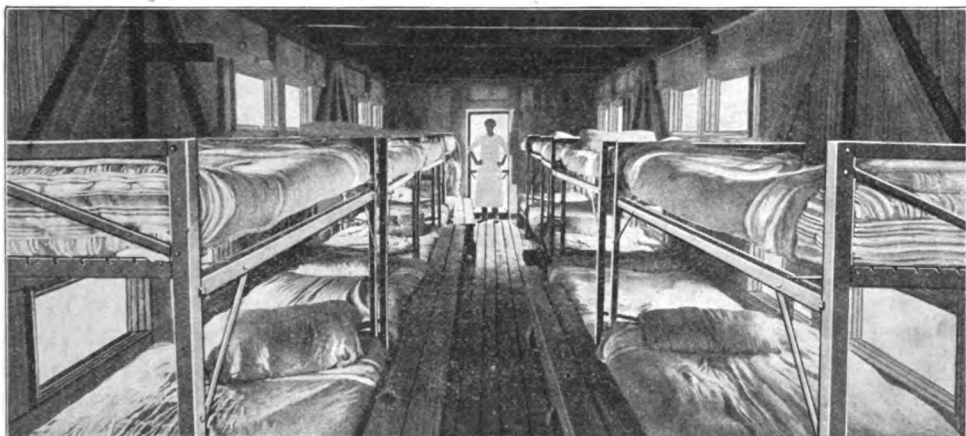
Dan Hogan was seen walking with a pretty

blonde the other evening and seemed very much

# H. & M. TIGER STEEL BUNKS

**A**NYTHING that makes for physical comfort increases efficiency.

"Something to eat" isn't all a man requires to keep him strong and active; a mere "place to sleep" is not enough to enable him to roll out in the morning charged with "vim, vigor and vitality."



**"Tiger" Bunks** bring restful sleep, free from the annoyance of vermin and other sleep destroyers. On work trains and wrecking trains; in bunk houses, railroad, lumber and other camps, **"Tiger" Bunks** attract men who can and will earn their salt; give the best that is in them, for **"Tiger" Bunks** keep them physically fit.

**"Tiger" Bunks** cost but little more than the erection of wooden bunks, take much less time to install, and have the added advantage of being easily and quickly taken down, moved and reassembled at slight expense. **"Tiger" Bunks** are a permanent investment.

Don't say "Some other time," but write now for a **"Tiger" Bunk**.

SOLD BY

## SPENCER OTIS CO.

747 Railway Exchange

Chicago

interested in her. I like Rose's—how about you, Dan?

I often wondered why it was that Bert Larson, shop draftsman, always "dolled up" like a Beau Brummel on Saturdays and left for Moline with a box under his arm that had the shape of a candy box. At last the light has entered and the secret is out. HE HAS A GIRL—CALLS HER "BABE." Wonder when the prologue will end and the real play begin. Tell us, Bert. Don't keep us in suspense.

Machinist Apprentice Colonel Lee Bishop has been transferred from Phillipsburg, Kans., to 47th street shop, taking effect Feb. 5, 1915. Wonder if he will last longer than Apprentice Murphy, who recently went back to a burg they call Horton because he couldn't become accustomed to the high buildings and so many people in the same place at one time. He lasted here about a month, and there is quite a little speculation regarding the stay of Apprentice Bishop.

Here's to beefsteak when you're hungry.

Water when you're dry,

Greenbacks when you're busted,

And heaven when you die.

Go to it with that war dope, Harry, and you can have space in the 47th Street Line for all your romances about King Kinney. We love ro-man-cas—and war.

Understand that Mr. Anderson of the storehouse is thinking of listening to the wedding bells ring in his favor. He is kind of nervous and backward about popping the question to his lady fair and has been making inquiries among the married men at the storehouse, asking them how they went about this momentous affair. Why not write to the "Advice to the Loveshorn" column, Oscar, and get the dope right from headquarters? Always glad to help a fellow employee when he is thinking of committing suicide.

Our sympathies are extended to Mr. C. F. Smith, erecting foreman, in his deepest moment of grief. Mr. Smith's father died the night of February 17, 1915, at Danville, Ill.

Mr. Robert Pachaly, foreman electricians at 51st street, has been promoted to chief engineer and electrician at the power plant, effective Feb. 15, 1915, vice Mr. F. L. Wilcox, resigned.

Mr. Edward Britten, chief clerk to car foreman, was called to his home at Peotone, Ill., account of the death of his mother. Mr. Britten has the heartfelt sympathies of the force.

Our "Little Wanderer" friend made her appearance again last week after an absence of three months. She was warmly received by the shopmen.

#### KRITICISMS.

Wonder what Oscar Hellman does up at the Avenue Theater every Tuesday night. Must be looking for some of that "country store" stuff.

The Storehouse "Onion Club" ought to follow the motto, "An onion a day keeps your friends away"—a word to the wise is sufficient.

Since the last issue of the "Line" they have put a regular Atlantic City "board walk" composed of cinders along the highway between the backshop and the roundhouse. We wish to thank the guilty party, as the walking there was almost as bad as the street car service.

Life's Mysteries—Diamond Rings.

Wish that Mr. Austin would inform the misinformed in what way the said Mr. Austin proved himself such a howling success in that little comedy entitled "Tickles."

That mailboy is a polite little cuss—Says "Good-morning" to each one of us. How different, Joe Kenny, the R. H. kid, Who makes faces and says: "None o' your lip!"

He comes to the office, borrows pencil and pen, Wants a pull on our "hickey" and the loan of a "yen."

Joe, if you will follow the mailboy's way You will grow up to be a great man some day!

#### WANT ADS.

Personal—Wish to thank King Kinney for the welcome he gave the 47th Street Line.

Read "Ad" of Jack Shannon Co. in this issue.

Position Wanted—Male, as assistant editor on good, strong paper. Five years' experience. Thoroughly understand women's fashions. Would like to hear from the 47th Street Line. Address J. Austin, 47th street.

Wanted—Male. Still looking for a good janitor for the "Lines" office. Must come up to standard or not considered. Address J. A. 232.

Personal—Want authoritative party to advise if Austin's "staff of editors" ever pleased the public, as he claims. Address R. C. W. 242.

#### SPORTING.

The 47th Street Athletic Club will give its tenth annual athletic show the night of March 17, 1915. The main feature will be the boxing matches between the best talent obtainable on the Rock Island system. There will be three preliminaries before the main bout, which is for the heavyweight championship of 47th street and a purse of \$5,000 goes to the winner. The bout is scheduled to go on at 10:15 p. m., and is being backed by "Slivers" Fasold.

"Terrible" Dan Hogan, former champion of Tipperary, Ireland, and present champion of 47th street shop, will go up against "Policeman" Adam Wilms, the storehouse champion. There is quite a little betting, with the odds at 10 to 8 in favor of "Terrible" Dan, but the experts look for even money before the battle takes place. Both contestants are training in Chicago, and are about evenly matched regarding science and experience. Adam will weigh in around 170 lbs. and Dan will be a little lighter. Adam has had a more varied experience than Dan, but Dan is right there with the science, as he is an up-to-date battler and knows all the fine points of the game.

