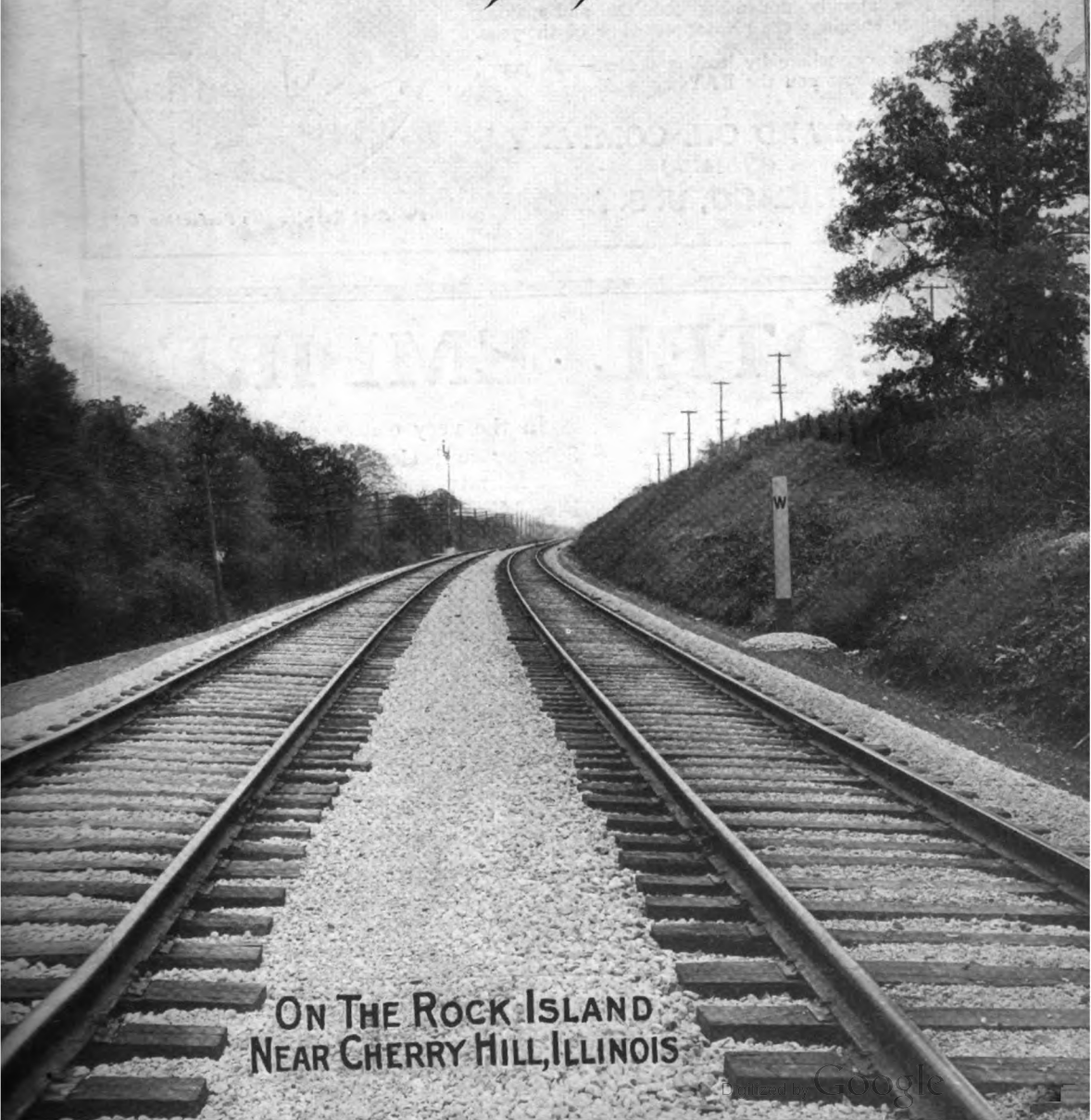


6
OCT 11 1915

ROCK ISLAND EMPLOYEES' MAGAZINE

OCTOBER
1915



ON THE ROCK ISLAND
NEAR CHERRY HILL, ILLINOIS

FINCK'S DETROIT SPECIAL OVERALLS

Get off

My Overalls Wear Like The Pig's Nose

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

W.M. FINCK & COMPANY

JAMES L. LEE TREAS. DETROIT.

The advertisement features a man in a cap and overalls standing on a pig-shaped train car. A speech bubble from the man says "My Overalls Wear Like The Pig's Nose". Another speech bubble from a small figure on the train car says "Get off". Below the man, a pig-shaped train car is shown with the text "FINCK'S 'DETROIT-SPECIAL' OVERALLS 'Wear Like a Pig's Nose.'" The background shows a steam locomotive and train tracks.

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

Parker Double Gun

Makes World's Record

World's Record for Tournament Shooting made by Lester S. German with 499 out of 500, and 647 out of 650 on all 16 yard targets, including Practice Day with runs of 372 and 149 straight at the Westy Hogans at Atlantic City, September 15 to 17, 1915.

Winner of Professional Average - - - - - Lester S. German, with 499x500
 Winner of Amateur Average - - - - - Woolfolk Henderson, with 493x500
 Winner of Third Amateur Average - - - - - Allen Heil, with 485x500
 Winner of Double Championship - - - Woolfolk Henderson, with 86x50 pairs
 Second in Double Championship - - - - Guy V. Deering, with 85x50 pairs
 Third in Double Championship - - - - Allen Heil, with 84x50 pairs
 Sousa Trophy - - - - - Won by Woolfolk Henderson, with 100 straight
 Shanley Trophy - - - Won by Allen Heil, with 99x100 and 19 on the shoot-off
 Tied Westy Hogan Trophy - - - - - Allen Heil, with 100 straight
 National 18 Yard Championship - - - - Won by Allen Heil, with 97 x 100

In addition to this PARKER GUNS figured prominently in the winning of many other high places.

PARKER BROS., **MERIDEN, CONN.**

DAVID RUTTER & COMPANY

Plymouth Building, CHICAGO

Producers and Shippers of **PIRATE COAL**

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

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries

Grades—SLACK, EGG, LUMP AND CHUNK

Rock Island Coal Mining Company

Mines at Alderson and Hartshorne, Oklahoma

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

Coal Valley Mining Company

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

Producers of Sherrard and Matherville
Coals.

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

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

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



"I AM SORRY

that I didn't buy a 4 H. P. FAIRMONT Hand Car Engine long before this.

It's certainly pleasure to sit on the car and look at her go, instead of pulling on the old hand car and taking one hour to go to the end of the section where we go now with our engine in 15 minutes and everyone enjoying a nice ride instead of a hard pull on the old hand car."

JOHN GARDNER, SALEM, OREGON.

The sooner you get **your FAIRMONT** the sooner you'll begin to enjoy life. You'll hardly feel the small monthly payments. Many thousands of Foremen now have FAIRMONTs—why shouldn't **you?**

Fairmont Gas Engine & Railway Motor Car Co.

Formerly Fairmont Machine Company

439 N. Main St.,

Fairmont, Minn.

Quick Duplication

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

ROCK ISLAND LOCAL SURGEONS

CHICAGO, ILL.

Dr. S. C. Plummer,
Chief Surgeon.
Room 1030 La Salle St.
Station, Tel. Wabash
3210, and 25 E. Wash-
ington St., Tel. Central
5465. Residence Tel.
Oakland 97.

ATLANTIC, IA.

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

BLUE ISLAND, ILL.

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

BURLINGTON, IA.

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

CHICAGO, ILL.

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

CHICAGO, ILL.

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

CHILLICOTHE, ILL.

Dr. J. W. Daugherty.
Tel. Office 41; Resi-
dence 159.

DARDANELLE, ARK.

Dra. L. E. Love and J.
R. Linsy.



DES ARC, ARK.

Dr. J. C. Gilliam,
Tel. Office 53.
Residence 20.

ELDON, MO.

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

EL RENO, OKLA.

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

EL RENO, OKLA.

Drs. Hatchett & Ader-
hold,
Proprietors,
El Reno Sanitarium.

EL RENO, OKLA.

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

FARMINGTON, MINN.

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

HENNESSEY, OKLA.

Dr. A. B. Cullum,
Tels. 53 and 92.

HOT SPRINGS, ARK.

Dr. Leonard R. Ellis,
302½ Central Av.
Tel. Office 738.
Residence 1749.

LA SALLE, ILL.

Dr. J. F. Crowley,
111 Marquette Av.
Tel. 185 B.

LA SALLE, ILL.

Dr. P. M. Burke,
Neustadt Bldg.,
Tel. Office 89 W.
Residence 89 R.

MOLINE, ILL.

Dr. A. H. Arp,
508½ 15th St.
Tel. Office 318 and 1480.
Residence Moline 6.

MCPHERSON, KAN.

Dr. A. Engberg,
Tel. Office 146.
Residence 2.

OKARCHE, OKLA.

Dr. H. C. Brown,
Tel. Office 54.
Residence 74.

ROCK ISLAND, ILL.

Dr. S. B. Hall,
Robinson Bldg.
Tel. Office 1099.
Residence 277.

WYOMING, ILL.

Dr. J. S. Wood.

COLUMBIA

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

No one thing gives so much real pleasure to so many people at so little cost as Columbia Double-Disc Records—yes, they do play on your machine, perfectly. And there's over 1000 of them at 65c.

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

Columbia Graphophone Company

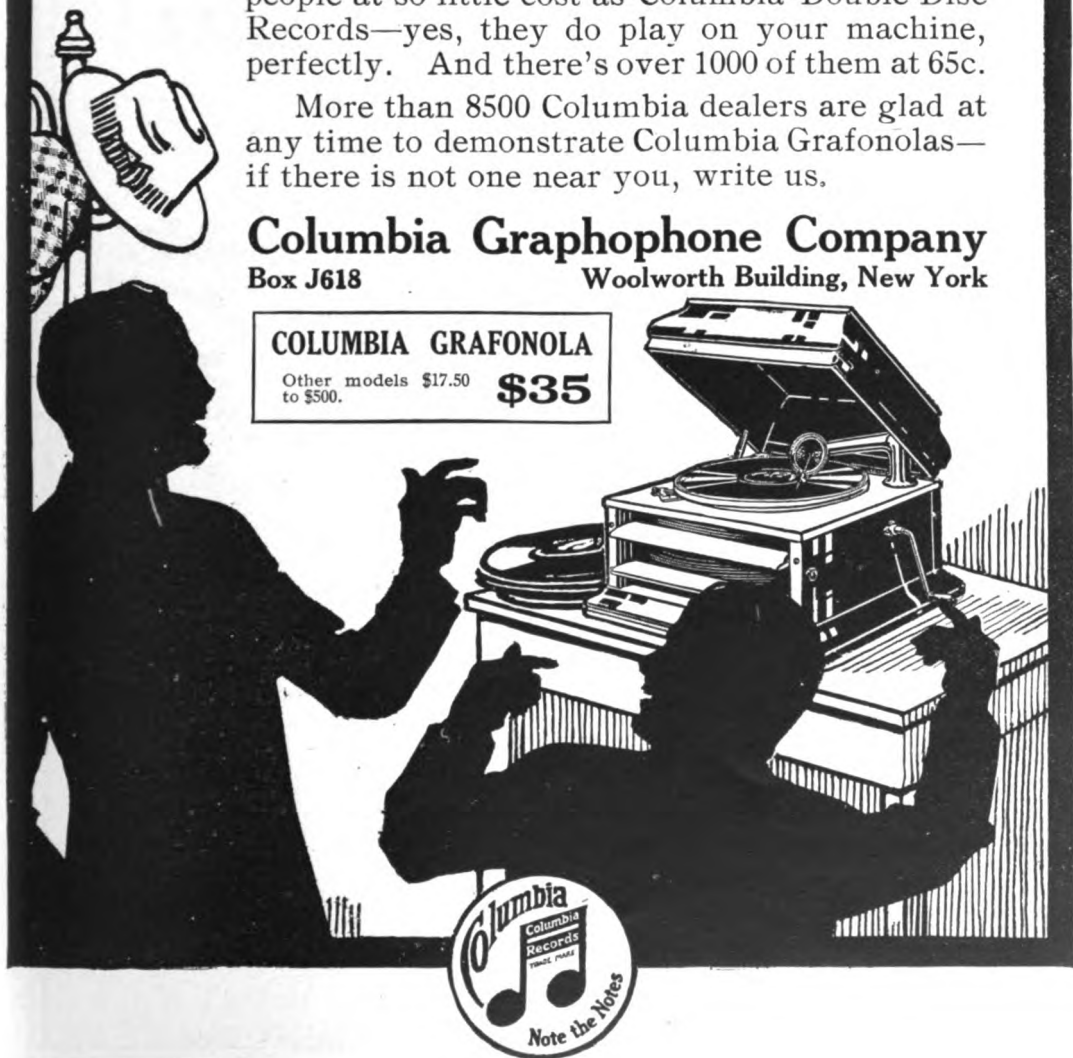
Box J618

Woolworth Building, New York

COLUMBIA GRAFONOLA

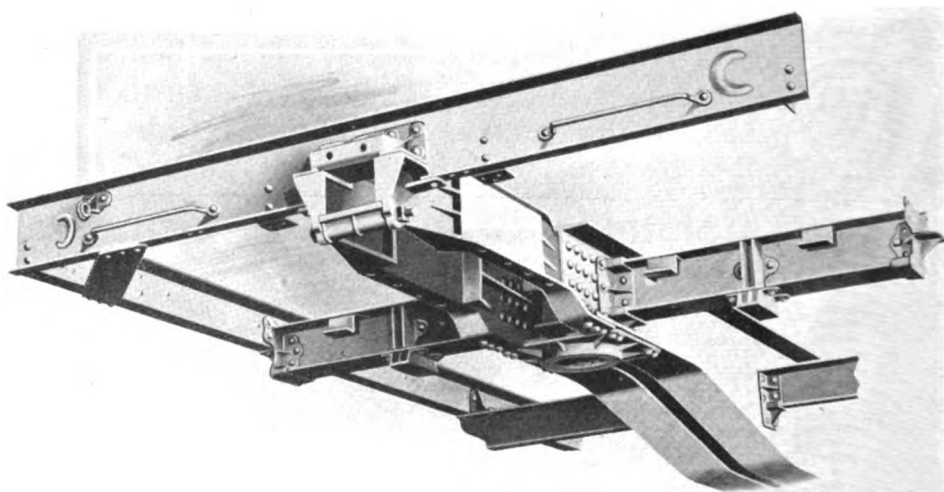
Other models \$17.50
to \$500.

\$35



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

Bettendorf Double Center Sill Underframe Showing End Construction from Underneath



**The Bettendorf Company
Bettendorf
Iowa**

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

Hotel Colfax

COLFAX MINERAL SPRINGS



The Health Seekers Playground

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

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

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

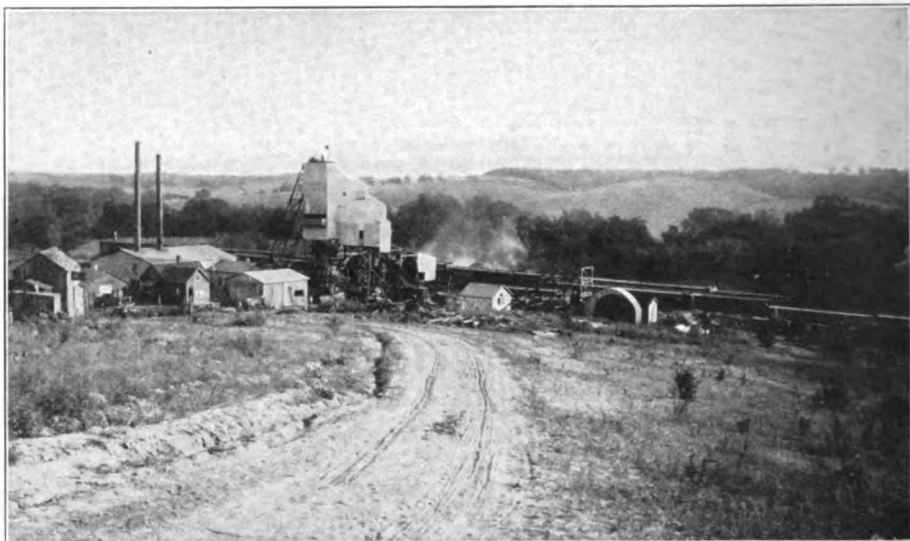
RATES
Rooms, meals included, are from **\$15.00** per week up.

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

**WRITE FOR BOOKLET AND INFORMATION TO
JAMES P. DONAHUE, Prop.**

Hotel Colfax and Mineral Springs
COLFAX, IOWA
"ON THE ROCK ISLAND LINES"

THE CHARITON BLOCK



OUR MINE AT CHARITON, IOWA

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

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

Give CHARITON BLOCK a trial.
It will please you.

Address

Central Iowa Fuel Company

1219 Hippee Building

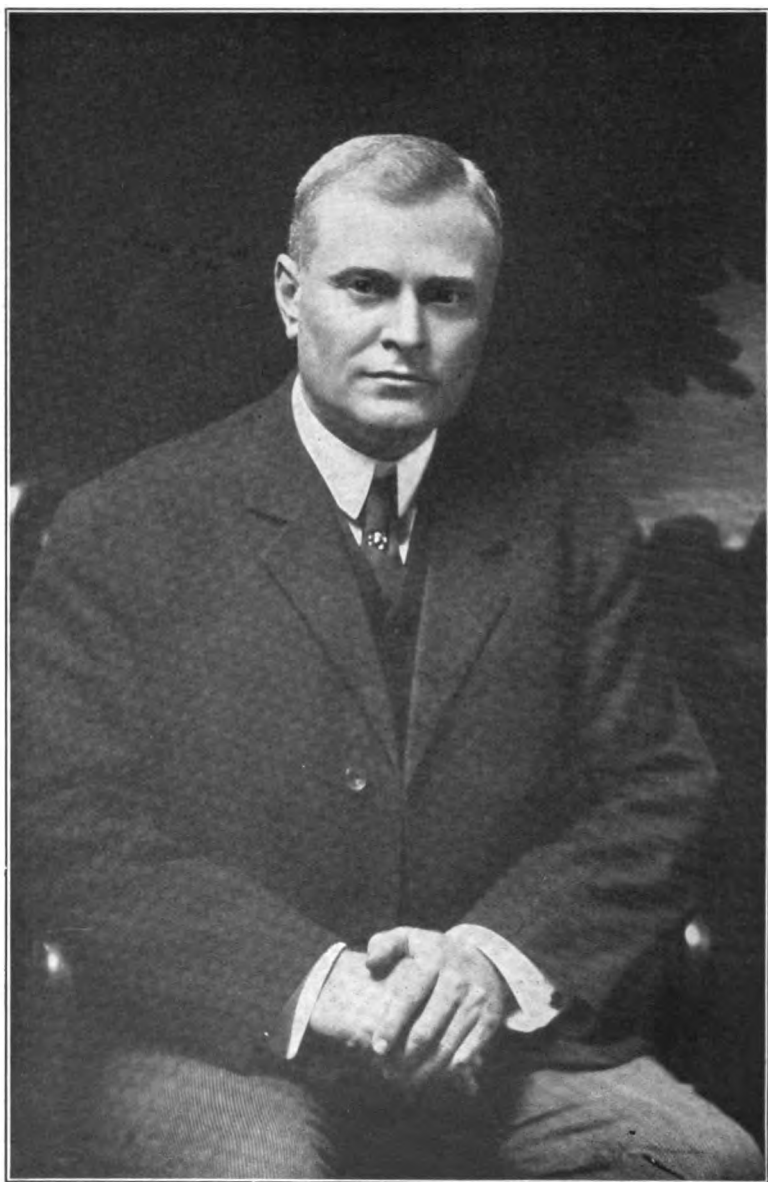
DES MOINES, IOWA

Stifel's Indigo Cloth
 DATES BACK TO THE FIRST RAILROADS
 ASK FOR OVERALLS, JUMPERS, UNIFORMS OF
Stifel's Indigo
 STANDARD FOR OVER 75 YEARS

STIFEL'S INDIGO
 is the "fabric indestructible." Will not fade—easy to wash and iron. Look for this trade mark  on the back of the material, on the inside of garment. That's your guarantee of the genuine.

Cloth manufactured by
J. L. Stifel & Sons
 Indigo Dyers and Printers - Wheeling, W. Va.

SALES OFFICES
 New York.....260-262 Church St.
 Philadelphia.....324 Market St.
 Boston.....31 Bedford St.
 Chicago.....223 West Jackson Blvd.
 San Francisco, Postal Telegraph Bldg.
 St. Joseph, Mo.....Saxton Bank Bldg.
 Baltimore.....114 W. Fayette St.
 St. Louis.....425 Victoria Bldg.
 St. Paul.....238 Endicott Bldg.
 Toronto.....14 Manchester Bldg.
 Winnipeg.....400 Hammond Bldg.
 Montreal, Room 500, 489 St. Paul St



The Late W. S. Tinsman.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

OCTOBER, 1915.

No. 4.

W. S. TINSMAN DIED AFTER OPERATION

Winfield Scott Tinsman, whose rapid rise with the Rock Island from call boy to General Manager, died at 3:00 o'clock Wednesday afternoon, September 22nd in the Mayo Brothers' hospital at Rochester, Minn., the result of an operation on his throat.

For the past two years his health had been failing, and last winter Mr. and Mrs. Tinsman spent the winter in Pasadena, California for the benefit of his health.

Beginning at the bottom he entered the service as call boy on May 1st, 1882, four years after he went to Trenton, Mo., with his father Horace B. Tinsman, who served as a passenger conductor on the same road which was later to distinguish and honor his son. Tinsman was not yet fourteen when he started. On March 2nd, 1885, he was promoted to a key in the telegraph service of the company, having learned to be an operator during spare hours from teaching by T. B. Cook, who was later an official of the road and remembered by many of the older employees. Others too, claim the honor of having taught Tinsman telegraphy, but it seems certain that Mr. Cook realizing the responsibility thrown upon the boy at the death of his father, wanted to teach him something whereby he could make a more substantial livelihood for the family.

But Scott Tinsman was not long to be an operator. In three years he was made a dispatcher and within the next three years he was made Chief Dispatcher at Trenton, Mo. To this position he was elevated August 1st, 1890.

At this juncture he had reached the period of rapid rise. Trainmaster at Horton, Kansas was his promotion in 1897. Then he became Chief Dispatcher and Train Master at Blue Island, Ill. Two years later he was promoted to the superintendency of the Chicago terminal district and then went to Chickasha, Okla., as a division superintendent.

After a two-year service in Oklahoma, he was made superintendent of the Missouri Division. No official of that division ever received a more hearty or royal welcome than did Tinsman when he came back to head the organization of over 700 employes at Trenton. But a division superintendent could not keep a man whose worth Rock Island officialdom had recognized as so superior, and after a year and four months' service in his old home, the warmest friends he ever had gave him a royal "good-bye" and attended it with a substantial token of their esteem.

Now he had gone to Little Rock, Ark., as general superintendent of the Choctaw District. This was June, 1905. In quick succession

he held an office with the same title at Topeka, Kansas, was made manager at El Reno, Okla., and then was called to Chicago to serve as general manager of the entire Rock Island Lines. He was afterward chosen assistant to the president and assigned on special work at Memphis, Tenn.

In the meantime he had been elected chairman of the General Managers' Association, with headquarters in Chicago. In this position he was at the head of general managers of 54 western railroads. At the time of his death this was his official capacity.

Mr. Tinsman was born September 8, 1868, at Barryville, N. Y., the son

of Horace B. and Mary J. Tinsman. He came to Trenton, Mo., in 1878. While a resident of Trenton he was united in marriage to Bessie Cook, daughter of the late C. H. and Mrs. Cook. They have four children, Hovey 17, Louise 15 and twin sons Tracy and Humbert, age 9. Besides his immediate family his mother and Flora E. Humbert, his sister of Madison, N. J., a New York suburb, and a brother, F. N. Tinsman, superintendent of the Rock Island at El Reno, Okla., survive him.

Mr. Tinsman was a member of the A. F. & A. M., Royal Arch Chapter No. 66 and Godfrey De Boullion Commandery No. 24. He was also a member of the B. P. O. Elks.

"DR. BOYERS' FATE."

Dr. Alfred Boyer was taking a short rest after a difficult operation, which was turning out splendidly for the patient, who was on the road to recovery.

Alfred had only practiced surgery a short time and was not yet used to the anxiety connected with the work. There were little shadows creeping under the handsome brown eyes and the color seemed drained from his cheeks. He was rearranging and packing his medicine case, getting ready for a call, when the office door opened and a middle-aged man entering, handed him a card. On it were a few words which looked as though they had been hastily written: "Auntie has had a stroke. Please come at once—with chauffeur. Dorothy Ware."

Dr. Boyer did not know Dorothy Ware, but this was no time for speculation as the case seemed to require immediate attention. Glancing out of the window, he saw the car at the door. Donning hat and coat, he followed the chauffeur, entered the car and was speeding rapidly toward Westlawn, one of the suburban towns of the city. He was wholly unprepared for the beautiful home, and was greatly surprised when the car turned in, going rapidly up a beautiful driveway under handsome and stately trees.

A servant answered his ring, and leading the way to the library said, "Miss Dorothy wishes to talk with you," then opened the door and called, "Dr. Boyer."

A charming young lady, wearing a blue dress that seemed to be just the color of her eyes, came forward to meet him. He wondered if he imagined it, or was it really a look of surprise that he detected on her face, as she held out her hand and said, "I'm so glad you have come so quickly, Doctor—"

Seeing her hesitation, he said, "Boyer." "Oh, yes," she added, "auntie has had a stroke and is partially helpless." She led

the way to the sick room, and upon entering went directly to the bed, saying, "Auntie, this is Doctor Boyer, he will help you, I know."

Just for a second he thought he saw the same surprised look on the face of the sick woman which he had noticed on Miss Dorothy's face when he came in.

The maid, who had been caring for Mrs. Ware, came forward to receive the instructions in regard to the giving of the medicine, while it seemed to him that the sick woman watched him closely with a disappointed look. As he bade her good-day, she surprised him by saying, "I can't see why you came."

"I came because I was called," he quietly replied.

The sick woman plainly showed her disapproval, by saying, "You positively won't do." Seeing he hesitated to reply, she went on to say, "You may bring me back to health, but you are too good-looking."

The doctor made no answer, thinking it possible that in her condition her mind might be a little affected. In a few moments a nurse, clad in white, came into the room. He noticed a rather amused look in her eyes, too, and wondered what it meant.

The days passed rapidly, the doctor coming twice each day to see his patient, and it seemed as though she never treated him cordially.

One morning when she had recovered sufficiently to be moved to her chair by the window, to the doctor's greeting, she replied by asking a question: "Where is Dr. Porter?"

"I beg your pardon, Mrs. Ware, I haven't the privilege of knowing Dr. Porter."

"He is our family physician and I cannot understand why Dorothy didn't send for him when I was taken ill."

"It might be that he was out of the office just at that time," suggested the doctor.

"I think Dorothy said she sent the chauffeur for you?"

"Yes, he came for me with the car."

"Dr. Boyer, where did you meet my niece, Dorothy?"

There was no doubt about it, the doctor's surprised look was genuine as he replied, "I never met her until I was called here the day of your sudden illness."

Mrs. Ware continued frowning, but refrained from further questioning.

Doctor Boyer felt that there must be some mistake in his being called to this home, and he determined to ask Miss Dorothy about it. As he was leaving the house he met her on the porch and asked her if he might have a few moments' conversation with her. "Certainly, doctor," she replied.

Entering the library and crossing the room she seated herself in the sunny window, commencing the conversation by telling him that she was well pleased with her aunt's progress under his care, adding, "We think she will soon fully regain her strength."

The kind words accompanied with a smiling flash from those deep blue eyes almost caused the doctor to change his mind in regard to saying anything about there being a mistake. But thinking again of Mrs. Ware's questioning he decided that it would be more satisfactory if some explanation was made.

"I agree with you, Miss Dorothy, but I'm almost sure that there has been a mistake made. Mrs. Ware asked me today why Dr. Porter wasn't called as usual when she was taken ill."

Dorothy looked at him thoughtfully and then said, "I might as well tell you the truth; I did send for Dr. Porter."

"Then why didn't he answer the call?" queried her companion.

"Well, that has been a mystery to me. I sent our new chauffeur for Dr. Porter, and when he returned you were with him. I thought perhaps that Dr. Porter had sent you in his place. I questioned the chauffeur and he insisted that he went to the office at No. 44 Vine street."

"No. 44 Nyman street," interrupted the doctor.

"Well, then you see after all it was his mistake," laughingly rejoined Dorothy. "I would have telephoned, but our phone was out of commission on account of the storm on the evening previous. But I'm sure auntie has recovered as rapidly as she would have done under Dr. Porter's care."

"I am glad that you think so," assented the doctor, "but under the circumstances I believe now you should call Dr. Porter, as he is your family physician."

"Please do not suggest a change—" began Dorothy, then, blushing furiously, she continued, "Auntie is slightly prejudiced and— I wish I could tell you the real rea-

son why she wishes Dr. Porter had been called." Dorothy hesitated, she just couldn't tell him when he was looking so earnestly at her out of those handsome brown eyes.

"Yes, but I insist on knowing why. Please tell me, Miss Dorothy."

Turning her head and looking out of the window, she began by saying, "Auntie is a woman of strong feeling, either heartily liking or disliking people. Sister and I were left orphans when quite young. Auntie tenderly cared for us as if we were her own daughters. Several years ago sister met Dr. Strong, an excellent physician, enjoying a good practice in the city. Later on they were engaged, but auntie, giving no plausible reasons, greatly opposed the match. After all arguments and entreaties on sister's part failed, they eloped and were married. Since that time auntie made a vow that when illness demanded the necessity of a physician in the house that she would always employ a married man."

In spite of himself, Dr. Boyer found himself laughing with Dorothy.

"One day auntie met Dr. Porter," continued Dorothy, "and decided he would be quite safe and reliable to call in when needed. She has forgiven sister, is kind to us, and we reciprocate her affection. Now, you understand why your coming here has been a menace to auntie."

"I understand now," exclaimed the doctor, with such a tender, beseeching look that Dorothy's heart began to beat rapidly. "But I'm sure if I should continue my calls it would only annoy Mrs. Ware and I beg of you to call Dr. Strong in case you longer need the services of a physician."

"Very well," acquiesced Dorothy, "I will do so, if you will call once more and make some sort of an explanation to auntie without revealing my confidence."

"Agreed," responded the doctor, and gave her his hand, meanwhile looking lovingly into those dreamy blue eyes.

Dr. Boyer fulfilled his promise several days after Dorothy's explanation, and to his surprise Mrs. Ware treated him quite cordially. As he was leaving the room, having told her he would leave her in Dr. Porter's care, she said, "Dorothy has confided in me and if she is determined to fall in love with a doctor, too, I tell her I'll give my consent, since fate must have caused the chauffeur to make a mistake."

Call it fate, Providence, or whatever you will, there's something that packs the cards in this game of life that we're playing, so that shuffle or cut or deal as you may, things do turn out well, to say the least—curiously.



OF COURSE.

He—Is your uncle good at golf?

She—Mercy, no! He's very profane.—Boston Globe.

FEWER DEATHS ON RAILROADS.

Not a Single Passenger Killed in Collisions in Three Months.

United States railways performed the greatest safety first feat in their history in the three months, October, November and December, 1914, when they carried 230,500,000 passengers 7,834,000,000 passenger miles without the loss of life to a single passenger in a collision, and a total of only 78 fatalities to passengers, employes on or off duty and other persons, due to train accidents. Of the 78 killed, 14 were trespassers.

Only twice before, since 1901, has the country's entire railway mileage gone through an entire quarter without a fatality to a passenger in a collision. The clear records were made in April-June, 1912, and in April-June, 1909.

With only 41 fatalities to passengers in collisions in the entire year, 1914 had a record exceeded only once before by the death of 39 in 1913.

Never before, however, was the record of 78 fatalities to all persons from train accidents equaled. Only once was it approached, in April-June, 1909, when 99 fatalities occurred.

Not only the fourth quarter, however, but the entire year 1914 attained a record in this respect, its total of 483 deaths from train accidents to all persons, passenger, employe or other, never having been equaled before. In 1913 the number was 712 and in 1912 it was 953.

In this downward scale is pictured the remarkable results of the "Safety First" crusade, to which, with superior equipment, it may be attributed.—From the Bureau of Railway News and Statistics.



"SAFETY FIRST."

It would seem that riding on railway trains has become safer than walking in the streets. One fatality among every 4,000,000 passengers; one person injured among every 130,000 transported—that is the record of this country's railroads for the first quarter of 1915. In that period 65 passengers were killed and 1,972 were injured in accidents. In two months the streets of New York contributed a heavier death toll to traffic than was exacted in three months by all the railroads of the whole United States operating over many hundreds of thousands of miles of track.

America's railroads have profited very abundantly by their "Safety First" campaign. The record of accidents on the lines in the first quarter of this year shows a decrease of almost 50 per cent in fatalities and of more than 5 per cent in the number of those reported "injured." They have found that "Safety First" pays in every way. It is of additional credit to the railroads, for example, that in cutting down

accidents they have not hampered efficiency of service. The Public Service Commission of New York reports that of 67,080 trains running in that state last month 93 per cent left and reached terminals on time. "Safety First" means, perhaps, the use of eyes, not to forget brains, rather than the reduction of speed to the pace of the snail.—From St. Joseph News-Press.