There is some trouble over the referee, but it is expected that they will settle on "Scotty" Campbell, as he is looming up as the best man for the place. It will be a forty-round battle, and is expected to go the limit. The affair will be staged in the great auditorium at 47th street, and they are arranging to seat 25,000. Price for ringside seats is \$20.00, and others range from \$3.00 up to \$15.00. Tickets may be procured from any club member or at the auditorium box office. Members report a large advance sale of ringside seats.

James Austin's trained troupe of footlight stars will entertain the early arrivals with the following:

1. Salome dance, by Oscar Hellman, direct from Egypt.
2. The famous Gold Dust Twins, McGinn and Slemmer, comedy acrobats.
3. Frank Maher, better known as "Little Fatima," songs and fancy dancing.
4. Oscar Carlson, famous cornet soloist, rendering his version of the "Watch on the Rhine."
5. "Red" Kelly & Co., famous one-act sketch entitled "Tickles."

After the entertainment the preliminary boxing matches will go on as follows:

1. "Buttermilk" Lemm, champion fat man on the pit side, vs. Jerry Connell, champion fat man on the machine side.
2. "Bull" Kelly, roundhouse marvel, vs. "Dancing" Rellly, the office pet.
3. "Bloody" Kenny, roundhouse featherweight, vs. "Young" Cook, machine shop featherweight.

"Motorcycle" Mike will be the third man in the ring for the preliminaries. "Barnaby" Gooch will do all the presenting and all issuing of challenges from the ring.

The first prelim. is expected to be more of a farce than otherwise, as both the participants are way above weight, each scaling around 350 lbs. Not much betting.

The second affair will be quite a go, as both are clever boxers. Kelly has only been knocked out twice in his twenty or more ring encounters, and Rellly is the very acme of cleverness. He has a good start for the middleweight championship, and is in the pink of condition for this battle. Even money.

The third and last prelim. will be in the shape of a grudge fight. Both the aspirants are in fine shape and are sure to make a good showing. It is expected to be a highly interesting affair and the betting is pretty lively, with the odds at 6 to 5 favor "Bloody" Kenny.

Bert Larson, manager of "Terrible" Dan, gave out the following for publication: Dan must win. He is in fine shape, and a little more road work to harden his muscles and then he will be ready for the battle. He uses more science than his opponent, and I expect an early finish, with my boy the victor.

Bill Button, manager of "Policeman" Adam, says the following: My boy is in fine shape, and I expect to see him come through with colors flying. He is training faithfully at a local

gymnasium, and is doing quite a little sparring. He will do exhibition boxing every afternoon after March 5 and up to within a few days of the match. If he wins all aspirants will have a chance at the belt.

**"ADVICE TO THE LOVESHORN."**

If any of our readers have perplexing love affairs and believe they need the advice of a capable woman, they should write to the "Line." Enclose stamped and addressed envelope for personal reply.

Dear Miss Murphy: Should I accept costly gifts from a young man who cannot afford them?—Mabel.

Of course not. Even though betrothed to the young man, you should not encourage him to spend his money foolishly.

Dear Miss Murphy: I am separated from my wife, but still contribute to her support. She recently moved from our former place of living and took all my furniture with her. Has she the right to do this without consulting me?—J. J. C.

While your question is a little out of my line, referring to our law dept., I find that your wife has no right to do this.

Dear Miss Murphy: I have been informed that Chicago women smoke and step up to bars the same as men. Is this correct?—Sy.

You have been grossly misinformed. Even in this modern day women would not dare do that.

Dear Miss Murphy: When out walking in the evening with a gentleman friend it is proper for the lady to take the gentleman's arm or the gentleman to take the lady's arm?—Mary Jane.

There is no necessity for walking arm in arm. The man should help the lady across obstacles, but there is no need of continuously walking arm in arm.

Dear Miss Murphy: Do you think it would make any difference if the man was five years younger than the girl he wished to marry? We dearly love each other and would like your advice.—Sweethearts.

If you truly love each other it will make no difference in your happiness. Naturally a woman is more set in her actions than a man of the same age, and she grows old before the man does. However, love will not let this difference be noticeable.

Dear Miss Murphy: I am 15 years old and the girl I love more than the world is 12. We want to get married at once, but would like your counsel before taking the step.—Robert.

Young people of your age are very inconsistent, and I am afraid that it wouldn't do for you to get married at the present time. Wait a few years more, and then if you still love each other get married.

**FROM THE EDITOR'S PIGEON HOLE.**

Monsieur Warlick gave us the pleasure of his company for a few moments today. We remained neutral, even in his presence.

Wish to thank Knox Bradford of Cedar Rapids. Heartily agree with him about that smoke, as I had a taste of it myself.

I wonder if "Sorghum Bill" comes up to the regular movie standard of a gent bearing that name, broad brimmed hat, chews tobacco, rides a bucking broncho, wears hairy trousers and spurs, totes a couple of six-shooters around with a cartridge belt, rides into town with whoops and both guns popping, or is just a plain western gentleman like some I have met, a man all the way through.

G-Hiram-Y do you pick on the single men of Red Oak? They should be complimented on refusing temptation.

If G-Hiram-Y was referring to Chl. when he mentioned that safe-blowing episode he struck it right—the police dept. is almost as bad as the street car service. We should have some of that German efficiency in the handling of these two problems.

Bill Reaves should have come up to the 47th street blacksmith shop to have that tooth extracted. They have some pretty little extractors there and some nice gentle blacksmiths—"Dentist" Burke for one.

Georgia Cullins certainly can hand them the knockouts when it comes to straight talk with a punch. For instance, the machinist who stood on the corner. Give ten to one odds that he is dead for all time.

Memphis had better cut that pro-German stuff. This is a strictly neutral paper, and it might cause international complications, as Mr. Bryan says.



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For the Sweet Toned

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### 30 Days Free Trial

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

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#### No Interest on Payments

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

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

**Rothschild & Company**  
Dept. E-103 Chicago, Ill.

Why didn't the Southern Divn. invite the whole Rock Island family to that 'possum dinner? Some of us never tasted 'possum, and the novelty would have been a treat.

Mr. Austin was very much misinformed regarding my makeup and I hope he does better the next time. I shall be pleased to give him all the information he wishes regarding my person.

Wasn't that a cute little verse in last month's edition by Georgia Cullins about married life? Beware, "King."

Silvis might add to her resolutions to watch out that a certain beautiful girl around the burg is not captured by one Bert Larson.

If we received clear Havana fillers every time an engagement, marriage or birth took place at 47th street shop we would be smoking gratis all the time.

Go to it on that car service dope, King, and I for one hope that it brings results, as I risk my life every night trying to get on a 47th street car. Mr. Leonard A. Busby should be promoted to the position of military aid to Mr. Bryan, as he sure would get good results out of that "trained citizenry."

We like King Kinney's interviews,

We like his wit and cheer;

We like Georgia Cullins's flashlights,

With morals and good advice;

We like Jimmy Austin's rivalry,

As it sure fills us with glee;

We like the world from end to end,

And especially the R. I. Magazine.

Do you know what those three letters stand for under that piece of headline poetry, so-called? They mean WE ARE NEUTRAL; and we are—are we not?

Here's a sigh to those who love me,

And a smile to those who hate;

And whatever skies above me,

Here's a heart for every fate.

The editor of this colyum earnestly requests that every Rock Island employe do his best to help the Illinois railroads get the passenger rate increase, as it will materially help all railroad employes.