THIRD DISTRICT COTTON MEETING

The Third District Annual Cotton Meeting was held in the El Reno City Hall on August 17th, about 125 officials and employes being present.

The meeting was called to order by Mr. A. B. Copkey, assistant general manager, who, after stating the purpose of the meeting, requested that Mr. T. H. Beacom, general manager, preside.

Address of welcome was made by Hon. P. P. Duffy, mayor of El Reno, after which the cotton circular for 1914-15 was taken up by paragraph and thorough discussed. After making several changes, circular of instructions for handling cotton during 1915-16 was adopted.

Account of Mr. Paul Hevener being unable to attend the afternoon session, discussion of the rules was temporarily suspended about 11:30 a. m. to hear from Mr. Hevener, who made a very interesting talk on past season cotton handling from the fire hazard standpoint. His comparative statement of fire claims for the two past seasons was conclusive evidence of the careful and efficient handling cotton is given on the Rock Island. The fact was brought home to the agents that a cotton fire leaves a black mark against a station that takes several years to erase.

Recess was taken at 12:45 p. m. for luncheon, which was served in the Southern Hotel. The meeting reconvened at 2:40 p. m.

Before calling on the several heads of the departments for remarks, Mr. Beacom made a plea for a special crusade to reduce expense account stock struck, on right of way, stock, grain and other freight loss and damage during transit, prevention of injuries, and reduction in personal injuries. He also mentioned co-operation of all employes towards increasing revenue by all taking a hand in solicitation of traffic and outlining some general lines under which these results could be obtained.

The balance of the afternoon was taken up by short talks from the following officials: Mr. S. W. Horstman, assistant superintendent, W. W. & I. B.; W. O. Bunker, L. F. Shedd, O. Maxey, R. E. Palmer, G. E. Schnitzer, W. H. Wallace, J. W. Thompson, E. W. Morris, J. I. Johnson, C. A. Searle, A. G. Morrison, A. H. Kilpatrick and A. B. Copley. The meeting was closed at 6 p. m. by Mr. Beacom, who made a few remarks outlining the policy he wished pursued.

"SAY SOMETHING GOOD."

Pick out the folks you like the least and watch them for awhile;
They never waste a kindly word, they never waste a smile;
They criticise their fellow-man at every chance they get,
They never found a human just to suit their fancy yet.

From them I guess you'd learn some things if they were pointed out—
Some things that everyone of us should know a lot about.
When someone "knocks" a brother, pass around the loving cup;
Say something good about him if you have to make it up.

It's safe to say that every man God made holds trace of good
That he would fain exhibit to his fellows if he could;
The kindly deeds in many a soul are hibernating there
Awaiting the encouragement of other souls that dare.

To show the best that's in them; and a universal move
Would start the world running in a hopeful, helpful grove—
Say something sweetly to paralyze the knocker on the spot;
Speak kindly of his victim, if you know the man or not.



R. G. Bedell, engineer on a Rock Island ballast train, Courtland, Kan., did a thing recently that looked good to the writer. His train was standing just east of the crossing on Main street and a lady that was more frightened than her horse was out of the buggy holding her horse by the head north of the Foster Lumber Co.'s coal shed. Mr. Bedell went over and proffered his assistance in helping her across the track with the horse. The lady, being still frightened, thought if the train was moved a little further back she would be able to cross the railroad easier. The engineer then went to his engine and backed the train 200 or 300 feet further east and the lady got her horse across the track easily.—(From the Courtland Journal.)



"Coming Rock Island Man"—Six Months' Old Son of Carl E. McGugan, Operator, Carlisle, Arkansas.

DEATH OF J. B. RISHEL.

John B. Rishel, division freight agent of the Rock Island, and one of the most widely known railway men of Kansas, died at his home in Hutchinson, Sept. 10, of diabetes.

Mr. Rishel had been in very poor health for the past two years. Last winter he went with his wife to Phoenix, Ariz., and spent two months there in an effort to regain his health. But he did not improve and on his return he began to fail more rapidly. Five weeks ago he became bed-fast, and gradually grew worse until his death.

John Benjamin Rishel was born at Monroe, Wisconsin, November 5, 1868. As a youth, during school vacations, he learned telegraphy and worked in the Rock Island depot at Lewis, Iowa, as an operator. Later he went to Northwestern University in Illinois, and completed his education.

After getting out of college, Mr. Rishel went back into railroad work, which he thoroughly enjoyed. He was soon transferred to Council Bluffs, Iowa, where he was made freight agent for the Rock Island. Here he met Miss Lille B. Darling. They were married April 24, 1899. Mr. Rishel was agent there thirteen years.

When Oklahoma territory opened for settlement, there was a big rush of business on the Rock Island's new line to Fort Worth, Texas. John Rishel was sent out to Chickasha, Okla., to become a division freight agent and handle this rush of business. There he remained for a number of years, until he was made division freight agent at St. Joseph, Mo. Ten years ago he was transferred to Hutchinson on the El Paso division of the Rock Island as division freight agent.

It was Mr. Rishel's kind and considerate manner and his attention to details which made him a favorite among railroad men. Wherever he went, he had a host of friends. When he became ill, Rock Island men from the high officials to the lowly clerks were solicitous of his health, and it was thought when he was sent to Phoenix, Ariz., at the company's orders, that he would improve.

During the last days of Mr. Rishel's illness, Rock Island employes asked daily concerning his condition. After his death many telegrams and messages were received by the family from railroad officials, expressing condolence.

A number of Rock Island officials and employes attended the funeral, which was held from the First Presbyterian Church at Hutchinson.



Mr. P. J. McCann and family wish to acknowledge, with sincere thanks, the kind expressions of sympathy of the employes Chicago, Rock Island & Pacific Ry. Co., and of the many friends as shown in our bereavement of our beloved wife and mother, also the beautiful floral offering as furnished by the employes of the auditor disbursements office, Hamilton Park.

MONTHLY FILINGS

By THE FILE CLERK

**A SPIKE TO
DRIVE HOME**

THINGS MAY SEEM DARK FOR AWHILE BUT THERE
ARE ALWAYS TWO ENDS TO A TUNNEL



THE REEL BORD.

Ever wunst in a while big ralerodes have sevrul men gether around a mahogany tabel and have what is called a meeting of the bord of directors, they consider such important things as buildin' bridges, buyin' new engens and raisin' pay of file clurks and other neaded improvements. Sevrul times a day sevrul men gether around and spit on the stove in a ugly cumfy cozy caboos and tawk over the situashun. If a ralerode has wun mahogany tabel and 100 caboos that ralerode has 101 bords of direc-

i dont think it ot to be a crime to take a poke at a man that asts "Is it hot enuff for you?"

WHAT NEXT?

A long time ago it ust to be Rock Island Route then it was Rock Island Sistem now it is Rock Island Lines maybe it will be Rock Island Tracks befour long.

GOIN SUM.

That loud noise out tords kansas resently wasent a erthquake it was the Colorado Flyer makin' up 5 minets time.

COURTASY FIRST.

A agent is not always a gent whitch he shoold be mutch to the sorrow of himself and everybody conserved. Wun agent with a good grin and plezent manner may make a hunderd peepal feel good a hole day.

A man cum in our tikit offis the other day and ast for a bottom berth. That man wasent very far off at that.

SAVIN NICHOLS.

The stashunary dept. is always after everbody to be savin with stashunary. Their rite they ot to no. Their the wuns that pay the bills. Each employe shud take panes and do his share to keep down stashunary expenses. The stashuner is a good fello and if we help him out maybe he will invite us to visit him and he will open up a bottle of mushalage.

NO CHANST.

My gurl wants to go to Colorado this summer and ast me to get her a pass on the Rocky Mtn. Limited. Dont blame my gurl for wantin' to go to Col. and shur dont blame her for wantin' to ride on the Rocky Mtn. Ltd. for i understand its a mitey swell trane but if my gurl dont get to go to Colorado until i get her a pass on the R. M. L. am afrade she wont get to see the big hills for sum time.

Wunder why most of the depots are painted red?

BRASS BUTONS.

I wisht they wood have unaforms for the file clurks like conductors an

breakman. I betcha i wood cut sum ice in this dept. It wood also be a good adv. the peepal wud see Rock Island trade marks all over me when i cum to wurk and when I go home.

EZY MUNY.

The man what takes the census for the government ot to have a mitey ezy time in a small town. All he wood haf to do wood be count the peepal at the depo at trane time.

23 MILES TO OMAHA.

Dont no what peepal wood do if it wasnt for the tobacco sines along the tracks tellin you how far it is to the town where you aint goin.

I think if i was a man and wayed 300 pounds i wood get to my trane on time and not make a sho of myself by doin the hundred yard dash down the platform.

ON THE WAGGON.

When yer frends begin to call you a good scout its about time for you to sine the pldeg.

Wunder if i carried a sertin kind of watch i cood get my picter in all the promanent maga-zeens?

If i ever get a new soot case Im goin to get a hole lot of forin hotel labels and paste em on. It keeps from wearin out the lether.

C. D. GIBSUNS JRS.

Their wood be a hole lot more artists in the world if sum peepal wood praktise on paper as mutch as they do on box cars.

APPOINTMENTS.

Effective Sept. 8, Messrs. White & Case having resigned as general counsel for the receivers, Mr. M. L. Bell, general solicitor for the receivers, at Chicago, will have charge of legal matters pertaining to the affairs of the receivers.

Effective Sept. 15, Mr. E. J. Harris was appointed acting mechanical superintendent of the second district, headquarters Topeka, Kansas, account Mr. G. W. Lillie having resigned to accept service with another company.

Effective Sept. 1, Mr. F. W. Sharpe was appointed chief dispatcher and division operator, with headquarters at Dalhart, Texas, vice Mr. N. E. Reynolds, assigned second trick dispatcher.

Effective Sept. 8, Mr. C. H. Siler was appointed insurance inspector, with office at Chicago, Illinois, having jurisdiction over stationary power boiler inspections, vice Mr. W. L. Schneider, resigned.

Effective July 1, the following were appointed officers of the Keokuk & Des Moines Railway: F. J. Easley, assistant general manager; W. H. Petersen, engineer maintenance of way; L. A. Richardson, district mechanical superintendent, with headquarters at Des Moines.

Effective Sept. 15, Mr. P. Linthicum was appointed acting master mechanic of the Missouri Division, headquarters Trenton, Missouri, vice Mr. E. J. Harris, promoted.

Effective July 1, Mr. A. T. Abbott was appointed superintendent of the Keokuk and Des Moines Railway with headquarters at Des Moines, Iowa.

Effective Oct. 1, Mr. E. L. Goff, in addition to his duties of division freight agent, Davenport, Iowa, will have charge of passenger traffic in Tri-Cities Territory with title of division freight and passenger agent.

Effective Sept. 1, Mr. Paul Willis was appointed assistant air brake instructor on Second and Third Districts in charge of Instruction Car No. 1801, vice Mr. R. C. Earlywine, transferred.

Effective Oct. 1, Mr. L. Osborn was appointed division freight agent of this company, with headquarters at Hutchinson, Kansas, vice Mr. J. B. Rishel, deceased.

Effective Sept. 1, Mr. R. C. Earlywine was transferred to the First District as assistant air brake instructor in charge of Instruction Car No. 1800, vice Mr. H. E. Reynolds, transferred.

Effective Sept. 3, David P. Fagan was appointed special agent of the Iowa Division, with headquarters at Des Moines, vice J. M. Montgomery, resigned.

MURINE EYE REMEDY.

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

MERITORIOUS SERVICE.

Mr. W. O. Owens, brakeman, Herrington, Kansas, has been commended for firing engine 2024, train 95, Wellington to Caldwell, Sept. 21st, account Fireman N. W. Lovell injured and not able to do the work.

Mr. E. C. Armstrong, conductor, Arkansas Division, treated employes with very courteous consideration, who had mislaid transportation. The management received a letter of appreciation from the parties on behalf of Mr. Armstrong.

Mr. H. H. Jarrett, ticket agent, Hot Springs, was complimented by the management for the habitual use of the words "thank you," in handing the public at that point.

Mr. L. M. Glaze, conductor, Missouri Division, was given a letter of commendation for assisting in unloading a quantity of track material when section foreman failed to show up to handle the work, thus avoiding considerable delay to work train. This was on August 28th.

Mr. T. N. Hankerson, brakeman, Herrington, Kansas, was instrumental in preventing delay to one of our freight trains by going to the roundhouse for engine and placing it on the train, for the reason that the regular brakeman was not handy, and delay would have resulted had the engine not been secured by him.

Mr. W. M. Crum, fireman, Pratt, Kansas, has been commended for firing engine 2023, train No. 92, from Preston to Herrington, without any firedoor opener account piston becoming disconnected in back head, and knocked out a liner bolt, tied a wire in it to handle the door, and fired engine to terminal without delay to train.

Mr. C. R. Euler, switchman, Topeka, Kansas, on Aug. 29th, has been commended for discovering knuckle pin out of car C250225 loaded with company ties and secured another knuckle pin and put same in place.

Mr. C. E. Layman, operator, Paxico, Kansas, on Aug. 22nd, interested himself in driving some cattle from the track near Paxico.

Mr. H. J. Murray, conductor, Mr. T. J. Pattie, engineer, Mr. L. Shores, Mr. W. Steel and Mr. J. A. Allen, brakemen, of Herrington, Kansas, have each been credited with ten merit marks for action in firing engine on train 84 Aug. 20th, after regular fireman was incapacitated.

Messrs. H. S. Cherry, conductor, J. H. Comfort, W. A. Gray, brakemen, Jno. Webber, engineer, and Jno. Duff, fireman, have each been credited with ten merit marks for valuable assistance rendered to this company January 21st, 1915, in extinguishing fire at bridge 4966 between Addington and Waurika, when they stopped train, secured the section men and assisted them in putting out this fire, thereby avoiding serious damage to the bridge.

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

Suggestion to Employes.

Is there any reason why you can not try to secure the sale of at least one passenger ticket to your friend, neighbor, etc., each year? Set this as your goal and you can reach it without any trouble. The Rock Island has about 40,000 employes; allowing 1-3 of the 40,000 are capable of soliciting such business; that would be about 13,330. Placing the minimum average sale at \$5.00, which is conservative, such sales would bring for the company \$66,650.00 each year. Think it over and begin at once. It's easy. This is, of course, intended for those indirectly connected with the traffic department.

AN EMPLOYEE.

Mr. J. R. McPartland, conductor at Cedar Rapids, has again been instrumental in securing passenger business for the company. He recently persuaded a young lady to purchase a ticket for Alliance, Nebr., after she had contemplated using another line. He also secured a passenger for Chicago.

Mr. W. D. McClure, conductor, Amarillo, has been instrumental in inducing a passenger to purchase a ticket from Amarillo to Howe, and over the Kansas City Southern from that point to Moay, La. This passenger had intended

using another line, and only had a ticket to Amarillo over our line.

Mr. Harvey LaFrantz, fruit inspector, Kansas City, was instrumental in securing two round trip tickets Kansas City to Boston via our line.

Mr. Bery Ferguson, Kansas City, Kansas, secured two tickets to Hutchinson for parties who were contemplating using another line.

Mr. W. P. Dinsmore, conductor, Estherville, Ia., who handled trains 475 and 474 between Des Moines and Sibley, on Aug. 24th, through his usual gentlemanly and persuasive power, had two passengers who were carded over another line from Des Moines to Denver, change their routing using our line instead.

Mr. Alex. Harness, train porter, Kansas City, Mo., was influential in securing four passengers for this line from Topeka to Des Moines.

On Sept. 1st, through the efforts of Traveling Auditor E. M. Thompson we secured passenger via our line McAlester to Washington, this passenger intending to use another line.

Mr. Tom Van Sant, conductor, Kansas City, on No. 3, arriving Kansas City Sept. 1st, secured for our line two passengers to California who had arranged to use another line. These passengers came in on his train and Mr. Van Sant certainly did some good work in changing them to our line. The sale of these tickets amounted to \$30.00.

Mr. W. A. Landrum, cashier depot, Alexandria, La., has been successful in securing some business to Kansas City and Tulsa for our line, and we want to say this is appreciated very much by the passenger department.

Mr. F. B. Shepard, conductor, Oklahoma City, was instrumental in securing three tickets for our line to Des Moines. These passengers were going to Alva with the intentions of rebuying over another line to Kansas City, and through Mr. Shepard's efforts these people were induced to buy tickets from Ingersoll to Des Moines via Wichita and Kansas City.

Mr. W. E. Stansbury, conductor, Oklahoma City, induced a passenger to buy a ticket from Oklahoma City to Ft. Smith via our line to Wister and Frisco, while party had intended to use another line.