#### SAFETY FIRST.

Regular monthly meeting of the 47th street shop safety committee was held Jan. 13, 1915, and quite a few safety devices were brought to the chairman's notice. The following members were present:

W. R. Wilson, machinist.

George Lemm, machinist.

J. Dickerhoff, tinsmith.

J. Godfrey, boiler-maker.

Paul Jernberg, blacksmith.

Edward Kruse, truck foreman.

Frank Grady, machinist.

Adam C. Willms, clerk.

W. F. Barr, section foreman.

H. Gillen, labor foreman.

J. Kleinaw, tinsmith.

47th street shop has made a very creditable showing in the safety first movement, and we intend to keep up to the standard.

Still more compliments for the "Line." They must like it. So guess we will keep it up.

B. L. T. of the W. G. N. has nothing on R. C. W. of the "Line."—C. C. McCandless.

Better than the "Police Gazette."—Flip Reilly.

I like to read the page and think it is fine, very educational.—Miss Marie Murphy.

Nothing in Boston can beat it.—Jeremiah J. Connell.

It is wonderful. Such a great and glorious work.—Henrici Syzidlinski.

A statement made by that great celebrity, Miss Murphy, certainly does put our head above the world, and we think a woman of her education and intelligence must carry quite a little weight with the great multitude. Thus our gladness and self-praise. Also the statement by the great patriot, Herr Syzidlinski, gives us another breath.

Have the following from Mr. E. H. Utley, accountant, Track Elevation Dept.: "I think your 'Line' is very educating, and the social part is also interesting. However, if at any time you wish something elevating, please consult the Chicago Track Elevation Department. This should make the line; if not, I will take a week off and find something that will pass the censor."

If we are ever in need of something elevating

we shall be pleased to consult the track elevation dept., but, as we have a politician among us, we're up in the air most of the time.

The storehouse onion club has changed to pickle club, as the members are now enjoying dill pickles and peppermint candy.

The following gentlemen at the storehouse are still living on the bottle: Wm. Slemmer, George Young, Oscar Hellman and John McGann. Understand that they like their milk the same as they did years ago. No accounting for tastes.

#### SHOP NEWS.

Joseph Krupp, machinist, showed up for work the other morning minus three front teeth. Looked as if he had been near one of those Krupp 42-centimeter guns.

Paul Wilkie, formerly machinist helper, showed up the other day with a full dress suit on and smoking one of his favorite stogies.

Floyd Passwater has been busy during his noon hours guiding young women solicitors around the shop. Wonder if he gets a rake-off on the sales or if their beauty attracts him?

Henry Stenson has filed a voluntary petition in bankruptcy. Says it keeps him broke buying tobacco for the other men to chew.

Everybody is invited to attend the musicale every Friday night at Sullivan's Hall. Music by Rocker Box quartet.

Is Machinist Fitzpatrick thinking of getting married? If so, pass the cigars when it happens.

Mr. Leslie Clarence Adams has accepted the position of assistant chief usher in the "jitney" opera house at 45th and State streets. He has held the position about a week and expects to be either manager or treasurer in another week.



#### MOLINE NEWS.

By Joe Gstettenbauer.

The circumfrence of Clerk Larson having reached such a large state, it has been decided to christen him U. T. L. 1666.

Otto Frank has now been convinced that it is 1915.

Thursday evening Feb. 4 a delegation of Silvis Shops boiler-makers surprised their fellow-worker Wm. Mosher at his home at Rock Island, and made merry all the evening for the "newlyweds." The feature of the affair was a solo by Mr. Bell, entitled "The Curfew Will Not Ring To-night." Mr. Helman sang, "The Deuce Is Low But I Am Helman," and his nibs, Mr. Stapleton, recited "Wooden Shoes For Ireland."

After luncheon had been served the jolly bunch dispersed while the village clock struck thrice. It should be understood that the ham served at this luncheon is spelled Hamm.

The tri-city meetings held by the passenger representatives pushing the passenger rate advance were well received and all were pleased.

Clyde Hendricks' first dip into the mysteries of Monte Carlo was not as bright as it might have been.

On Wed., Feb. 17th, Cecyl Goodell, daughter of Cashier Goodell, was united in marriage to Mr. Schultz of Cooper, Iowa. Mr. Goodell was "Johnny on the spot" with the Havanans. With Cady, Quilty, Walley, Clyde and Pat still on the shelf another smoke is due. I got a match ready now.

Read "Ad" of Jack Shannon Co. in this issue. Some one has recently allowed the doors of the winter headquarters of Barnum & Bailey circus to remain open. And Harry Morris has been "peeking."

James First, he of war fame, is a daily reporter at headquarters here, and tells us how the Kaiser will use Ireland for a German summer garden.



#### MEMPHIS TERMINALS.

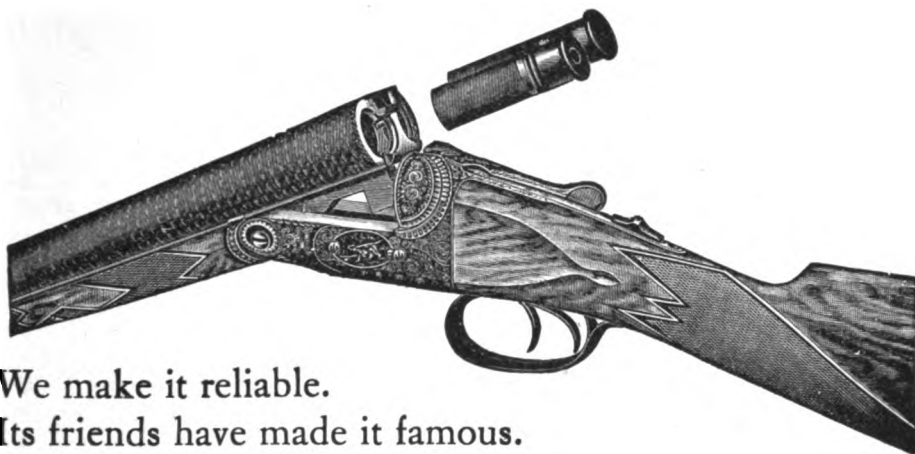
"Auf Wiedersehn."

Winter of 1914 has slipped into the past, and the spring days are here again—the wonderful weather of the glorious sunny South. This has been a strenuous season for the cotton territory, but we are all optimistic and can see good things ahead.

Read "Ad" of Jack Shannon Co. in this issue. On January 23 the Business Men's Club of



# THE PARKER GUN



We make it reliable.  
Its friends have made it famous.

*Send for Catalogue*

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**P. & M. Rail Anti-Creepers**

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

Memphis gave a banquet for optimism, when a good many notable out of town visitors were present, among whom was President H. U. Mudge, First Vice-President J. E. Gorman, and Mr. J. W. Jackson, receiver and general manager of the C. & E. I. R. R. Messrs. Mudge, Gorman and Jackson very kindly called at the local office.

For the purpose of discussing switching settlements at Junction points, Auditor Freight Traffic Paul Peters called the second meeting, which was held in the office of Local Agent W. L. Stout on January 28. Mr. Peters presided, and those present were Mr. H. B. Cutter, A. F. R. of the L. & N.; Mr. C. W. Stevenson, A. F. A. of the N. C. & St. L.; Mr. F. B. Shepherd, A. F. R. of the I. C. R. R.; Mr. F. G. H. Polk, auditor Union Ry., and Local Agent S. L. Oliver of the Frisco, representing Mr. R. S. Hoxie; also Local Agents B. Herring of the I. C., E. B. Parker of the L. & N., Robt. Sayle of the Iron Mt., and W. L. Stout of the Rock Island; Mr. H. G. Nicholson, traveling rate clerk of the C. R. I. & P., and Mr. C. L. Titus of the auditing department of the I. C. R. R. were also present.

Read "Ad" of Jack Shannon Co. in this issue. District Accountant E. H. Moon and Mr. J. C. Bennettson, accountant in Superintendent Walker's office at Little Rock, called together on January 26.

We had Mr. R. L. Stewart and Mr. L. D. Richards of the mechanical department with us on February 4.

Mr. Jas. McBrien of the car accountant's office and Mr. H. Lawrence of the fuel department called on January 18.

February 8 we had an unusual visitor in Mr. H. G. Clark, assistant to the second vice-president. On this same date Assistant General Manager A. B. Copley, District Special Agent H. F. Clifton and Division Engineer A. C. Shields were all in Memphis, looking over the terminals.

Mr. H. T. Esterle, agent of the C. G. D. route at Little Rock, Ark., paid us a short call on February 10.

Mr. Paul Hevener, superintendent insurance department, spent February 15 in Memphis; first visit from Mr. Hevener for some time.

On January 30 Scale Inspector B. H. Morton finished the work on the new wagon scales at the Calhoun Street freight station. These are 25-ton capacity scales with type registering beam of the largest dimension. Mr. Morton and his wife left in their private car (scale test car 95387) on January 31.

Mr. C. G. Stooddy of the scale department spent January 30 in Memphis.

Mr. W. W. Tassel, traveling car agent, spent the week of February 8 in the terminals.

Mr. A. Wray, assistant superintendent telegraph, visited the local office January 26.

Traffic Manager T. J. Shelton of the A., L. & G. called January 27.

We appreciated very much a call from Mr. J. A. Simpson, editor of Employees' Magazine, on February 4. This was Mr. Simpson's first visit to the new terminals, and he showed a good deal of pleasure and surprise.

Mr. W. J. Cottingham, Jr., chief claim clerk, complains so much of the headache—he says Sleep is good for it. Miss S— says she just can't make him go home before midnight.

Mr. Pete Conroy, chief car inspector, says he can't save much money when he has so much candy to buy. Pantaze, confectioner, has put on an extra candy maker since Pete has quit spending his evenings at home. Oh, you car record clerk.

Will some one have Wade H. Terry tell the story about the black and white hen. Was she a spring chicken?

Mr. R. E. Trowbridge, formerly revising clerk and who accepted a position with the Big Four R. R. in Cincinnati, says the steno in the office is a peach. Nice compliments for the stenos he left behind him.

Mr. W. R. Mathews, car accountant, wants someone to bring him some lunch. The lunch he brings from home only weighs about 8 pounds.

Joe Varasso (who thinks he is assistant warehouse foreman) is rushing the season by wearing white Sox in February.

Will some one please tell Doc Younger to cut the alfalfa from his face as spring approaches? We haven't the heart. He might

make a good trade with the Memphis Mattress Company.

We have the original Mutt and Jeff in the local office—W. M. Hester, 6 foot 3, and "Sweet Papa" Nelson, 4 foot 5.

Malcolm Thomas, day messenger, is the "society kid," as he attends the Orpheum every Monday night. He always has a conspicuous seat next to the ceiling.

D. M. (Don't Move) Henninger, better known as "Dutchie," gets very nervous when a certain person in the office comes around his desk.

Miss Ada Humphrey is wearing a certain clerk's stick pin. Special Officer Anderson is trying to find out for us whose pin it is. But Joe Cottingham better not let Irene know this. L. C. Mitchell, our Beau Brummel operator, Wants to give each girl he meets a fling. And on pretense of trying to mate her Bought himself a diamond ring.

Six months have gone, the ring again he's flashing,

(Six months for one girl is his limit) And the girl he's ogling is quite dashing (Though at first she seemed quite timid).

Now Ada, will you please let us advise you—Do try and be a little wiser, for in six months Mitch will surely say

"Ada, you know the cake you left me, And of my heart so slyly you bereft me, And I so kindly let you wear my ring?"

Now I must have it back, for my credit is so slack

That I cannot buy another single thing."

Martin Bateese, who has been in the service 35 years, is still going down to the Market Street yards to gaze at the remains of the old Little Rock & Memphis Railroad.

Several changes have been made in the local office force in the past thirty days. Mr. W. S. Lawo, who was statistician, resigned to accept position as manager of the Pittsburgh Coal Company. The position he left was filled by Mr. T. E. Babb, formerly cotton clerk.

Mr. J. C. Hight was promoted from assistant claim clerk to outbound abstract clerk.

Mr. A. C. Fowler, transferred from the bill deck to assistant claim clerk.

Mr. H. T. Chavers, promoted to assistant accountant, vice A. H. Almquist, resigned.

Mr. W. J. Duvall, transferred from the disposition desk to the claim department.

L. C. Mitchell, operator, and Joe Cottingham, expense bill clerk, are trying to enter society. Said they were served cake and wine at a "social function" one evening, but Memphis is "dry" and who would believe an operator or expense bill clerk?

The boys are thinking about organizing a ball team this summer. Why not, all the other roads have them.

The correspondent wants her name in these columns. Will some one please contribute something?

\* \* \*  
PEORIA, ILL.  
By "Jimmy."

All kinds of news this month. Al Hoehne, the veteran German, declines to leave us to fight in the trenches. He declares that he worked in a ditch too long to stand in one and be shot at. Al is wise—eh?

"Old Man" Stover has retired from city life, and is now living on a fifty-foot "farm," ten miles from the courthouse. However, as soon as spring opens up he says that he is going to raise onions and radishes—more work for Bill. Married life agrees with Bill. He is as happy as a lark on the little "farm."

Joe Koenig, who was married in December and who at the time of his marriage weighed 170 lbs., has dwindled down to 135 lbs. Worry seems to be the cause; worry because he has to wear the same blue flannel shirt which he has worn all winter until August 1st. We fear it will be one warm 5th of July for you, Joe.

Bill Anderson of the local office, the 135-lb. bowler, was to bowl in the great A. B. C. meet, but for the fact he did not show improvement.

During the last month we received rumors that our beloved telephone operator was about to enter the matrimonial state. We have our suspicions of one Tom Scanlon, clerk in the freight house, who seems to be paying her much attention of late. We will all take a cigar, Tom, and good luck to yourself and Bessie.

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Not heavy to carry.

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is only one of many

Our stenographer should worry about the high cost of living as long as she is engaged. We are not sure of his name, but it is something like Isaac Covingski. We are quite sure about the first name, however doubtful of the latter.

Read "Ad" of Jack Shannon Co. in this issue. Princeville came down to bowl us, but were bluffed out by Ray Donnelly, of the local office, who told their captain to go—well, not home.

Horace "Gwendolyn" McGuire and "Dutch" Arnholt are now the best of friends. They cannot do enough for one another. Horace helps "Dutch" with car tracers and "Dutch" in turn shines H. G.'s desk every morning. Good fellowship and a longing for each other brought about the good feeling again.

## NEBRASKA DIVISION NEWS.

By M. B. K.

Agent F. D. Bradley spent a few days in Texas this month.