Mr. E. W. Hallock, conductor, Atlantic, Ia., has been commended for his efforts in securing the patronage of a passenger of Carson, Iowa, in connection with a trip to Canada, for which arrangements had been practically made with another line until he explained to him the facilities which our line afforded. Mr. Hallock has also been successful in securing nine passengers for Peoria, who recently left Oakland, Ia., and who were expecting to use another line.

Mr. W. D. McClure, conductor, Amarillo, Texas, secured a passenger for our line from Amarillo to Alexandria, La., for train No. 42 Sept. 17th, the passenger intending to use another line. The revenue from this ticket amounted to \$19.98.

Mr. H. A. Biggs, special officer at St. Joseph, through his influence, secured sale of one and one-half tickets via our line from St. Joseph to Colorado Springs, taking the business away from another line after arrangements had been made regarding Pullman accommodations and tickets.

Mr. H. C. Huckleberry, conductor, Missouri division, on Aug. 8th wired Kansas City ticket office to have a ticket ready on arrival of train No. 1, of which he was in charge, for a passenger over our line to Pratt, Kansas, having through his efforts secured this business to our line.

Mr. C. M. Martin, conductor, Missouri division, was instrumental in securing the sale of a ticket via our line Kansas City to Ft. Worth on August 19th.

Mr. John J. Doolin, car clerk at St. Joseph, has been instrumental in securing considerable carload business to our line.

Mr. L. F. Flesher, conductor, Missouri division, through his influence secured the sale of a ticket via our line to Minneapolis on August 14th.

Mr. M. E. Stansbury, conductor, Oklahoma City, on Sept. 18th influenced three passengers on his train, No. 42, to purchase tickets to Wister via our line after they had intended using another line after reaching Oklahoma City.

Through the efforts of Mr. Bruce Hays, conductor, Oklahoma City, we sold at our Oklahoma City depot ticket office two tickets Oklahoma City to Lincoln, Nebr.

Through the efforts of Mr. F. B. Shepard, conductor, Oklahoma City, on train 736, Sept. 14th we secured two passengers to Florence, Okla., via our line to Pueblo. These people had intended using another line from this point.

Mr. Wm. Talley, porter, Argenta, Ark., has secured the following business during the first ten days of this month:

One passenger from Military Heights, Argenta, Memphis and return Memphis to Hot Springs via our line, after party had instructed baggageman to haul his baggage to another station.

One passenger from Argenta to Stuttgart and return, who had intended going another line.

One passenger from Argenta to Montgomery, Ala., and return, who had intended going another line.

He also discovered a party waiting for a car to load paper to Chicago, and to hold him he had an empty placed that he could begin loading at once, and secured that one and a subsequent one for our line.

Mr. Sam Milner, cashier and ticket clerk at Ola, Ark., has been instrumental in securing considerable business for our line recently. He secured nine tickets to San Francisco via our line, one ticket Ola to Gardiner, Mont., and return, and one ticket Ola to the Exposition and return via Amarillo. Mr. Milner has on numerous occasions notified the passenger department, Little Rock, to furnish to passengers he has secured for our line long tickets and via different routes.



Treating Plant at Geary, Oklahoma. Take Particular Notice of the Grounds, Which Shows the Good Work Done by Mr. Lee Parks, Who Operates the Plant, and Endeavor to Have the Grounds Around Your Station Present This Fine Appearance.

(We are pleased to quote below copy of letter from a large shipper, expressing their appreciation for prompt handling of a shipment of meat by one of our agents.)

Fort Worth, Tex., Aug. 7, 1915.

Mr. P. O'Shea, Agent.

Rock Island Lines,
Okarche, Okla.

Dear Sir—Referring to your wire Aug. 6 advising us of our shipment checked over at your station account consignee not known, and that same is in good shape and on cold storage awaiting our disposition, and that you will forward it on this morning's train, No. 36, to Waukomis, Okla.

The shipper wishes to express appreciation for the valuable assistance you have given in handling the above product, in the manner outlined.

Wish to advise you that if we can be of any assistance to you in the future, please do not hesitate to call on us.

Yours respectfully,
SWIFT & COMPANY.
Per C. B. M.



ARKANSAS DIVISION.

By H. L. Howe.

CHANGES AND APPOINTMENTS.

Mr. L. M. Suggs, agent at Casa, was granted a leave of absence August 31, 1915, and was relieved by Mr. S. M. Potts, formerly on the Colorado Division.

Mr. J. E. Jones was granted leave of absence August 16, 1915, and visited Los Angeles and San Francisco, and was relieved by Mr. A. B. Glover.

Mr. L. E. Greer, agent at Palestine, was granted leave of absence August 24, 1915, and was relieved by Mr. N. J. LeGrande.

Mr. Robt. M. Jackson has accepted service on the Arkansas Division and installed as agent at Sparkman August 25, 1915, relieving Mr. J. H. Hodges.

Mr. C. W. Wilcoxon, formerly Yardmaster at El Reno, transferred at Biddle, Arkansas, as General Yardmaster August 6, 1915.

Mr. Kepler Johnson was appointed Trainmaster, Arkansas Division sub-division 51, 51a, 51b and 51c, office at Little Rock, Arkansas, vice Mr. W. A. Hyde, transferred.

MATRIMONIAL.

Hazelrigg-Greer. Miss Minnie Greer and Mr. J. G. Hazelrigg were married at Little Rock, Ark., Aug. 18, 1915. Miss Greer was formerly night cashier at Griers and Mr. Hazelrigg is a fireman on the Arkansas Division. We hope they will live long and happy. Here's to!

McKeever-Ferguson. Miss Henrietta Ferguson and Mr. Jess McKeever were married Aug. 19, 1915. Mr. McKeever is section foreman at Galloway, Ark.

OBITUARY.

We extend our sympathy to Conductor Joe Williams, who mourns the loss of his wife. Mrs. Williams died Aug. 18, 1915. The burial took place at Gould, Ark.

We sympathize with the family and friends of W. F. Browner, pumper at Hulbert, Ark., who died in St. Vincent's Hospital, Little Rock, September 8, 1915. The body was sent to McKenzie, Tenn., for burial.

Our condolence is extended to the family and friends of Chris. Steffen, bridge and building foreman, who died September 9, 1915. Mr. Steffen was foreman on the Arkansas division for about ten years and had a world of friends.

Heard on the Local.

The pleasant, affable and generous John Worrell of Little Rock baggage department will tell you all about the "Frisco Expo" this fall after his return from the West. Some of us are, of course, too busy milking the cow and gathering fodder to attend this greatest show on earth—also of history, and we will leave it to Brother Worrell to take notes of what they have there and what he did. However, we hope that in taking notes he makes sure to take only those which bear interest, have good security and are negotiable. A thing commendable in Mr. Worrell is the fact that he has filed away a copy of every issue of the Rock Island Magazine since this valued publication was launched several years ago. There are no doubt other employees who have a similar collection, and employees are urged to keep their copies filed in consecutive numbers, for in after years they will furnish a source of many an hour's review and pleasant reading, bringing to mind happy remembrances in one's industrial life.

Many a man longs for something, and after he attains the end sought for, acts selfishly

regarding it toward his fellow. But there are others who when they acquire an instrument of pleasure are inclined to share their enjoyments and appear glad to do so. The latter can be said of Manager Nesper of Little Rock Cafe. Now it costs money to drive a Studebaker, especially of the six-cylinder type, and if this amiable being had collected a "jit" for every time he has tendered a ride in that Studebakeritus he would probably have enough shekels by this time to buy a Ford. But not he. I think by this time every friend of Nesper's has enjoyed several rides over the city hills and country streets, and feels grateful therefor. It certainly runs like a ship on the ocean—only faster. No, the imperial government did not confiscate it—not as yet.

The Great Demon.

By Burke Lesley.

(Dedicated to Mr. L. D. Richards, M. M.)
Screeching, rushing, thund'ring by
At speeded rate, with ponderous weight—
Alive with super-motive,
There runs a demon, leaping high,
With deadly gait and timely fate—
The modern locomotive.

He tears thru forest with a crash,
He startles deer with mortal fear—
This transportation scion.
He fells the oak without abash,
And, coming near, he hawks a jeer
At wildcat, bear or lion.

He levels mountains, fills in vales,
And bridges stream; and under steam
He plows with iron hand
Along the shining, glistening rails—
The goal of great inventors' dream
To glorify the land.

He opens up the wooded wild
And with his arm he plants the farm
Along the right-of-way;
He builds a nation from a child,
And cultivates the market rates.
To make the business pay.

He opens up the gates of Time,
And comes therewith with glorious shout
The pent-up stores of power,
To force invention in its prime
The old to rout and bring about
Man's rightful earthly dower.

So screeching, rushing, thund'ring by,
At speeded rate, with ponderous weight—
Alive with super-motive,
Goes this great demon, leaping high,
With deadly gait and timely fate—
The modern locomotive.

The Ladies' Circle.

By Violette Grey.

October, beautiful October!
A month of glee;
When Nature begins to sober
From summer's spree.
A chill at night that feels just right;
A warmth by days makes work a play—
Will some artist paint a picture sweet
Of "October Morn," for she's hard to beat?

Mrs. Julia Wright, clerk in the local freight office has resigned her position, and, we understand, was married in Oklahoma City recently. Mrs. Howard Sherman is doing nicely in her cosy apartments, and waits lunch and dinner for Howard every day, and Violette ventures to say that if she is as punctual and "there" with

the feeds as she was with her work when she was known in this office as Miss Robertson, she is certainly "some soul."

Come across, Mr. Curry, and tell us who the girl is.

What has become of the classy widow—Mrs. Stotts?

Girls, don't you think George Amborn is cute?

Since ankle watches are all the rage why not balance the effect by wearing a bracelet and vanity bag on the other foot? This will look nice in a combination with a futurist skirt. For cool nights this month one should wear over this a crepe de chine cloak trimmed with squirrel fur.

The Misses Jesse and Helen Devine were visitors in the superintendent's office, Little Rock, recently. Both good looking and nice as can be. Miss Jesse formerly worked in this office as steno on the transportation desk. She is now employed in the Rock Island offices at Memphis. She has many friends in this city and was cordially welcomed.

The Misses Kelly of the superintendent's office entertained a host of friends recently at their beautiful home in Pulaski Heights. Refreshments, music, games, etc., were enjoyed until a late hour. As usual, they proved themselves very efficient entertainers.

Dear Miss Greye: Understand ammonia mixed with bisulphide carbonate will remove freckles. Is this true? Answer.—Don't know, but it will probably clean old clothes.

Dear Miss Vi: My beau, who works in a store uptown, has gotten on his ear and won't hardly notice me. What shall I do?—Miss B. Answer.—What store is it?

For the Second Generation.

Mr. H. R. Wilburn has played daddy again. No race suicide here, Bud. Born September 13, 1915, one standard-weight baby boy. Yes, and its name is Hugh R., Jr. A prophet is not without honor, etc., so will not give daddy too much praise; but here's to its mother and its own wee self.

Hark, Bandy of Burr Oak. Your answer last month whether Wilson Wood-row is O. K. This is a very juicy question, according to William J. B. Wilson is still rowing his own boat on a calm sea, and I enjoy the ride fine. Here's an answer to your "puzzle": It's a "fairy."

Road Foreman's Meeting.

A meeting of enginemen was held at Little Rock, Ark., September 11, 1915, and a goodly attendance was recorded. Mr. William Gerner, road foreman of equipment, presided and great interest was displayed by all present. The question of fuel was earnestly discussed, as was also the important item of lubrication. The matter of inspecting engines was gone into thoroughly. The stock proposition and handling of trains and the matter of soliciting business were given a hearing. Everyone present took a lively interest, and there is no doubt that a great deal of good will result from the meeting.

Little Rock Ballast.

By Stoane Clifton.

A dining car will furnish food for a whole train of thought.

J. Rockmore Brown says the bald spot comes from early "ple-ty"—possibly at Grier's.

A dally recently gave an account of how a carpenter by the name of Cockrell won the fair hand of an "auburned" maid from Rhode Island. That's what I call making "chicken coup."

F. L. McCarthy spent his anti-alcohol holidays experimenting with ways and means of exterminating tixanchiggers.

On the desert where it is wild you find the mesquite, and here in Arkansas where it's domestic we find the mosquito.

A banker by the name of Nott died in New Orleans the other day and his relatives are now trying to "untle" him, but according to the executor of the estate they "will" NOTT.

Most all the grape juice you get here in Little Rock is Bryan-y.

"Can't" never did anything, but it has kept many a thoughtful person out of trouble.

The kaiser apologized for ramming one of the "Nebraskans" with a torpedo. He might not have said anything had it been the other.

Every little bit "costs."

Fireman Seymour certainly has "Whistling Jim" skinned several notes. Seymour is won-

dering why everybody springs Pulaski Heights stun on him.

Investigation develops that Frank Holt never worked in the Ford factory. They couldn't afford to let him "get a Holt."

The high water last summer could possibly be traced to a "free Thaw."

Harry Eaton spent his excuvacation in the city of Incubatesville. From his healthy appearance we surmise that he has Eaton up all the other Harrys on the social stuff.

We are "proud" to note that Mr. G. W. Pride, car service clerk, is back at work.

Hart Reaves was seen taking a Silverlaced Wyandotte and Buff Cochon to Forarest Park. They looked like angels, only their wings appeared to have been clipped so they couldn't "fly" very high.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By Geo. Hiram Young.

The frost is on the pumpkin,

So rocked the Poet's boat,

It's time to go to pawnshops

And get your overcoat from soak.

It's time to can Palm Beachers,

Sport shirts, with cut-off sleeves,

Thin shoes and summer slippers,

Straw hats and B. V. D's.

Say, our Supt.'s Chief Clerk, Mr. Brown, has gotten some free advertisement in one or two of the leading papers of the state for his activeness in promoting his town, Haileyville, into the limelight for its civic attractiveness. Sic 'em, Bob, sic 'em.

Jess Hillis, one of our bridge bosses, was wondering why it was we couldn't lay off on all the rest of the days of the year, and work only on the day named for that business, Labor Day?

We haven't seen a human that has the nerve to dispute Brakeman W. G. Olds when he made the remark that he was some ladies' man! He also insists on being called "Billy" instead of plain Bill or William.

The reason the Czar bumped the Grand Duke off of his job was probably because he figured if it was to be a running match, he could beat him, which is one way that is also a safe one. Frank Conlin of Shawnee Yard remarks that no one has the Duke skinned yet, and they had better let well enough alone.

Slats of Haileyville, would like to know

Just when the weatherman

Is going to jar loose a little snow.

But Slats don't understand,

That we ain't got no overcoat

Nor much o' last summer's kale.

Our bearskin, kid, is still in soak,

And we missed the Kress Coat Sale.

Togo, the Train Auditor on 47 and 48, was looking for someone the other day that wanted to swap a good heavy bed blanket for an electric fan.

Opr. Wycoff of Calvin has a hard time getting the lights arranged so as to shine just right on his diamond (?) ring, but says he don't have any trouble sleeping on account of so much light from the spark.

Fireman Burny Shelton went to a T'do of some kind and of course they just made him sing; among the little ditties he warbled were: "Sweetheart of You I'm Thinking," "Just Because," "My Wife Has Gone to the Country" and "I Was Feeling Blue."

Dr. Blickensidder's office girl says the average mother these days, that used to darn father's socks while her Saturday-baking was going on, is now sitting around cracking Ford jokes, and trying to look sufficiently nervous to the doctor to get him to prescribe a trip to the Beach for her health.

The Agent at Stuart came back from his vacation looking more tired than he did when he went away. He has gone back to work to rest up.

The Section Boss at Wister wants to know who can forget the good old days of coppertoe shoes and red topped boots, also in remembering them he says those were the times when

we would go to within a half mile of the church house barefooted then sit down and put on our brogans as though we'd worn them all the way.

The Call Boy at Shawnee had a headlight failure in his bike the other night and hit a milk bottle some fellow had lost from his wagon. We'll bet he knocked the whey out of it, all right.

Listen, in order to keep history straight, we would like to know who Conductor Blondy Wollard is so interested in out on North Aydlott Street in Shawnee. The street cars don't go fast enough, and he walks right on by all Fords and automobiles in his hurry. Tell us, kiddo, tell us quick.

Have you stopped to think that there isn't anything happening so interesting and helpful as them Book of Rules schools that are being held at Haileyville every Saturday? Get your lesson and go to one, you may have to stand on the floor but it's worth it.

No one can appreciate the new footbridge across the creek at Stuart as much as Freight Conductors, when he has 60 rattlers, and the Board is out. Thanks, Mr. Hillis, awfully.

Ab. Booth, the porter on 43 and 44, rises to remark that the little sandwich girl at Boonville by all means should have taken up art inasmuch as she can paint the picture of cold boiled ham on a piece of bread so natural that you want to apologize for eating it and ruining such a picture.

The Roundhouse Foreman at Ardmore said he was willing to pay for any information leading to the solving of the mystery as to where his summer wages went. Mr. Pony Moore may have some startling news for us next trip.

The whistle to unhitch and rest never blows for a Roadmaster according to Mr. McAdams.

Pin money that used to go for little things such as something to eat and other stuff of small consequence, now goes for motor veils and gasoline, said the head dining room girl at Boonville the other day.

Thos. A. Edison says that he owes everything to his wife, and it is worrying Carl Mike-sell, that she would let him invent a talking machine that could be stopped whenever he wanted it to. Who said "Votes for Women."

The boys from the Supt.'s office that attended the State Fair at Oklahoma City were a little disappointed in not seeing another "Queenie" up there, but all agree that the "poultry" show was fine. M. P. Jolly speaks of it in sounds something like—"Ah, Um, OOOH and O G, some chickens."

THE SONG OF THE SECTION BOSS.

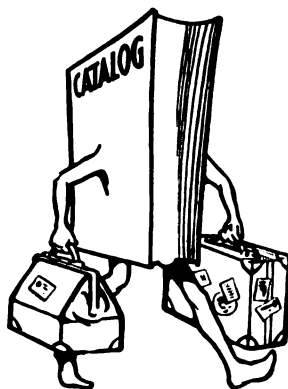
Little hunks of ballast,
Placed beneath the track
Will keep the cars and Mallsies
From getting on their backs.
An easy running handcar,
A cleancut right-of-way,
Good new picks and lining bars
And switches up in shape.
Lots of ties and handy,
And trains can go K-whiz
Things are fine and dandy,
To move the winter biz.

"This is approved by all concerned, we have got the "biz" and are glad to know that we can take care of it, as well as having the support of the boys that are looking out for the low joints and high centers.

When asked if he thought if it would rain the other day, Brakeman Jack Spurlock had to study a while to think whether or not he had brought his raincoat. He finally remembered he had and said that it wouldn't rain.

Practice makes perfect all right, but that was intended for piano players and not those that are prone to practice pulling off boneheaded stunts, according to Brakeman Bob Freeman.

All attempts toward radical reform have fallen flat as compared with the way Condr. Wm. White has reformed that little Duce Stegall, besides going to church regularly, Duce has a "shor nuf" automobile, while Mr. White's fireman, Bob Archie, has a Ford. He, too, is around here when it comes to setting an example for other railroad men. There ain't no use to whip the Old Boy around the stump, we'll have to hand it to that whole crew for the way they are showing that it is a false



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idea that railroad men can't do the right thing. Let's boost 'em, boys, let's boost 'em.

Listen, fellers. Brocky Boggs has an automobile that puts the rest to shame when it comes to efficiency in every way thinkable, more especially when he lets his friend, Mr. Detrick, play engineer. Have you seen them on their evening's drive? Ah! The soft purring of the engine is like the gentle waves of last summer's breeze. Responding to the touch of Mr. Detrick's experienced hand at the running of engines she fairly floats away in a cloud of filmy-dust. No more will you hear Brocky hollering whoa, and git-up to the fastly vanishing horse that he has driven for the past twenty long years. And his friend, Mr. Nick Carter, the second trick Dspr. at Haileyville, expresses a desire to ride around old Shawnee with his chums. Ah, Nick, it is like dispatching trains to get by with something fancy. And these boys are fancy. Nothing less than a "hold" order will keep them from leaving you on the spot, so if you really want to go 'round with them don't put out merely a "wait" order. But you understand.

REFLECTIONS OF A STUDENT BRAKEMAN.

The Engineer said he could tell a Student by the way he acted and talked. Just wait till I git all uv the signals, I'll stand off and tell him some things fer putting me through the Crummy Winder.

I wuz told to go an' pack a hot box, but they didn't tell me whur to pack it to. Besides it wuz too darn heavy to pack even if I could git it off.

We all slep in the Crummy at the other end uv the run, and the Switchmen—well, I am glad I ain't what the front Braky said they were. But I thought maby they wuz tryin' to roll us to sleep.

You know Braky's don't unload pianos like used to make me handle her's.

I'll bet if these people that moves knowed how bad a bunch uv Local Brakys hated to load their stuff, they would drive through in a wagon. It would be cheaper sometimes.

You know it cum the hardest rain the other day, and them Brakys jist didn't pay it no tintion at all. I wuz alus used to getting out ov the wet on the farm but they worked right on in it. I didn't. I got under a cotton platform.

Pa asked me how I wuz gittin' on, an' I told him I didn't think I'd ever be able to cuss like our swing Braky did when I cum purt near getting him left by gittin' in his way.

You know I never saw in the Book of Rules where it said for a Student not to git off when the train wuz goin' over 25 miles an hour, but it shore ought to be in there.

AMARILLO DIVISION.

By Sorghum Bill.

It will be worth your while to look over the tonnage hauled over the Amarillo Division this last month or two. If the entire system could do an increase over any former period in proportion. Let's see. Well, there are lots of ways to put the money to use; the most important one would be to ballast and relay the rails on Amarillo Division and a few things on other divisions that seem to need it about as much as this one.

Mr. Wilhelm, general freight agent at Ft. Worth, and Mr. Pentecost, gen. passenger and ticket agent, also of Ft. Worth, were visitors over this division. Both of these gentlemen are very jolly fellows. But they refused to shave on No. 43. There's a reason. They made a trip with Mr. Van Hecke and Supt. Conway east on "Maud" and seemed to enjoy their trip and conditions otherwise.

Fred Verner, B. and B. Foreman, returned after a trip to Boston, Mass. He said he saw many sights but the Panhandle country looked good to him.

You know Jack Ames, the clerk to Roadmaster and Master Carpenter Goughkey blows a horn in the Amarillo Band and one night last week on a trial trip he blew one part of his lung through the "slats" and ever since he looks like he might have the expanditus only it's too low down. Think it will be necessary to borrow one of the big 50-ton Norton jacks

off the "Demon" to straighten him out and get him a heavy "Merry Widow" bonnet to hold him down to the horn, which I told you before is as big as the owl on J. I. Case's threshing machine works building. He's always connected with something now. I understand the Elks are going to connect him; they "shore" will have a "tooter."

Everybody gets roped in sometime. Here's one way. Place—a circus tent; victim—just a plain "scissor"; game—hurry! hurry! here's where you can see a horse with the tail where his head should be; only a dime. "In he goes" and sees a plug of a bronc with his tail tied to the manger. Well, next stall was a gag. Come and see how to cut with a knife without danger of cutting yourself, 10 cents only. In goes the "guy" and sees an old woman with a cob pipe that had stem two feet long and pushing a knife down a pine stick away from herself each time, saying, "Boys! always push the knife away from yourself and it won't 'git' ye." Easy, ha? All the kids in the burg were next after they let the dime slip and they would not let out the secret, either. Lots of us do such stunts. "Ah, gowan."

You know it's a terrible thing to be out upon the dark and rolling sea, see? Mind your way back. Back! From anybody you owe and your money due. I'll never forget I was out for a trip up home and somehow every old-timer looked funny at me and said "Hello, Bill." That's all right, for I am a real "Bill." But I got next to all this part of the game when I landed. My kid brother came home from work and when he heard of me he shook and said "Hello, Will, where did you get that gravey catcher"? I nearly fell dead. The next bunch of grief was to make good to a fellow because my lads were all lassoing all the dogs in town and nabbed a French poodle that had a pedigree and a long tail. I squared that and the next thing they were over in a lot next door "bustin' a bronc," made out of a pet Jersey cow that had jumped the fence and tramped four or five garden patches down and hung up in a clothesline that turned a shanty of a house around and dumped a piano on an old maid. Business was brisk settling claims for Bill, so to make good use of time I settled down to good hard knocks. My friend, Bob Ankeny hammered away at my head as a professional dentist on the understanding that I was to get my job done on chances anyone that failed to show up on his appointment I slipped in and took his "run." That way I got in over 3,000 miles of run on my teeth inside of 12 days. They came so swift that I didn't know whether I was serving as an apprentice in a boiler shop, sawmill, or telegraph office, so one day he got tired of it and give me 36 hours' lay-off and here's what I done: I caught a passenger and went to the end of the road, Chicago, and took an elevator up I don't know how high, anyway I landed in the office of the editor and made good a promise or two but the main squeeze was out so I took his assistant round and round the Panhandle. Finally some Irishman with a Dutch name came in and we "gassed" some more; when the fellow got fixing the steno's typewriter "begorra I cleared." So we started to hunt Room 902 and down the lane—I mean the hall I found it and in I go and found the fellow I was looking for before I met him and who it was you couldn't guess in a long time. Just Carl Van Hecke, son of Mr. Van Hecke, our Supt. I asked him if he was him and right there. I sat down and business picked up for him anyway with a telephone in each hand and couple of pencils behind his ears. Messages in French, Latin and Chinese all piling in; everybody out; he was keeping house. But we had a smoke just the same and a chat that was worth the whole trip up there. He showed me around and finally Bro. Ames came in and nearly shook the shoulder "ofen" me. Well, it made me feel that they are a good set of "boys" to meet even in the big city on our line and apparently were as glad to see an old rooster bob up to the top roost just for a visit as anything that could happen, and I'm here to tell you it felt good to know that. Well, I started to see how far I could see but some 32-story building shut me out. Several of my old-time friends were out and sorry I could not meet, but they are not going to tear up




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any rails between here and there and you see my show is good that way. Now then back I came on 215 to my friend at Marseilles and in three more days he pronounced me O. K. It took me two days to realize that I was really done with him. But, "boy, o' boy" I got a dandy set of "nippers." So the "home coming" was on in town, but I put for home here and now I don't know what I could enjoy more than my vacation this summer and the Panhandle looked even better than ever, so if you can work up a trip with as many frills to it go to it; I had mine.

Got a letter from friend W. H. Worley of Topeka, formerly wire bender and chief electrician, and a great friend of "Maud's." Don't you know. I dropped him word I was going through that way and he missed me. I gave a kid that was handling express or baggage a word that I was there and disappointed. On my way back I got out of the sleeper on the "shady" side in rather thin clothes to see if he'd made good. But no. Anyway Jack Ames says Worley's got something on the string up there. Maybe he's right. Right wrongs nobody. But Worley ought to show up on such doings.

I met my roadmaster friend, Mr. Coln, on the Illinois Division and we fixed up quite a few bad spots and had the old Illinois Division riding as good as any railroad in America. He's a good one.

My friend, Willard, Master Carpenter on the Illinois Division, making his rounds met up with me both going and coming. He is one of the old class and a busy merchant too.

Some of our boys if they had the Micks pulling from 90 to 125 cars over the trail they'd have some job. I counted several trains of cars and they all hit the hundred so I quit; that got old even the locals with cars ahead of them and behind their train and caboose, a lunger, etc. Boys, you got a picnic with your 1,400, 2,100 and 1,700 class with 25 and 30-car trains. Block system has them protected in a way, but they got to keep on the move. Saw a couple 1,400's on my trip; they made me feel lonesome, but no McLean watermelons did I see on my travels.

Engineer Miller of the switch engine had the arrival of a big baby girl and everything seems to be doing nicely.

Got a letter from Gus Gilnos, our old extra foreman, in which he mentioned he was now married and waiting to get a chance to dodge a submarine and get back. We all feel like lost without Gus and hope he and his make it safely.

C. R. White is making quite a stay with us as dispatcher, relieving first one then the other. He told me confidentially that Tom Gavin turned down the agency at San Jose, N. Mex. Tom probably had the reason. He is taking a vacation so is Jimmy Hammack. Dispatchers belong to the human family and a good rest does them good, too.

Examination on Book of Rules is progressing fine among the "rusties" and its wonderful what the human memory can retain and what it won't unless you revise those rules. All Sec. Foremen ought to get proficient on the entire book of rules.

Al Aldredge, fireman, is taking a lay-off to visit his mother and rest up a bit.

The merry widow bonnets on our engines are doing fine in fire protection line. Not a single fire yet, although considerable rain has kept stuff alive. Sec. Foremen will do well to see that their guards are secure and burn every chance because on account of heavy vegetation it will make big fires and first frost will set the fires going when the grass deadens.

The way the reports are coming in the boys are putting in lots of ties and teams busy here and there. Looks like we will be able to meet up with any kind of winter.

Panhandle pile driver with T. H. Bilbrey as foreman paid this division a visit with "Limber Hannah" and drove bridge 6445 west of Erick, Okla., and several piles on west division. Bilbrey is the man that can get all there is due from that machine and he is a pleasant fellow along with it. Mr. Trueman of the Panhandle has one valuable asset in that outfit including "Shorty" the "Hammerheat." Of course you must understand that most of us

all slept in the same bunks together many times on the "Banks of the Wabash."

We are sorry to learn of the death of so good a man as Mr. Scott Tinsman. Most of us old-timers have cause to regret it. He was well liked and a very able railroad man and came to many a man's rescue in the nick of time. In train movements and blockade busting he had no equal, and so we have parted from one more good man. "May peace be with him."



BLUE ISLAND SHOP NEWS.

By Ed. Schneider.

Pete Weissner, Car Foreman at Burr Oak, spent his vacation in Baltimore, visiting relatives. We all missed you, Pete.

Carl Johnson has succeeded John Kellgren, as Foreman on the West Yard Rip Tracks, the latter having been transferred to Michigan City, where he is assisting John Nordquist.

Clarence Phillips, former Assistant General Foreman at this point, was a shop visitor on August 21st. At the present time he is connected with the Government in appraising the Rock Island Equipment, as he travels all over the system, he has met quite a few of the former employees at this point, which we all know. He met J. M. Hawkins in Haleyville. Hawkins is Assistant Foreman at that point. He is also president of the Business Men's Association at Haleyville. George Dorr, former special apprentice, is also working in connection with appraising of Rock Island Equipment.

Charles Ellis has succeeded Bill Haskell as Car Inspector, the latter having been promoted.

Leo Pabst, our Janitor, wants me to state that he is still working at 124th Street, using his own words, he said, "for vy don't you put my name in the magazine any more, the people will think I don't work for the Rock Island any more," so we have complied with his wish.

Our Fire Chief, Herman Schwachow, wants me to announce that he has as a member of his fire brigade, a carpenter, John Dahlstrom, who is willing to wager he can wrestle any one on the Rock Island System and throw them in twenty minutes. He also says that John can lift more men at one time than any other man on the Rock Island. Anyone wanting to take either one of these bets, can do so by getting in touch with Herman Schwachow at this point.

Understand Roy Rohde, our File Clerk, is some "fisherman." He spent almost one day fishing and caught two big perch "three inches long." That's as hard as looking for files, Roy.

Say, Bandy, did you see what Ray Wolf at 47th Street, said about us in last month's magazine? He said we two were going to start a war of our own if one or the other didn't give up. Us Germans must together stick. Iss Das Nicht Var Landesman?

Up to date, our baseball team has scored 75 runs, to our opponents' twenty. That looks like we were entitled to the game we won, don't it. A ratio of about five to one.

ONLY A FREIGHT CAR.

Only a Rock Island freight car set on a side.
Only a freight car, yet somebody's pride.
Only a freight car standing alone.
Only a freight car away from its home.
The drawbar is broken, the bumper is bust,
The brake beam is covered all over with rust,
The roof it is leaky, no good for all that,
The truss rods are bent, the wheels getting flat,
Why is it all over the country you roam,
O! freight car why don't you come home?
The paint is all gone, the sides they are seared,
Black spaces there are where initials disappeared.

The doors on each side are things of the past,
I wonder, I wonder, how long will it last?
Why is it all over the country you roam,
O! freight car why don't you come home?
Come home, O! freight car to 124th Street Shop,
And we certainly will try to put a stop,
To your reputed wandering disposition.
And also your bad ordered condition.
Will give you a new number and name,
Apply a new Bettendorf steel underframe,
And a new Murphy X. L. A. roof applied,
Will make you so swelled with pride,
That you never again will want to roam,
So freight car, O! freight car, come home.

BASEBALL NEWS.

124th Street All-Stars, defeated Silvis Shop Team 2 to 1 on Sunday, Sept. 5th; the game was called at the end of five innings, on account of rain. The feature was the pitching of Satori of the All-Stars. He got ten strike-outs in the five innings played.

SCORE BY INNINGS.

		R.	H.	E.
All-Stars	0	2	0
Silvis	0	0	0
Batteries—S. Satori and L. Satori; Pavel and Mattinby.		0	2	0

SCHNEIDER CLAIMS CHAMPIONSHIP.