E. M. Richardson, agent at De Witt, was passing cigars around January 18. Cause? The arrival of a baby girl.

C. N. Luke is well and happy. Everyone doesn't have to be sick to get his name in the magazine.

Fireman L. Webb has resigned and gone farming. We wish him success.

We were all sorry to hear of the death of Conductor W. P. Baird, and the bereaved family has our sympathy.

Effective February 1, chief clerk in the superintendent's office O. H. Buchanan, resigned his position to go into the mercantile business with the J. W. McDonnell Company. We were all sorry to have Mr. Buchanan leave us, for he has many friends in the division, and we wish him the best of luck in his new work.

On account of the resignation of Mr. Buchanan, Mr. E. J. Worthy was promoted to the position of chief clerk, W. B. Kinnamon division accountant, H. O. Yontz assistant accountant, C. N. Luke timekeeper, W. H. Brown maintenance clerk and H. Schreiber general clerk.

It has been necessary for W. H. Brown to make some trips along the line to take lessons as to the different kinds of track material, so that he will be sure to know the difference between a track spike and a switch point.

We are glad to welcome our new special agent, Mr. Van Alstine, among us and wish him success in this position.

A. Brawner has been given the position of day clerk at the round house. This makes it much easier for him, as he will not have to lose any sleep to take his Sunday afternoon walk.

The first part of this month it was necessary for the two little daughters of Agent J. D. Foreman to undergo mastoid operations. We are glad to report that they are getting along nicely.

Mr. E. N. Green, pumper at South Bend, has the sympathy of all in the loss of his wife.

## SOUTH CHICAGO NEWS.

By Venna Morris.

The regular monthly station staff meeting as well as the "second annual office banquet" was held in the South Chicago freight office, second floor, Hastings building, 95th street and Muskegon avenue, evening of Thursday, January 23, 1915, following guests being present:

Railroad, Industrial, etc.—J. Fred Sheehy, vice-president C. S. L. Ry.; H. E. Morris, clerk C. S. L. Ry.; J. D. Sullivan, agent Belt Ry. of Chicago; J. H. Dushman, agent Belt Ry. of Chicago; George Werner, clerk C. W. P. S. R. R.; Albert Conn, Wis. Steel Company, South Chicago.

Rock Island—C. B. Huber, car distributor; Don Boughner, traveling car clerk; Fred S. Wirts, freight claim department; J. W. Abell, W. E. Hines, auditor freight traffic department.

Office and yard force, South Chicago—C. A. Tice, agent; J. F. Sjöholm, chief clerk; A. J. Tuttle, cashier; A. R. Casperson, demurrage clerk; J. G. Muldoon, P. D. & C. clerk; Ferdon Fisher, L. O. Tice, W. E. Cox, J. P. Kelly, Albert Nielsen, Arthur Jacobsen, M. V. Templin, chief yard clerk; W. M. Ross, G. D. MacLean, Louis A. Schanke, yard clerks. Misses

Ethel Mathews, Vena Morris, Ethel Quant, Janet and Fanny Cruickshank.

Mesdames J. Fred Sheehy, Albert Conn, daughter Leora (child violinist), J. D. Sullivan, George Werner, Don Boughner, C. A. Tice, A. J. Tuttle, Ferdon Fisher, W. M. Ross. Misses Harriette Deamer and Adeline Neilson.

The evening was devoted to sociability and getting acquainted one with the other. Business matters were held in abeyance for handling at our regular monthly staff meeting a month hence. The evening was therefore given up entirely to pleasure and social enjoyment.

The little daughter of Mr. and Mrs. Albert Conn, Leora, favored and greatly pleased all present with a few selected violin solos.

Mr. W. M. Ross with his newly organized band furnished a musical program for the evening which was highly entertaining, those present showing their appreciation by heartily applauding each piece rendered.

After an engagement of a few months Miss Marjorie MacLean leaves us to become the bride of Mr. Joseph Unwin, Jr. The office and yard department join together in wishing her the greatest of happiness.

One of the many showers for Marjorie was that given at the home of Mrs. J. Blair (formerly Miss Agnes Cruickshank of this office) Saturday evening, February 13, 1915.

Chris Jensen has accepted position as messenger, vice Clarence Hansen, promoted assistant to Chief Yard Clerk Templin.

Mr. A. J. Tuttle, our amiable cashier, was pleasantly surprised by the South Chicago station force at his home Monday evening, February 15, in honor of his birthday. The boys proved themselves adepts in "mending broken hearts that had been shattered by Cupid's darts." One of our portly clerks, Ferdie, was a little slow in performing the feat, and was awarded an Italian time piece, with request he watch the "Dago."

Miss Sue Spurgeon and Miss Sarah Frisk have accepted positions as clerks, vice Misses Ethel Mathews and Miss Marjorie MacLean, resigned.

Mr. Perry Hoeg, formerly with the Nickel Plate at Stony Island, has taken a position with this company as night yard clerk, "C" yard.

For the future information of young ladies interested (particularly Windsor Park) this is an invitation to visit our newly organized "noonday lunch club" where the Hon. James Graham Muldoon does justice to everything in sight by his motto: "Eat seven minutes before and seven minutes after all others."

## SILVIS NEWS.

By C. O. A.

Our foreman, Lester Crawford, passed around cigars over a baby girl born at his home February 11. Mr. Crawford now has a happy family of three girls.

Machinist Chas. E. Smith and Miss Allie Benke of Rock Island were married January 2. Congratulations, Chas.

Can anyone tell us why Frank Reddy objects to the word "Danderine." Try "Seven Sisters," Frankie.

We understand Boilermaker F. B. Manning has a new title. Where are the cigars, papa?

Shop Order Clerk Smith says he will disguise himself next trip he makes to Cedar Rapids. Why?

Eddie—I'll bring Hatfield's Parlor Baseball game over tonight and if we finish playing early enough we'll select some gloves, bats, balls, etc., for next summer and send to the Jack Shannon Co., 54 E. Monroe St., Chicago, for them. They have an "ad" in the magazine this month and we can get a good discount.

ARTHUR. Wanted—The services of about 20 strong men to assist in moving a cabin boat to St. Paul this summer. Will give instructions on how to read river channel signals in exchange for services. Signed L. U. S.

Baseball season was opened up February 18 at Silvis shops diamond, last year champions being defeated 3 to 1 by the machine shop. Play ball, B. M.

Claim Adjuster P. J. Stack visited Silvis last week, after an attack of gripe. He says it is good to be out again and pound the keys of his portable Corona.



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

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

## The Bettendorf Company BETTENDORF, IOWA

THE BETTENDORF CO.,  
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Please send me your free chart showing the dismantling of the Bettendorf Truck.

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- ☐ R. R. Trav'g Fireman
- ☐ R. R. Construct'n Eng.
- ☐ Agency Accounting
- ☐ Gen'l Office Accountant
- ☐ Civil Engineer
- ☐ Surveyor
- ☐ Concrete Construction

- ☐ Automobile Running
- ☐ Electrician
- ☐ Electrical Engineer
- ☐ Mechanical Engineer
- ☐ Plumb. & Steam Fitting
- ☐ Mining Engineer
- ☐ Bridge Engineer
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When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

Perry R. Cress, who has been employed at Silvis for the past 2 or 3 years as boilermaker helper, has resigned to take up the practice of chiropractic. We wish him success in his new field.