Well, boys, the baseball season is over and as far as I can see the Rock Island had its share of adherents to the National game. Our 124th Street club had a banner season, they having met and defeated no less than ten different teams representing the Rock Island. Taking everything into consideration, I think that we at 124th Street are justified in claiming the championship of the First District of the Rock Island System. We having met and defeated every point having an employees' baseball team, with the exception of Herington, Kansas, and Cedar Rapids, Iowa. Both of the above named points have baseball teams but for some reason or other refused to book a game with us, so by virtue of the fact that we have defeated all other contenders, we claim the championship for the 124th Street All-Stars. Also wish to state, that we all unite in thanking the managers of the teams representing Peoria, Rock Island, Silvis, Davenport and all other points for the courteous treatment we received at their hands while visiting at their respective cities. Not forgetting the boys here at 124th Street, we wish to thank them for their earnest efforts in making (as "King Kinny" would have said) our team such a conspicuous success.

DID YOU KNOW THAT—

Otto Summerfeld now has charge of the foreign repair work at this shop, having taken the position vacated by Arthur Mogle, the latter having been promoted to assistant car foreman at Silvis?

John Ordway, carpenter, has the heartfelt sympathy of everyone at 124th Street in his recent bereavement, the loss of his son, who died on September 2nd?

Emil Schultz, lumber checker, at this shop, has resigned to accept a better position with the Ford Motor Co.? We wish Emil the best of luck in all of his future undertakings.

Any Rock Island team thinking they can beat our baseball team, still has the privilege of trying, Herrington, Kansas, and Cedar Rapids, Ia., preferred?

Walter Lovell has accepted the position vacated by the resignation of Emil Schultz, as lumber checker.

August Wilson, tinner, embarked on the good ship "Matrimony" on Saturday, Sept. 18th. Everyone at 124th Street unites in wishing him and his bride the best of luck and may their married life be a happy one.

Say, Bandy, as you have been editor at Burr Oak Tfr. in this magazine for five or six months and your writeups are good we would suggest that you apply for a position as editor of the St. John's Almanac, as this is the yearly issue it would make a good burying ground for some of your old jokes. Watch him, Stanley.

The following conversation was overheard in this office one day last month:

First clerk—That Frank Suchar is a hard guy, ain't he?

Second clerk—Hard guy? I should say he is.

First clerk—Did you hear what he did to those four last Sunday?

Second clerk—No; what did he do?

First clerk—What didn't he do?

Second clerk—Did Frank show any scars of the fight?

First clerk—No, he outclassed the whole gang.

Second clerk—Gee, but he is a tough guy; I am almost afraid to work with him.

John Henricks, carpenter, has been transferred to Pullman, where he is assisting in the inspecting of the new Rock Island equipment.

The original "Mutt and Jeff" combination, namely our two friends, John Kellgren and John Norquist, were seen coming in from Michigan City two weeks ago. They don't seem to think



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much of Michigan City, it's too slow for Kellgren because he is used to the stir and excitement of a big city like Blue Island.

WE WENT TO ROCK ISLAND.

124th Street baseball team and a bunch of their loyal rooters (yes, including Al. Ryde), journeyed down to Rock Island on Sunday, September 26th, with the intentions of unmercifully defeating both the Silvis and the Rock Island baseball teams. As luck would have it, fate intervened and it rained continually from the time we arrived in Rock Island until we left, thereby saving both of the Tri-City teams the worst beating they ever would have received; although we didn't get to feel the pleasure of two more victories, we all had a great time even if our distinguished friends, Otto P. Geiger and Leo M. Pabst, did desert us at the last moment.

TRAIN LINES.

Well, Shogy, we will have to give you credit; you kept your promises all right.

Bill Stewart sure did the boys a great favor when he passed out those sandwiches at 3 a. m. Thanks, Bill.

Scrib Satori was one of the newcomers in our midst this trip.

MYSTERIES OF THE TRIP.

Who tried to kiss the Pullman porter?

What happened to engine 953?

Who assisted the young lady into the smoker?

Who wore that sailor's hat?

Who stole the porter's pillow?

During the course of our journey, Rev. Ryde and Wild Man Shogy rendered a Swedish love song, to the vast approval of all present.

Blossom Flowers reports that he saw only three girls this trip. That's five more than last time, Joe.

Yes, Leonard Nylander must be in love. He read a love story all the way down and all the way back. Too bad and he is so young, too.

Enough! enough! cried Albert Ryde,

It is enough, our Albert cried,

If all night on this train we must ride,

Why, let us all with pleasure abide.

Porcupine Becca and Grandpa Marx were also with us this trip.

Strange what a fascination that ferry boat has for some of our men. As soon as they got through eating breakfast, they adjourned right to the ferry boat.

All that way, and then no game, My, but it certainly was a shame, But even at that we have got some name, For the "All-Stars" are listed in the Hall of Fame.

They beat all teams, just as they come, With umpiring good and umpiring bum, And whoever beats them will have to go, At an awful pace, before it starts to snow.

"Hippo" Burk entertained us on the going trip, but coming back he was as quiet as a mouse. I guess he got homesick.

Mat Shroeder proved to be some singer and a fine fellow was the opinion of everyone present.

BURR OAK TRANSFERS.

By Bandy.

Now that we all have had our vacations we are ready for another grind. We're not looking for next year, but a good busy year so we can be entitled to a vacation.

The grain business has picked up, but we could stand more. The other tonnage is good.

Billing clerks at many stations are in error in billing on Washington Heights for Pan Handle and on Oakdale for C. & E. I. Ry. Please bill on Burr Oak all through carloads for eastern connections, except perishable loads via I. H. Belt, the latter being billed on Blue Island on I. H. Belt via Burr Oak. All grain for Chicago firms should be billed on Burr Oak, as such billing goes into our accounts. Instead of billing on Chicago other carloads for Chicago consignees on connecting lines will bill on Burr Oak except loads for delivery to Stock Yards territory, loads care C. & A. and C., B. & Q. deliveries.

The answer to our puzzle was sent in by Fred

Carlson, he naming Dave Fredrickson, trucker. Fred is going to Panama via the Atchison, Tapioca and San Taffee.

Ray Wolf, Forty-seventh street line: Thanks for the interest shown. Ed and I are still good friends and hope to be. Thanks again.

Burr Oak Transfer employees regret most sincerely the recent death of former General Manager W. S. Tinsman, who was always held in high esteem by the rank and file, who appreciated him as a very dear friend.

From Our Help.

I am well, thank you, Bandy. (Slim Dreischlerf.)

You are not very nice, Bandy. (Miss DeChene.) I wish a house would fall on you. (Miss Anderson.) I don't.

I wish it were true, Bandy. You're O. K. (H. Watts.)

Thank you very much for your interest. (O. Thomas.)

Late Song Hits.

If it's a long way to Tipperary would you sing "When You're a Long, Long Way from Home"? No, but if my wife's gone to the country I would wonder who's kissing her now.

ifs.

If C. C. Mapes weighs 179 pounds is Jim Fuller?

If the grain is heavy and short of help is John Lagging?

If Fritz Witt's shirt is black is Mark Brown?

Holiday Stop-overs.

John Lagging spent Labor Day at Alma, Kan. Jack reports a fine time.

Osborn Thomas visited his folks at Fenville, Mich.

Mabel and Myrtle Fay, the two "M's," spent Labor day at Niagara Falls. For the first time being away from home they did fairly well.

Some of our articles last month caused quite a commotion—among some, at least. Great guns! What next? Guess Bandy will need a guard. Oh, well, see right off the reel.

Mine eyes are always on the switchboard.

You say you work to pay your board.

Remember, Little Rock, where that postal came from.

Try to write another to this certain one.

Leave your eyes off the board just a while.

Even you, when you see this, will smile.

Pointed Paragraphs.

Those who desire information or supply same regarding matrimony or doctoring broken hearts should be guided by the following:

If singleness is bliss it is folly to marry.

A blacksmith may shoe a mule but it takes a woman to shoo a rooster. (How about it, Bandy?)

When a man is counting the probable cost of matrimony he should not forget to add the alimony. (Just a hint for you, Leo, my friend.)

Any girl can earn a good salary by marrying a poor man. True, she may not get it, but she'll earn it all right. (Now, Mabel, will you be good?)

Falling in love at first sight may be all right —if you are insured against getting your second sight. (How true is this, Louise?)

"Nick" Crossland and Rudy Storz are quite enthusiastic over the game of golf. Seems neither had the necessary tools to start, so to be sure to get in the game get the following: One engine driver, journal brassie, car door cleat, potato mashie, Helen's middle iron-ed to putter home, and the Niblick on the jigger. Yes, they're there all right. FORE.

Gustave Klein was rather surprised when the boys painted his straw hat. Presume Gussie got heck when he got home from wifey. How about it, Gus?

You all know about that Culvert near Harvey. Boys, it's some place. Now don't get excited, Louise-ska.

Effective September 1, Blue Island uses Chicago lake water. Wonder how many noticed when they turned on the water on that September morn. Bet Culvert Harvey did.

Geo. Caswell has been rather busy of late (when not finishing pictures) showing his best girl around. How did your mother like Chicago, George?

Yes, Ed. Harrington done finished painting

his house. We had our fun with Ed at that.

Ed. Kordewick, our curly-haired biller, was rather stunned when he recently got a telegram from Ellis Island which read: "Will be home Monday A. M." Signed "Mother-in-law." Did you get nervous, Eddy? Never mind, they ain't so bad after all, as you know now.

Nick Crossland says, "Don't take Slim along as valet, but for his wallet."

Ed. Schneider, 124th St.: We're glad you got a ball team that can beat all comers. We have no ball team but have a few checker sports, tennis and card sharks. Want a game, old boy? Watch 'em, Geiger.

Never anything about Bandy they ask. Well when we change hands I'll no doubt get my share. (And it's coming, some think.)

Seems to me you should take a care
And not flip a train and cause a scare.
First think of your breaking a certain rule,
Ever stop to think perhaps what a fool
To even flip a ride for just a few feet
Your taking a chance that can't be beat.

Friend, don't take a chance any way,
In your case who's going to say
Reports were out and you never read
So think again before you leap
To save perhaps a pair of precious feet.

Ernest Anderson says if I have to go to war
I'll join the Switzerland navy. Easy, 'Arry.

VISITORS.

R. G. Smock, Commercial Agent, Des Moines, was a recent visitor. Understand very much taken in with our office.

I. G. Daly, Chief Clerk to General Agent, Chicago, paid us a visit. Ike's usual smile and handshake was not missing. Come again, we like our old friends.

RIGHT OFF THE REEL.

The race is not always to the swift.

The fastest colors are those that won't run.
How about it, Grace?

Medicine should be taken at regular intervals, but hints may be taken at any time. Let's do that.

The people who make it a rule to say exactly what they think usually have freckles on most of their thoughts. Moxey, September 1, for instance.

One great source of trouble is that most people talk faster than they think. How true, Bandy knows.

Our in-freight office, which has been in dry dock for repairs, has been released for another cruise. After being painted and furniture, etc., rearranged she looks good. Now for the barnacles carnival, and the queen.

Question: Henry Rack wishes to know the difference between a matrimonial fruit basket and a go-cart. Tell it to him, Lawrence.

Will Rhode desires to know the difference between pajamas and Aunt Jemimas (pancake flour).

Messrs. Thomas, Brown and Watts spent a day fishing at Lake Calumet. Friend Watts used an empty bottle in place of a cork and he sure did get a fine mess of fish. The question is, what was in the bottle to attract the fish?

FOR CLAIM INVESTIGATORS.

If it takes two girls thirty minutes to file three pros, how long will it take a claim investigator to find a pro that was filed by one girl if she fails to remember where she filed same? Easy, ask for better reference or correct stamp date.

47TH STREET LINE.

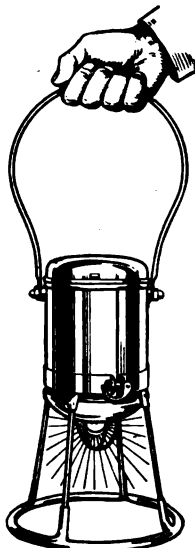
Ray C. Wolf, Editor-in-Chief.

E. B. Smith, Fred Fasold, Cub Reporters.
THE "GAL FROM ARKANSAW" AGAIN.

Dedicated to Miss Violet Greye, the Shining Light of the Arkansas Division.
In Arkansaw someone is peeved.
In Arkansaw someone is grieved;
It's all about a little verse
(Which in print doesn't look so worse).

FEDERAL ELECTRIC LANTERNS

Are Authorized for Use on the Rock Island Lines



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

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

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

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

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

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Dealers and Agents Wanted Everywhere

**IF YOU DON'T
Wear a
SINGER
UNIFORM
you ought to**

**DON'T MISS
OUR MAN
—he is looking for you.**

**WRITE US if you
DON'T SEE HIM
on your Division.
"SINGER UNIFORMS" are
STANDARD in
everything and cost
no MORE.**



A. L. SINGER & CO.

172 West Adams Street

CHICAGO, U. S. A.

Of different people we had our view;
Of different people you had yours, too.
We may be wrong, we may be right;
But for our convictions we must fight.

In Illinois no one is sad;
In Illinois no one is mad.
You bawled us out; we think you mean
To expose us in the magazine.

We give you credit; we take the slap—
You were right there with a comeback.
Our hats are off, you showed us how,
The "Gal from Arkansas" is now.

"CHICAGO SLIM."

Do you always take home the Rock Island Magazine each month, so that your mother, sister, wife or sweetheart can see it? This includes Messrs. Shupert and Godfrey. If not, why not? That's why we print it, and we want you to boost it. It's for the benefit of the employees and their friends. Our motto: Live the magazine at any cost.

WHY NOT HESITATE.

It's very evident that Howard Logman of Blue Island is tangoing too much of late. We notice that he has what looks like a tango walk. You know, one of those fellows that roll from one part of the sidewalk to the other. Just like a ship at sea.

PICKLED HAIR, SO TO SPEAK.

Ray, when you see Jim Harrigan ask him to show you his hand-made hair watch chain. Or maybe you won't have to ask him. Heinze 57 varieties has nothing on it to hear him talk.

BEN.

CHICKEN FANCIERS.

Joe Godfrey and Don Hauck have been very busy of late consulting all their friends in the shop. They heard from some source that they were to be made a subject of in this month's magazine. Of course we understand all about their trip to the Indiana state line and their disappointment at not finding their favorite chicken, the Black Minorcha; also their little trip to the Iowa club, where there were some on exhibition. They being such great friends of ours and asking us with tear-dimmed eyes and bowed-down head not to write about them, we feel that it would be doing them an injustice if we said anything about them at this time, and, wishing to hold their esteemed friendship, we will have to decline from using the brothers as a subject.

S. F. S.

FROM THE EDITOR'S PIGEONHOLE.

Reprinted from the July issue at the request of Mr. Fred Fasold and for the education of Messrs. E. B. Smith and Joe Godfrey: "Some of the parties we write up in our column are inclined to take offense about certain articles printed. The editor wishes to announce that all articles printed are for the enjoyment of our readers, and no harm is intended. We like to please everybody and in doing so have to displease somebody sometimes, but we do not want anybody to take these articles seriously."

The Gazok Local No. 13 reports the desertion of its fourth member in Bro. Geo. Young, whose resignation was read at the last meeting. We wish him all the luck possible on his long, dark, dreary journey.

COMMITTEE.

IDLE CHATTER.

Dedicated to Fred Fasold.
We are bothered at the shop each day
With an endless amount of chatter
By a lad who is lean and lanky
And always wants to banter.

This party is talking all the day
About what he does not know;
To hear him as he throws the bull
You'd think he was an orator
This friend of ours, so lean and tall,
Last evening with the girls went rambling;
We know not whether he was led,
On that we are still gambling.

To hear him talk at the back-shop,
A Beau Brummel you'd think was he;
In other words, "a regular scout,"
That could stay out all night on a spree.

The mystery about our friend,
Who is so tall and gay,
Is, why wasn't he at work yesterday,
Instead of home in the hay?

Kentucky Slim.

SOBS AND TEARS.

One of the greatest surprises and disappointments of recent occurrences here was the news of the sudden departure of our esteemed shopmate, Adam Kleiber, who has been in our midst for the past twelve months, and is now leaving for his old home in Horton, Kans. While amongst us he has made a host of friends and we feel that in order to keep us ever in his memory, no doubt we will always keep him in ours, we must give him a token of some kind as a keepsake. So on the day of his departure the boys gathered around his machine, where his smiling face was ever familiar. Here and there among the smiling faces one could see a tear-dimmed eye, which perhaps belonged to a friend who was better acquainted with Adam than others. Then amid thunderous cheers which shook the building to its foundation, Bro. Kephart ascended the platform and after a few brief remarks presented Adam with a beautiful diamond ring. Amid the thunder of applause which followed the boys virtually lifted Adam upon the platform and cries of "Speech!" "Speech!" seemed to frighten him. Try as he might, words failed. Gratitude seemed to choke him. Following we print the pleasant little speech which our reporter secured exclusively for our paper:

"Please accept this little acknowledgment as my appreciation for the beautiful token which you have given me. I am sure that the shining lights from its crystal cut will ever bring out the many shining hours which I spent with you as my co-workers. To the older men your help has been much to me. To my superior's your advice has been my one big help. To the younger co-workers your friendship has been just what a strange young fellow in a big city could want. Knowing that I shall never forget the boys at the 47th street shop, I give them all my blessing."

OUR FIRE CHIEF.

Edward Serviss, fire chief at Forty-seventh Street Shops, is buying a complete new outfit in the line of clothing in which to attend the fire chiefs' convention to be held very soon in Chicago. A few rules for you to follow, Ed: Stay away from Murphy's, have plenty of junk in your pockets, as those fire chiefs are great spenders; show them your generalship and they might make you battalion chief.

APPOINTMENTS.

Miss Marie Murphy has been promoted to file clerk, effective Aug. 7, vice Miss E. Greenhouse, resigned.

Miss Helen Murphy has accepted the position of switchboard operator at 47th street, effective Aug. 7, vice Miss Marie Murphy.

The government valuation committee has been at the shop checking up the tools and machinery with our former co-worker, Mr. Hawkins, as the Rock Island representative. We are all glad to see Mr. Hawkins advance and wish him lots of success.

FOLLOWERS OF PLATO.

Quite a platonic friendship has sprung up between Miss Marie Donovan, the prettiest girl in Blue Island, and Marshall Muir, the Beau Brummel of Hamilton Park. We like to see young people get together in this manner and hope that this friendship will be true and lasting.

A committee is a thing which takes a week to do what one good man can do in an hour.

Bert Larson, 47th street shop draftsman, has been transferred to Silvis at his own request so that he can be near his mother. We are all sorry to see Bert go and he has our best wishes for continued success.

Melvin McCreary has been promoted from Silvis to 47th street as shop draftsman, effective Sept. 15, vice Bert Larson.

If pleasures are greatest in anticipation, just remember that this is also true of trouble.

Light occupations — kidding the telephone operator.

POPULAR OPINION.

If W. H. Gruhlkey, alias Sorghum Bill, was a regular fellow he would of taken a run out to 47th street when he hit Chicago in August.

We would like to ask Bill where he got that name of Sorghum, we would.

WATCH YOUR STEP.

Miss Helen Murphy, our newly appointed switchboard operator, had a very serious accident in the south yard recently while going home to lunch. She tripped over an axle and damaged her face to quite an extent. You want to be careful of your little self, Helen.

BOLD FACED TYPE.
To print a kiss upon her lips
He thought the time was ripe,
But when he went to press, she said,
"I do not like your type."

Miss Violette Greye, Arkansas Division.

Dear Madam: Your criticism in last month's issue of my little ditty, "Gal from Arkansaw," has been read and accepted. Thank you. As the editor of the Rock Island Muddle says, "I have been criticised. I know that my colyum must be good when they take the pains to think up thoughts and put them in words. Criticism is the basis of all advertising." Again I thank you. Your Arkansaw woman may be all that you say she is and therefore I do not in the least doubt your veracity when telling me of the fact. Certain of the boys in the shop have taken it upon themselves to answer your letter with another poem if you will take the trouble to glance through this brilliant colyum of wit known as the 47th St. Line. Maybe we can expect still more criticism from the Greye Violette of Arkansaw in the next edition. It is certainly always welcome at this point and some time we may have the opportunity of comparing you, as an Arkansaw product, with one of our own beautiful Illinois girls, and may that time be in the near future.

Respectfully yours,
RAY C. WOLF.

DAY DREAMS.

Not until about six months after his marriage does a man begin to realize that courtship may be a preface to hardship.

When a young man is sure he can't live without a certain girl he ought to marry her and discover his mistake.

No man is afflicted with the love germ if he doesn't act foolishly.

It sometimes happens that a marriage license furnishes a man with an excuse for trying to drown his troubles.

It is easier for a married man to say that he is free from worry than it is for him to convince other married men of the fact.

To die for a woman is an act of bravery. But the man who leads her to the marriage altar and agrees to earn a living for her is a real hero. Give him credit, for he needs it. Ask Jeff.

Things usually look blue to a man after he has painted the town red.

"HAMILTON PARK KRISPETTES."

SOME FAILURES.

A dozen failures sat and talked before the county jail;

Their early hopes this life had mocked—why do so many fail?

Well, two of them had never their promises to keep;

So by Prosperity they're spurned, as being false and cheap.

And two of them are men afraid they'd earn more than they drew.

So now they're loafing in the shade, with naught on earth to do.

And two of them had swollen heads—

They knew more than the boss;

So now they're lacking board and beds,

Each one a total loss.

The editors conceived the idea of conducting Those two would talk an endless streak,

And whoop about their rights;

They've now been hungry for a week,

And have no roost at night.

The two who're shedding tear for tear,

Are plunged in frightful woe,

Because one time they didn't hear,

The evening whistle blow.

The last two of this seedy flock,

Thought independence fine;

50¢

SHIRLEY on the buckles makes you sure of getting the kind you're always worn.

The red-striped SHIRLEY ticket guarantees you satisfaction or money back.

Shirley

President Suspenders

The original free-shoulder suspenders, for seventeen years the choice of three million well-dressed, comfortable men, are imitated—but in looks only. The counterfeiters only prove once more the merit of the original SHIRLEY President. No one imitates an inferior article. Whether you're already a SHIRLEY President man or only hope to be, remember that the word SHIRLEY identifies the suspender you can trust. Look for it on the buckles—It's on the red-striped money-back ticket, too—You'll be sure of shoulder comfort, style and service if you just Remember SHIRLEY.

PRESIDENT SUSPENDER CO., Shirley, Mass.

Look for  on the Buckle

MEET ME AT THE
TULLER

For Value, Service,
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NEW

HOTEL TULLER

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

ABSOLUTELY FIREPROOF

200 Rooms, Private Bath, Single	\$1.50	Double	\$2.50 Up
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**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

Two Floors—Agents'
Sample Rooms

New Unique Cafes and
Cabaret Exellente

When they were due at 8 o'clock,
They'd not show up till 9.
They all look cheap, and in their pants,
They have no sign of kale;
They're saying that they have no chance.
WHY DO SO MANY FAIL?

—WALT MASON.

The wedding bells have been ringing so often in our midst lately, it does not surprise us to hear of most anything. However, the big noise is around that one of our fair belles, from that growing village Blue Island, and we have it straight, that Miss Marie Mortell is to join her happy lot with our Patsy McCullough and embark on the good ship Matrimony for a long cruise. Here is wishing you a lot, Marie; we all extend to you and Patsy our best of everything in cheer and happiness while traveling on the sea of blessedness and felicity.

Guess they tried to put one over, but thank our wide-awake reportorial staff, the news had reached the censor and as the editor has a well organized body of spies the information leaked out that our entertaining Miss C. McGuire of the mail room had sailed on that ever-inviting greyhound, "Matrimony," and joined the firm of Sylvester & Co. for life. Here we are with the congratulations—a little late, probably, but better late than never. Later we got on the inside and the result was that Mr. and Mrs. B. H. Sylvester had entertained her girl friends of the mail room and desire to thank them for the beautiful wedding gift which was presented to them on September 16th at their home.

Mrs. Wm. Fraser, the former Miss Adelaide Parker of the A. P. T. office, was the recipient of many beautiful gifts on the evening of September 25th, when she was very pleasantly surprised by about thirty of her friends at the home of Miss Van Pelt, the event being a miscellaneous shower in honor of her recent marriage. The evening was very merry and gay. Some indulged in the pastime of cards, after which a dainty luncheon was served. The guests departed in the wee small hours of the morn' and all wished the bride and groom the usual salutations that are fitting for the occasion. Guess!

We must herein compliment the ever-awake Miss Irma McCue for the able assistance she has rendered to parties known to the editorial body only, and we may by chance reveal this hidden niche of information if advisory committee permit.

Eda Boise and big brother are spending vacation among the wolverines about Bay City, Mich., and all report a good time and plenty of merriment.

"Kaiser" Fred Fischer is carrying a chip on his shoulder. Wonder if the allies are charging the trenches in the Fort Mail room.

We are all glad to see the pleasant smile of Miss Mabel Nelson, who returned after an absence of about three months touring "America first."

ATHLETICS.

As we have more or less a large majority of red-blooded sporting element among the boys, the editors conceived the idea of conducting a sport page, and we shall leave it to the readers themselves for discussion. We are just after taking up large insurance and you are welcome to do your derndest.

Our own pride, statistical department of A. F. T. crack, when it comes to showing them how to measure the tape in the long-distance test we take our hats off to none. Here is introducing Happy Ed. L. Dreyer, the veteran long distance or marathon runner who competed in the South Shore Country Club run a few days ago and unfortunately mistook the point of finish and came in behind French a bare two seconds, as the time clock recorded. The finish was exciting, as we received the report from the scene of action that in the spurt our king pin (after noticing his mistake he unintentionally) made, a net gain of 40 yards. It was accomplished over a distance of 75 yards that French had gained in the meantime and during this period the running was what one could call pretty hot. Under the circumstances and allowing for usual conditions, we believe Happy Ed. would have grabbed another belt. But getting back to the point of concessions, we do hereby extend due credit to the victor for the able manner he achieved his honors, as

to the winner belong the spoils, and Ed. says we can expect reversal of form on the next meet. The reports had it that Ed was in fit condition for the hospital, but you can depend on it that he would have been there for another ten-mile jaunt, as he calls it, immediately thereafter. So come on, you challenge!

You can talk of your talent, but they have nothing on Hamilton Park when it comes to sports. Down in the A. P. T. we can introduce Battling Revor of Blue Island, a recent graduate of Billy O'Connell's fistic emporium, and is now a full-fledged member of the brigade of masters of the art of self-defense. We understand his limit in weight is 136 lbs. and open to all at that figure, and guarantees to make them step some from the tap of the gong to the end. The Federal A. C. are looking after his interests and no doubt the boys will be there to see the Battler crawl through the ropes at some future date.

We can name a number of stars, but as space is limited we shall only touch on the very best material with clear performances in recent events, and will dwell on their achievements as on record to date. Mr. R. L. Becktel, the short-distance greyhound covering everything under two miles, has the honors of the month, after taking three silver cups and winning thirteen or one-third of the total points allowed to the I. A. C. at the recent "Chi" meet, grabbing the mile in 4:31, the quarter in :53 and finishing second in the half-mile with record of 2:02. At the South Shore Country Club meet he secured several place marks and finished second to Jole Ray in the mile with mark of 4:21, or two minutes after the speedy Jole, and, Oh, how this boy Jole does burn up the track! Ralph also holds a defeat above the fast Ivan Meyers, Western Intercollegiate Conference.

We are also glad to make known the fact that within the coming season we will produce elegant specimens of athletic marvels produced from out of that famous training station in the vicinity of 46th and Grand boulevard. Get busy, fellows, and probably our sporting editor can procure a date for the boys to view an athletic carnival and stag.

It has been our desire to announce the existence of a chartered order and incorporated under the laws of the Animal Kingdom; an organization whose past achievements in the way of receiving due recognition from such famous men as Flea Joe Stansfield, sergeant-at-hands; Flea Ben Hellman, president pro-tem (the pro-tem is for disobeying the laws at the last convention in Fleaville, and is considered as penalty for jumping on the brother fleas for hopping exercise to see if their traveling gate can be increased). It's nothing unusual, they say, to see Joe Stansfield leap the bar at Gaynor's 63d street emporium, and this of course leads the other fleas to follow suit in their insatiable desire to swim. Sorry the breweries forbid the papses, otherwise it would be tough fishing.

We have the news late, but it reached us on the fly, and the dope is good. Our former stenographer in the interline department a few years back, Miss Maude Briggs, is now a bride and the lucky one is none other than our old standby of the car accountant's office, Mr. George Betts. The couple now reside in Omaha, Neb.

The papers are filled with stories of bowling for good winter sport and the first match is due at Metcalf's alleys, 79th and Halsted streets, for a date early in October between the Rangers, representing Morrissey and Balun, and the Mokena's, represented by Foss and Foster. Get in line, boys, and form your teams and make it a hot contest all winter until the snow melts next spring. There is plenty of room always for one more.

We hope to revive the strong interest as displayed last year in our dancing parties as the cool weather approaches, and it is up to ones with the pep, as before, for starting the ball rolling. Everybody in line and push.

Get ready for the big blow-off when the Cubs and Sox meet on the field of battle. It looks pretty interesting this year, and the odds will no doubt favor the White Hose on past performance. All we hope for is good weather, Mr. Weatherman, and you'll get yours.

Sorry to say we haven't the goods on Bertie this issue, but we'll get you yet.

Harry Koch has returned from his vacation spent all over, he tells us. Where may that be, Harry?

Kind of shy on the news from the fair ones in and around the promiscuous corner adjacent to Big Bill Van Sandt's private office. Wonder why so quiet? The editors are very anxious to know your stories for placing on the bulletin. So all you have to do is to pass the good word along to the editors and you are safe, for there is nary a one to penetrate the close and tight veil of secrecy that enshrouds the establishment of the "Krispettes."

By the untiring and energetic efforts of Mr. Ross of the pension bureau, we hope to realize the establishing of a permanent organization to be known as the Rock Island Choral Society, with the able assistance of Mr. John Simpson and John Ciskovsky, who have assumed the burdens of navigation with regard to piloting the good work over rocky straits, and we believe that if the interest which was displayed at our first meeting on the evening of September 28th, in room 1023 La Salle Street Station, will continue it will be a decided success. You all know it takes material to operate a society of this kind, and as we have elegant timber in the field, there is nothing further to do but line up, boys, with your good voices and make the organization prosper. We have arranged for an executive and musical committee to report on next meeting night, Tuesday, October 6th, the result of their endeavors. Those who have not as yet affiliated had better respond at an early date, as summary action has already taken place.

We have received the following from Miss Grace Bradley Perkins, who desires to announce the marriage of her sister, Edith, to Mr. Gawin Samuel Ross, on Saturday, the eighteenth of September, one thousand nineteen hundred and fifteen, Chicago. The boys extend their best wishes to you and your blushing bride, Gawin.

We are informed that Jim Abel intends to pay his fifth consecutive flying trip to Sioux Falls, S. D. What's the attraction, Jim?

The two Jacks, Honan and Whalen, were seen in the vicinity of 46th court and Washington boulevard. South Side belles seem to appeal to the boys, although we have their word for it that the fair sex are not a part of their life. We have our suspicions.

Margie, now that Miss Helen has returned, we again observe the reappearing smile. We are addressing you, Miss Hamilton.

The auditor passenger traffic "champion" baseball team defeated the auditor freight traffic "all-star" squad to the tune of 9 to 0 in a one-sided slug-fest at Hamilton Park, Saturday, September 25, 1915.

The game consisted of many features, principal of which were the star fielding of Hawley in rightfield, the mighty hurling of Ehrhart, who allowed but two puny hits, and the superb umpling of Mathews, who, however, was forced to retire in the third inning on account of defective eyesight, Ross handling the indicator therefrom to a successful conclusion of the slaughter.

The "all-star" team is composed of many noted performers. However, they were very much outclassed, both in hitting and fielding, as well as base-running, their most valiant efforts to stop the battling "champs" proving fruitless of results.

Friends and followers of the "freighters" were surprised to see that through the entire performance only two of their "much-touted" men were lucky enough to reach second base and not any able to get beyond that station. However, this fact is easily accounted for by taking into consideration the stonewall defensive work of the "champs" infield and the expert handling of any stray chances in the outfield.

The passenger traffic men are deserving of their title of "champions," inasmuch as they have defeated practically every team they have played, composed of clerks of the general offices in Chicago.

SCORE.

	R.	H.	E.
Champions	9	17	3
All Stars	0	2	1



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Name

Address

HERINGTON FLASHLIGHTS.

By Georgia M. Cullins.

We should all try not to remember the worries and trials of yesterday. Begin a bright new day with the rising of the sun and let no shadow of yesterday tarnish its beauty or dull its happiness.

"Then let us smile when skies are gray,

And laugh at stormy weather,

And sing life's lonesome times away;

So worry and the dreariest day will find and end together."

Too much excitement all at once, no wonder news is scarce—a carnival, minstrel show and a circus all at the same time will never do.

Operator C. H. Allen and wife are spending their vacation at Griffith, Ind.

Wire Chief W. P. Hedrix spent a few days' vacation in Kansas City, Chicago and Michigan.

E. J. Campbell of El Reno is acting late night wire chief account of illness of Wire Chief Ingram.

F. V. Anderson is a new operator in the relay office.

J. A. Herberts is relieving Operator Hawkins on first trick at the yard account of illness.

Dispatcher Martin Tait is laying off on short vacation.

Miss Grace McSween, night cashier at Griens, is off on vacation and is being relieved by Miss Amella Krom of Durham.

LOST, STRAYED OR STOLEN.

One file on building Noah's Ark. Finder please return to file room, first door south of the ticket office.

Also one fireman, brown hair and eyes, generally wears a straw hat and blue serge suit, unable to locate. Finder please wire Kimberle immediately.