Dedicated to the most prominent chicken fancier of Silvis shop tool room:

A certain young machinist, we'll mention no name,

Is paying strict attention to a handsome young dame.

All the young men of the shops are envious of his class,

Which enables him to win favors from this most charming lass.

When quizzed by his friends, relative to the time they shall wed,

His physiognomy turns a profuse rosy red

And he stammers and sputters like a bashful school boy,

Twixt embarrassment and confusing he exposes real joy.

Young man, get busy—pop the question before Some other chap is accepted by the girl you adore.

You'll never regret it once married, I'm quite sure,

So here's wishing you success from the boys.

Mr. H. Clewer, superintendent of locomotive operation, and his staff of supervisors and road foremen, namely: H. Bently, F. Willson, J. Benzies, B. Strauss and S. T. Patterson, held a meeting at the Silvis roundhouse with engineers from all divisions at 2 p. m., Friday, February 12. There were about sixty engineers and firemen that attended this meeting, and the many things concerning a railroad were discussed, such as condition of engines, proper and improper way of reporting work, fuel and oil economy, brick arches, superheated engines, etc.

Mr. Wells of the U. S. Packing Company, who was a visitor, also gave a good talk on the way of maintaining piston packing on the superheated engines.

The visitors were S. W. Mullini, superintendent of shop; P. Linthicum, assistant superintendent of shop; J. M. Kerwin, roundhouse foreman; Roy Hoy, night roundhouse foreman, and W. Murray, day roundhouse foreman.

When everything looks blue to us, boys,

And the work seems to drag along slow,

We find all our trouble at once disappears

By our 'phone girl's bright, cheerful Hello!

Often we're late on a date, an engine to test,

And in anger call store house to know

Why they don't deliver, our anger's appeased

By her soft and melodious Hello!

All the day long, she sits in her chair

And watches the hours come and go

With never a frown, but always a smile,

She answers each call with Hello!

"Hello," line is busy, I'll call them again.

No answer, she says, sweet and low,

Her musical voice comes over the wire,

Did you hear what I said, Hello!

Now some of our boys are smitten, 'tis said,

And the reason to us is quite clear

And often each day, we see one we know

With the receiver stuck close to his ear.

Whether sweet nothings they whisper to each,

Or ordering goods, we don't know;

But whichever it is, when we send in a call,

We hear in soft cadence, Hello!

The writer here has hairs that are gray

And face marked like the foot of a crow,

Yet 'tis always a pleasure to go to the 'phone

And hear the oft used word Hello!

## TOPEKA.

By N. M. B.

On the 11th of February Miss Genevieve Brown of the telegraph department was united in marriage to Mr. John Hopkins of Grainfield, Kans. Mr. Hopkins is a merchant of that city, and the happy couple left immediately for their new home in Grainfield. The bride has been employed as operator for the company at this station for a number of years, and goes to her new home with a host of congratulations and best wishes.

R. V. Sewell spent Saturday and Sunday, the 20th and 21st, in Kansas City, visiting friends.

Effective February 1, W. T. Lyon, ticket clerk at the passenger station, was appointed station agent at the new passenger station in Kansas City, Kans. However, Bill still continues to like Topeka as well as ever.

Mrs. R. W. Botkin and son Dick came to Topeka the middle of the month for a few days' visit at the home of Mr. and Mrs. A. Lusk, 231 Western avenue.

Effective March 1, Guy R. Powell will leave for a farm near Sabetha, Kans., where he will try his fortune at farming, and his position as cashier of the local freight house will be filled by Curtis O. Whitney, formerly collector. Edward Dudley has taken the position of collector, and Robert V. Sewell, formerly utility clerk, has taken the place as freight clerk, made vacant by Mr. Dudley. Milo Allen of the warehouse force will be utility clerk.

O. S. & D. Clerk C. E. Gibb was on the sick list a couple of days the middle of this month, and unable to attend to his duties at the freight house.

Mr. and Mrs. A. Lusk and daughter, Miss Mildred Lusk, went to Kansas City Saturday the 13th, and spent Sunday at the home of Mr. and Mrs. R. W. Botkin.

## HAMILTON PARK KRISPETTES.

King Kinney, Editor.

Vol. 11. MARCH, 1915. No. L

### NEWS ITEMS.

There are lots and lots of items

In the Editor's mail each month,

And we find most of them romantic

As through the pile we hunt.

Here's one about John Pimlett,

"Noblest Roman of them all,"

The man whose smile is broadest,

Who never frowns at all.

It seems Mr. Pimlett gave a party

At his home the other night,

And invited a bunch of the boys

To drink, sing, and have a bite.

Among those present at the banquet

Were Kilty, Harrell, and Munson,

Likewise Beste, White, and Sinclair,

Also Pete Alois, full of fun.

And they all enjoyed the party;

"Had a great time," Kilty's boast;

While all the rest agree

John Pimlett was one fine host.

Now, some items from the F. C. A.

Glad tidings are in the air—

G. W. Loderhouse is the daddy

Of a baby girl, bright-eyed and fair.

Congratulations to the happy father;

He has a right to be proud;

Has a right to strut and whistle,

For in his life there is no cloud.

But Annie Ryan is unhappy.

Says: "Don't you dare

Write me up in your column

Or I'll give you the stony stare."

But we will have to take a chance,

For Annie is a girl worth while;

Never sordid, never sullen.

Wearer of a perpetual smile.

Down in the car accountants

A sad story we will unfold.

A news item about Blue Beard Craig.

Who says the world is awful cold.

Tears his hair and weeps in silence

As he gazes at a diamond ring

Which his girl returned to him.

"Jilted!" My! that word has a sting.

When we tell him not to worry,

"There's lots more fish in the sea,"

Craig says: "I don't want to fish;

Leave me in my misery."

### SPORTING NEWS.

#### Bowling.

#### Two Men League—Official Standing.

	W.	L.	%.
Foster-Foss .....	8	6	571
Morrissey-Balun .....	6	8	429
			Ave. 14
			games.
Foster .....	170		126
Foss .....	170		140
Morrissey .....	179		130
Balun .....	155		117

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is a light,  
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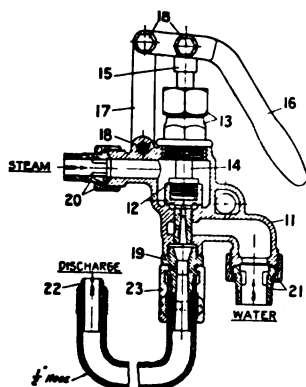
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OUR MAN  
—he is look-  
ing for you.

WRITE US if you  
DON'T SEE HIM  
on your Division.  
"SINGER UNI-  
FORMS" are  
STANDARD in  
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## NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water  
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Throws Water 25 feet at a Temperature of 95°

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Ed. Hines in love again! Yes, this time Ed. confesses that a telephone operator at La Salle Station is the only girl in the world for him. Who is she? Don't know for sure, but we think it's Miss Everett.

Eddie—I'll bring Hatfield's Parlor Baseball game over tonight and if we finish playing early enough we'll select some gloves, bats, balls, etc., for next summer and send to the Jack Shannon Co., 54 E. Monroe St., Chicago, for them. They have an "ad" in the magazine this month and we can get a good discount. ARTHUR.

Jack Kilty's All-Stars defeated the General Auditor Indoor Baseball Club at the Hamilton Park gym Saturday, February 6th, by the score of 7 to 3. The game was called in the fifth inning. Kaiser, Haupt, and Brostrom performed the battery work for the Kilties. The visitors were clearly outclassed, and their ragged work was a bitter pill for the handful of rooters who accompanied them to swallow. Abe Friedman held the Auditors in the hollow of his hand, causing seven of them to fan. Haupt had the Indian sign on Mudra, causing John to fan twice out of three times at bat. Dutch Dankers played a dashing game at left short and at bat—three hits, six stolen bases, and three runs. Fast work. We agree with Erhart, Kilty has one of the fastest, gamest bunch of indoor tossers along the line.

#### EDITORIALS, LETTERS, AND COMMENT.

"The only way a man can run a column and suit a single human being is to try to express himself. When he tries to express anybody else, or, more fatuously, everybody else, he will meet the fate of the chameleon on the bit of Scotch plaid and 'bust himself trying to make good.'"—J. U. H.

In the course of an interesting letter, "B. K." of Kansas City remarks: "Funny I commenced reading your column because I heard one of the boys remark you were crazy, and I wanted to see if he was right. Was he? I should say not! You have the brightest column I ever read. You have Walt Mason skinned a dozen ways. Your verse 'The Railroad Clerk' made a big hit with the boys. Give us some more like it." We appreciate the compliment our Kansas City friend pays us, and nothing would have pleased us better than to publish his entire letter along with several others we have received during the past month, but we are so crowded for space this month that such a course is out of the question.

King Kinney is not engaged;

Ray Wolf, please note.

The man who sent you that

Played you for a goat.

I appreciate your congrats.,

And the master mechanic's, too;

But, as I am not engaged,

I must pass them back to you.

And thou to "Georgia".

Why, oh, why, will some one tell me,

Should the "King" stand it all?

Handed congrats. on a platter

When he's not engaged at all.

We forgot to apologize to "Anonymous." Pardon us, Annie.

Farewell, Bostad, we will miss you

When our inspiration is on the bum,

You were always good for verses,

Tho' you never did chew gum.

Checkers, checkers, everywhere,

All along this way;

Even the girls play checkers—

This is no place for us to stay.

Charley Markus is glum and silent,

Lou Hurwitz is feeling blue,

While John Honan simply whispers:

"The report is false; it isn't true."

"What is all this rhyming?"

What is it all about?"

We are sure we cannot tell you,

For we, too, are in doubt.

#### "M. IN A." OUR SLOGAN.

It affords us great pleasure to note that the Harmony Checker Club of the AFT is running along harmoniously and bids fair to continue the good fellowship that exists between the players. Pete Spruit continues in first place and has met defeat only twice since the tournament opened—once by Hines and again by Kraemer.

The Time.—7:15 p. m., January 30, 1915.

The Place.—Bensinger's Bowling Alley.

The Characters.—Monsieur Pavolik as The Expert; Clancy Morrissey as The Pupil.

Remarks: The Expert—"My bowling average is 170 or 175. Gee, you have a funny delivery; why don't you show some speed?"

The Result: The expert bowled 129; The Pupil bowled 133.

A linen shower and a farewell banquet were tendered Miss Evelyn Davis by the girls of the "T. B." February 20th. The entire beauty contingent of the "T. B." was present, including Belle Kohn, Kitty Haggarty, Annie Ryan, Irma McCue, and many others. Miss Davis resigned February 28th. Best wishes are extended.

At the masquerade given by the Anchor Pleasure Club in Blue Island, January 24th, pretty Edna Renfro caused many a heart to beat faster, as she slowly cavorted over the floor as a "cowgirl." A few more local favorites were present, notably Sam Post as a "Jay," and Clarence Widow Ames as an Indian. ("Copped the prize of \$15 for the best group," Ames says.) They were all very realistic.

Jacob Goldberg wishes to know, "Why do they put fractions in rates?" Will some expert traffic man kindly enlighten him? Joe Burns, note.

George Lundene smokes and chews now. Next thing he will be running up dark alleys. I think you are getting so rough, George.

Edna Schill wore some dress down here a short time ago. "Made in Chicago." I suppose, Edna, Marguerite Hullinger seems quite happy (she always wears a smile) since she received that diamond ring? That Johnny is some boy, Marg.

Mame Gordon denies she has a diamond. Sherlock Holmes is working on the case, Mame.

Noisy John J. Degan, Jr. (he claims the second "J" stands for Joseph), no longer walks home with the regulars. Instead he nightly ambles toward 69th street with a pretty comptometer girl, which has caused some unkind person to remark that John is in love.

Otto W. Reinert and Edwin C. Bostad, both of the AFT, resigned February 2nd to accept positions with the C. M. & St. P. The former was twelve years with the company, while the latter was three. The departure of Shorty and Bo caused many an eye to flicker, and many a voice to feel husky, for they were loved by all their associates. Bo was the pet of our column, in so much as we could write anything about him and he would never threaten to "knock our block off." We will miss both of these boys, but we wish them the best of luck.

Another romance in the F. C. A. Mr. B. Eastwood is seen in the vicinity of one of our stenographer's desks quite often. Miss McCue, what say you? How did the answer in addition turn out?

Congratulations were in order in the Freight Claim Department Wednesday, Feb. 16, 1915. Brother Arthur Geist reports the arrival of an eight-pound baby boy in his home. Mother and baby are reported as doing fine. Papa says Arthur Jr. looks like a real claim man.

#### CIRCULAR LETTER 41144—RATE.

Clayton (Fid) Williams is now busily engaged composing the music for a song, the words of which shall be written by George Alonzo Rauch. The name threatened for said song is "My Mother-in-Law Died Last Summer." Etc. James Augustus Abell introducer. Very romantic.

Johnny McHugh,

True for you,

Has a Jane in Milwaukee,

So shout hurru!

#### MAIDS AT THE BALL—AND BOYS, TOO.

The Car Accountant dance was held at Hamilton Park Field House Wednesday, January 20, 1915, and was pronounced a huge success by all who attended. The hall was decorated for the occasion in purple and maroon. The music was by the popular rag-time king, Joe Cognac (M. in A.), who tickled the ivories in fine style. The floor was in perfect condition, having been waxed with wax (M. in A.) that morning. The gowns (M. in A.) worn by the girls were indeed a sight well worth seeing. The hall was filled to its capacity about 9 o'clock and they all remained until the strains of "Home, Sweet Home." Among the smiling faces (all M. in A.) in the hall was our old friend, Mrs. Dick



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Much may be learned regarding the brake beam, and one may come to a still higher appreciation of the Creco brake beam, by receiving the Safety First Magazine, issued monthly, Bruce V. Crandall, Editor, Lytton Building, Chicago. The brake beam, its relation to, and part in, "Safety First" is interestingly discussed in each issue of the Safety First Magazine.

In order to secure drawings or photographs pertaining to the brake beam, and its use, the Editor of the Safety First Magazine is offering five dollars for photographs showing the Creco brake beam in actual use, or the results of its use, or for any original drawing which may illustrate the necessity or value of using the best brake beam. The right is reserved by the Editor to accept or reject any illustrations submitted.

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"We are still on the job"

Wallace, formerly Miss Nina Dunsing of the Car Accountant's Office. Nina declared she had one grand time.

"Vurry nice time," murmured Alice Blake, when questioned. She was escorted home by Count Teffman.

The Misses Beach, Johnson, Alinquist and a few more comptometer operators were present. Marie Qualter and a bunch of girl friends were present (all Maids in A.).

Joe Kimmey was there and tried out his new dancing shoes (M. in A.), and said they were fine.

Dan O'Neill had cold feet (M. in Europe) and failed to appear. What seemed to be the trouble, Dan?

C. Lipke did not wear his white gloves (M. in A.). What are you doing, Lip, getting 'em washed?

Jack O'Hearts O'Hearn had every dance, but said it was too warm; his alibi was that Joe was playing too long every dance.

Paul Wennerstrand and Alice Blake gave a demonstration of the fox trot.

Monte and Julia Davies were in attendance. Gresham was represented by Dorothy Croft and her sister.

Bill Farmer brought his girl up, but left early. Why all the hurry, Bill?

#### HOME-MADE PRODUCTS.

Lydia Pike is quite happy these days. What is the reason, Lydia?

Doc Kruse says there is nothing like married life. You may be right, Doc, but you are young at the same yet.

John Kimmey is still on the job as fire guard at the Marlowe. Some fire guard, Turk.

Dick Wallace claims the dance was the best he ever attended. Thanks, Richard, have a cigar.

March winds may howl  
In a lion-like style,  
But they cannot banish  
The Florence Buisson smile.

Speaking about the dance, Marguerite Hamilton declares: "It was great. Nice crowd, pretty girls, fine boys, no fancy steps, and the music—words won't describe."

Wm. Peterson made a nice appearance and all the girls declared Pete was "some dancer."

Julia Davis' photo was nice.  
And the other girls we gazed at twice,  
But Emma Krohn,  
Her photo alone  
Surely was worth the price.

Yes, Bessie, Jimmy wanted us to give you a nice write-up about that beau. But we will fool Jimmy, won't we?

Next month John Honan will tell our readers the great secret of his life in an article entitled, "Why I should not be elected president of the Bachelors' Club."

James W. Abell expects to trot in double harness after July. It seems a nurse in Sioux Falls has stolen Jim's heart and won his smile. Congrats, Jim. Cigars, maybe!

Homer Tice, the bustling, hustling agent at South Chicago, had a "get-together party" at his office January 28, 1915. The affair was a big success and many of the Rock Island celebrities were present, including C. A. Ross, Jim Abell and Ed Hines, from Hamilton Park.

Geo. Johnson and Joe Stansfield, "The Harmony Twins," have created a sensation by announcing that they are booked for 52 weeks on the Slippery Elm Losingers Circuit. For singers only—cures coughs, bunions, etc., etc.

Catherine Calvey of the T. B. was married February 10.

The heartiest laugh of the new year rang out when Leslie Wayne Slife asked the head of the Fuel Department if he could have aprons on all the waybills. Now everybody is asking Wayne if he wants skirts on the inkwells. Wayne certainly does like everything feminine.

From the land of sunshine Roy McMaster writes: "I like it out here; strawberries only 10 cents a box, and violets, you can get all you can carry away for a dime." Glad to hear it, Mac; why not go a little further and tell us how many gin rickeys Pete Spruit could get for a dime along the "Zone."

#### MERITORIOUS SERVICE.

Mr. Dave Simpson of the A. P. T. deserves special mention for attending the six-day bicycle race four straight nights. Mr. Walker Smith is likewise commended.

Miss Marie Mortell is credited with ten merit marks for services rendered for the benefit of this column in Mrs. Wright's restaurant (Rest Cure), February 13. Miss Mortell saved "Myrtle" from appearing in this column as a waitress by the simple phrase, "Don't get the pie; the editor is over there watching us."

Miss Gussie Hanson, "Bright Eyes," has been credited with twelve merit marks for smiling when she read KRISPETTS last month.

Mr. Richard Moran has been debited with thirteen stories which will appear in print in the near future.

Mr. Harry Hammarskold credited with five merit marks for chivalry displayed in allowing Marion Early to defeat him two out of three checker games.

Mr. Ed. R. Conra credited with twenty-three merit marks for getting B. L. T.'s goat by sending him clipping from our last issue.

Mr. Roy Ebben credited with "congrats" and best wishes for eloping and marrying one of Oak Park's belles at Crown Point, Ind., Feb. 20.

Mr. Ralph Becktel deserves the title of "speed" for winning the 880-yard dash at the First Regiment Armory, Feb. 20, in 1:56 1-5. Ralph received a handsome trophy of which he has a right to be proud. "Congrats" to the winner.

#### 'TSELL, SOTIS.

Tim Ryan does not worry.  
About the high cost of love,  
For Tim does not dine at "Rector's,"  
With his darling, blue-eyed dove,  
Nor does Tim haunt the "Garrick,"  
"North American" or "College Inn,"  
To blow his coin on phiz and tips  
Amid the carabaret's wild din;  
And Tim Ryan is not unhappy,  
For it only costs a dime  
To take his darling to the movies,  
So Tim haunts the "Pastime."

Yes, Tim insists it's foolish to blow a bunch of coin on a girl when you can take her to the movies to see the Skindicated Film Co.'s serial, "The Trillion Dollar Mystery," for a dime. Even so, Mr. C. S. Walsh, the original "woman hater" in the "F. C. A.," has fallen hard for the enchanting charms of "Marie," and insists on spending his monthly stipend in furnishing her with a huge supply of chocolates, Mme. Melba perfume, etc.

#### CHALLENGE.

The Rock Island Baseball Club, located at Hamilton Park, desires to arrange a schedule of games to be played during the coming season with nines along the Rock Island line in Illinois and Iowa, preferably at their home grounds. And with this end in view they challenge the teams representing Peru, Morris, Joliet, Silvis, Moline, Rock Island and Spirit Lake.

The baseball directors, Messrs. Mathews, Cleaver and Harrell, will be pleased to receive advices from the managers of the above towns regarding expenses, gate receipts and open dates.

Communications may be addressed to Mr. Harrell of the local club, care of A. P. T., Hamilton Park.

Sacred to the memory of Carter Harrison and his old fedora hat. Passed away Feb. 23, 1915. A. D.

Hiram Smith of the A. of D. returned to work February 4th after being laid up for two and a half weeks with a broken collar bone that he received in a fall when skating in Hamilton Park.

In response to countless inquiries as to when Miss Georgia Cullin's photo will appear in our columns, we wish to state that lack of space has compelled us to forego the pleasure up to the present date; however, it will positively appear in our June issue, if not sooner.

Henry Ruben has delivered "regards" to us from his friends, Misses Kelly and Sullivan. Said regards have been placed in our "cannery" with "congrats" from Ed Hennessey.

"Contribs" will please note that we reserve the right to hold over all items received after March 17 for the May number. To insure insertion send your items in early.

January 24th a seven and a half pound baby girl arrived at the home of Mr. and Mrs. Loderhose. Congratulations are extended.

They did not "Krisp."—E. Morrissey's mileage coupons, Sid Crowley, Floyd Martin, Thorn Ernest and a few others.

Passed and approved by Blanche Richardson.

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Circulation		1,162,300.00
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Condensed Report to Comptroller, December 31, 1914.



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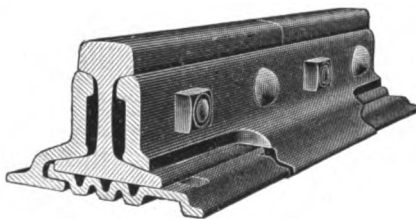
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