Roy Slater, son of Engineer Slater of Kansas City, has accepted a position in the roundhouse.

Frank Gudge, machinist apprentice, has returned to work after a visit in Chicago.

General Foreman F. L. Coles and family are visiting in Dallas, Texas.

Mrs. L. L. Lyne and son James have returned from a visit in Canada.

Miss Lizzie Swartz, of Grier's, is visiting in Lincoln, Nebr.

Dispatcher Martin Tait is laying off on short vacation; Dispatcher Obbits is working first trick.

A. E. Ralston, relieving Operator Shaw on second trick at the yard, Shaw on vacation.

Miss Dora Belle Smith has returned from a visit with friends in Kansas City.

Mr. and Mrs. T. B. Willard have returned from their vacation spent in Colorado.

Two extra gangs and four bridge gangs were taken from this division to the St. Louis division account of bad washout.

H. U. Mudge and party run special from El Paso to Chicago August 29.

MARRIAGE BRIEFS.

Miss Marian Flynn of Council Grove and Glen Young of this city were married at Emporia August 28. Miss Flynn was formerly a teacher in the schools here and needs no introduction to the people of Herington. Glen is also well and favorably known, having been employed in the offices here for the past three years.

Miss Gladys Solomon, daughter of Engineer and Mrs. Wm. Solomon, and Robert S. Hunt were married at Marion August 31. Mr. Hunt has been employed here for some time as a brakeman. The young couple were accompanied to Marion by the bride's mother.

Miss Eunice Mulkey, daughter of Mr. and Mrs. W. D. Mulkey, and Mr. Dustin Baker were married at the Christian church August 30.

"When a bit of sunshine hits ye,
After passing of a cloud;
When a bit of laughter gits ye
And your spine is feelin' proud
Don't ferget to up and fling it
At a soul that's feelin' blue,
For the mint that ye sing it
It's a boomerang to you."

DEATHS.

J. A. FRITZLER IS DEAD—WAS CHIEF CLERK TO THE ROCK ISLAND.

J. A. Fritzler, familiarly known among his associates as "Fritz," passed away Monday morning, Sept. 6, following an illness of six months. Brights disease was the cause of death.

Mr. Fritzler was born in April, 1863, in Springfield, Keokuk county, Iowa. He grew up in that county and then west to Monmouth, Illinois. About twenty-five years ago he came to Kansas and resided at Parkerville, Council Grove, Richland and other towns prior to coming to Herington ten years ago. For three years he was the Missouri Pacific agent here and then went to Rock Island freight office as cashier. Later he became chief clerk to Agent O. E. Bonecutter, holding the position at his death.

Mr. Fritzler leaves a wife and three sons, Gene, Morrell and Glenn; also two sisters, Mrs. Clara Hagan of Omaha and Mrs. May Cooke of Martinsburg, Iowa. He was a member of the Masons and the Woodmen.

The funeral was held Sept. 8 from the house, the Masons having charge. Rev. Ryerson, pastor of the M. E. church, preached an appropriate sermon and music was furnished by a quartette—Miss Beam, Mrs. Knuth, C. N. Tufts and Zelon Hough. The pall bearers were: O. E. Bonecutter, George Houston, B. L. Thompson, Sam Forrer, W. H. Liggett, and D. W. Nail.

J. A. Fritzler was one of those men whom it is a pleasure to meet and to know. He had a keen, active mind and he read and thought. He was an interesting talker and had a fund of stories at his command which always drew a smile or a hearty laugh. He did not grow morbid with advancing years, but retained the bright buoyant spirit of youth. He saw the humorous and happy side of things at a glance. To every one who knew him, he brought a message of good cheer.

There was a certain frankness and candor about his life and speech which increased one's estimation of him. He knew men and human nature. He knew that none was perfect and he loved to poke fun at self-styled saints and to ridicule pretense, hypocrisy and sham.

And J. A. Fritzler was a man of nerve and courage. In the last six months, his condition has been alarming, but he never lost heart, never gave up the fight until a day or two before death. He uttered scarcely no complaint during the long months when his body was racked with pain and misery.

Mr. Fritzler knew his obligations and his duty as a friend, as a neighbor and as a citizen and he discharged them well. With all who knew him, his memory will remain as a precious possession.—Herington Times.



MEMPHIS TERMINALS.

Timothy "Evergreen" Babb is still wearing white shoes, and while this torrid temperature would seem to justify it, the season proper is over. Somebody tell him.

The cotton for the coming season is just beginning to move—hot weather and heavy dews bring it along.

Memphis Local Freight Station enjoyed an increase in revenue of about \$60,000.00 over August, 1914. Chorus.

Mr. H. LeBoquet has been transferred from the passing record desk to trace clerk.

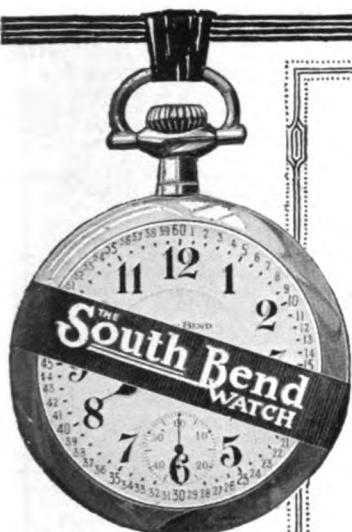
Mr. W. M. Ward has accepted a position on the bill desk; he was formerly with the Frisco. The new messenger boy is Herbert Moore; he is one "more" messenger, too.

Hugh Mask and Joe Verasso in the warehouse are waiting for Xmas. They are tired of the little toy pistol and want old Santa Claus to bring them something new.

We want to thank "Miss Herington" for her compliment in the September magazine; in our opinion her items are quite the most diversified and classy of all.

Miss Ada Humphreys, our little blonde steno, has returned from her vacation spent in Minneapolis and Chicago. She reports a grand time.

"Sweet Papa" Nelson has a serious look on



Look for the Watch
with the Purple Ribbon

MOVEMENTS ONLY

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

Fitted to your own case
if desired



Your very job depends upon your watch—

Where safety is measured by seconds, you've got to have a watch always on the dot—always "O.K." at every inspection. And that's the South Bend Studebaker Railroad Watch. Tried in the service and found reliable. And with this South Bend railway model you get a binding guarantee insuring your watch for five years against any time changes your Road may make—or any Road you go to. We make your watch conform to any new requirements, without charge or we give you an absolutely new watch that will. Our own system of inspection gives

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Nearly All with Bath.

Modern completely throughout, exquisitely furnished. It is just the hotel for you, your family, and where ladies can enjoy entire freedom from all objectionable features, and has beautiful roof garden. For years this hotel has been the headquarters for nearly all the foreign diplomats and government officials.

The Restaurant of exceptional quality at moderate rates.

Rooms for one person, \$2.00 per day and up.

Rooms for two persons, \$3.00 per day and up.

Rooms with bath, one person, \$2.50 per day and up.

Rooms with bath, two persons, \$4.00 per day and up.

E. L. WESTON, Manager

BOOKLET AND FULL INFORMATION ON REQUEST.

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

his face here of late. Must be thinking about marrying soon; eh, Sweet Papa?

Car Foreman Pete Conroy was in the office one day; called to see if a box of candy would now be acceptable to the Car Record Clerk; Pete is wearing white sox and straw hat—getting young again; go to it, Pete. You have a good chance.

Tommy Gillooley and Henry Chavers are having the time of their young lives—with their wives on vacation. The mosquitoes are after Mr. Gillooley, and Hy T. C. turned floriculturalist.

Outbound Rate Clerk J. W. Harper is back from his trip to Mississippi. The pictures he brought back showed fine scenery down there.

Chief Bill Clerk Fowler will start soon breaking his son in on the bill desk; A. C., Jr., is now one year old.

George Lowry (alias "Mink"), trucker in the warehouse, has lost a very fine chicken entrusted to his care, as if by magic; has anyone seen the Chanticleer?

Not mentioning any names, but a certain clerk in the office has been going out on Ashland Court pretty regularly. He says she is the best looking girl in this world—bar none; how about it, Joe?

Most any evening Car Clerk Matthews can be seen on the wharf looking wistfully at the "Majestic" excursion boat; the boat is now tied up from excursion service, and Matthews says "there is none so good."

L. C. Mitchell is wearing a long face these days. Lose your money or your girl, Mitch?

Chief Clerk J. W. Terry will soon move into his new bungalow on Harbert Avenue.

Did Sam Kirk find his "bike"? Someone rode it off the other day and Sam offered a "five spot" for same.

Matthews and Harper had better come out of their "Fords"; ring the bell, somebody.

John Hight is a nervous "wreck"—he better go see Dr. Pettey.

Terminal Agent M. O. Gay from Little Rock came to Memphis on Sept. 16 to meet his wife returning from the north.

Tim Babb said he went to a "dawnse" the other night, and "dawned, and dawned and dawned." Oh, dea-hr! (that's what Joe said).

(What Tim said): Joe Cottingham has been calling on the same girl for three weeks continuously—breaking the record: Something in the name "Mary," possibly—the third girl by that name Joe has had.

Joe Verasso wearing white sox again.

KANSAS CITY TERMINALS.

Business is good at Kansas City and we expect September to beat all records—and the year of 1915 to again place us at the top of the list of stations—as the station doing the largest freight business on the System. Let everyone put his shoulder to the wheel.

J. R. Blair, at one time superintendent here, died at his farm in Jackson County last month.

Mr. H. R. Saunders went to Chicago to attend the funeral of Mr. Tinsman. Mr. Tinsman had a great many friends in Kansas City.

J. W. Ogles, warehouse foreman, went to Washington and Oregon on a week's vacation. He reports fishing good. We won't mention the size of the fish he caught, but he got some big ones.

Some of the baseball fans in Local Office are figuring on going East to witness the world's series soon.

J. H. Dimmett was in Kansas City recently checking up the weights on grain and forms CT 159. Since Mr. Dimmett has been handling this proposition there has been a striking decrease in claims for grain shortages.

O'Maxey and W. H. Nicholas paid us a visit last month; they were checking up the cost of handling freight under the improved verichk system recently installed by Mr. Herbig. Under this new plan the freight is checked into the cars; it is working very satisfactorily.

Amel Reuvers, accountant in cashier's office was married last month.

A meeting of the employees of the Kansas City Terminals Division was held last month at the Master Mechanic's office in Armourdale. Mr. Saunders acted as chairman and made the opening address, setting forth the objects of

the meeting and Messrs. Sweeney, Huey, Saunders and others made interesting talks. It is expected these meetings will prove beneficial to the employees as well as the company by getting the men of the different departments together, getting them acquainted with each other so that they will work more harmoniously together and help each other to overcome some of the difficulties they now experience. This first meeting was a preliminary one and another meeting has been scheduled for the last part of September where talks and papers on various subjects will be made.



MISSOURI DIVISION.

George B. Brown, Secy. to Supt. D. Coughlin, spent Saturday and Sunday, Sept. 11 and 12, in Chicago.

Engineer Ray Callan and wife spent ten days the latter part of August at Cliff Jct., Montana.

Mrs. R. E. Carscadin and two daughters visited in Kansas City September 11 and 12.

Conductor P. K. Hogan and wife were Kansas City visitors recently.

J. S. Baker, formerly Accountant in the Trenton Supt.'s office, now employed by a Chicago firm, was a caller at the Trenton offices September 11.

Mrs. Anna Alt, agent at Denton, Kas., returned to work Sept. 14 after a seven weeks' vacation, spent in the west.

R. E. Orcutt, who was agent at Amity, Mo., for a number of years, transferred to Winston, Mo., as agent Sept. 2.

M. J. Fox, agent at Udell, has taken a telegraph trick at Princeton.

T. J. Easter, agent at Ainsworth, is on a six weeks' vacation. The station is being handled by R. O. Lynn.

H. G. Jones, agent at Jamesport, with his family, is taking a trip to Montana. C. D. Owens is handling the station during his absence.

We understand that the baby of Harrison McKae, clerk in the Master Mechanic's office at Trenton, captured first prize at the Baby Show at the Grundy County Fair, held at Trenton Sept. 1 to 5.

F. E. Watson, Division Engineer, visited in Ardmore, Okla., the first week in September.

Wallace Behnke, for several years timekeeper in the Master Mechanic's office at Trenton, has taken a similar position in the M. M.'s office at Valley Jct.

A. Hafford, wire chief in the Trenton relay office, returned Sept. 7 from a trip through the East.

P. P. Ballard, clerk at Trenton freight station, left Sept. 8 for a trip to Wyoming.

Miss Mabel Torpey of the Trenton Supt.'s office, spent a few days the latter part of August in Chicago.

Mr. Harry L. Carter, chief clerk to the Master Mechanic at Trenton left August 26 to take position of C. C. to Master Mechanic at Valley Jct.

Andy Logan, Accountant in the Supt.'s office, Trenton, spent Aug. 21 and 22 with his brother, Grover Logan, at Chicago.

Ed. Waddell, engine inspector at Trenton roundhouse, is driving a fine new car these days.

W. A. Hargis, agent at Troy, Kas., returned to work Aug. 23 after a three weeks' leave of absence. His station was handled in his absence by W. H. Gragg, operator.

George Stabilein, dispatcher, was off on his annual vacation August 15-30. George spent most of the time in his garden gathering roasting ears, except for flying trips to Kansas City and Chicago.

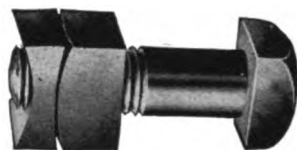
Wilbur Reddig, car distributor, was appointed acting assistant chief dispatcher August 16, relieving R. S. McCollom, who resumed position of trick dispatcher.

Lewia Beekler, formerly clerk in the Supt.'s office, is handling the Car Distributor's work.

Verne Gilluly, Engineer, with his wife and daughter, left August 16 for a visit with relatives at Chicago. From there they went by boat to Menominee, Mich., for a several weeks' outing.

WRITE IT RIGHT!

"BOSS" LOCK NUTS



When you specify don't say "Lock Nuts"—but "Write it Right"—put it down this way:—



"BOSS" LOCK NUTS



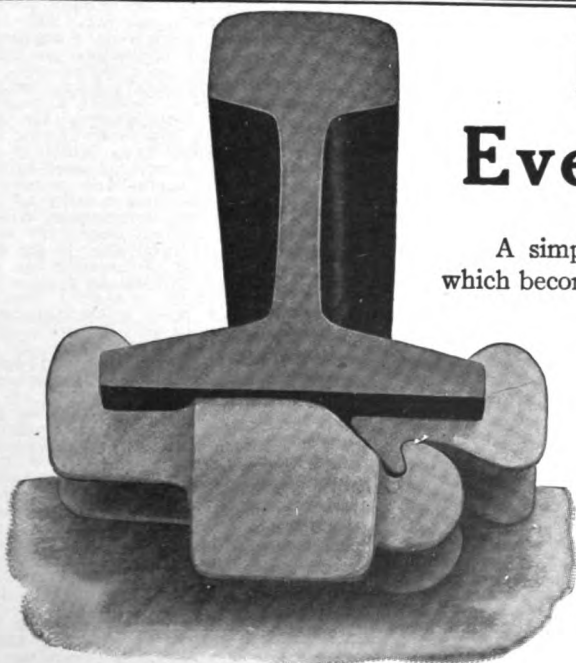
Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "BOSS" Lock Nuts annually?

BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO

In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.



P. & M. Rail Anti-Creepers

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

MOLINE NEWS.

By Joe Gstettenbauer.

Car Clerk Frank spent his vacation at Des Moines, Ia., where the water wagon is busy. John Harris, of Sherrard fame, spent a recent week in the aforesaid ambush.

Carl Larson, he of the sleep fame, was as far as eight miles from home during his vacation.

Martin Quilty, ex-cabinet maker, and O. K. Lewis are going into the second-hand furniture business.

The Lundahl skyscraper is about completed and now Fat can't see the sunset.

Ed. Donaldson, local inspector, has invested in a new dictionary with which he hopes to answer Mr. Taylor's feats of vocabulary.

On the incomplete description question our friend Blunk uses eight good hours daily.

The local clerks' ball team defeated the Morton Squares of Peoria 3 to 2 in 13 innings. This club was disguised as the freight clerks' club.

Where was "Snakes," Chesty Smith, the twirler, and others who shone at Peoria? Donnelly, you did pretty well at that.

Charlie Chaplin "Reen" will wear suit of armor hereafter as all the twirlers seem to think he is a circus target.

Cully Nelson of the high collar fame, failed to accompany the team to Peoria as per agreement. A new trainer has been named in the person of "Andy."

Brenner and Meehan staged a crabfest at the Door Works game, and wound up by going fifty-fifty on a peanut.

Dutchy Meenan's "Irish demons" start on a world's tour next Tuesday, stopping at Milwaukee, Sheboygan and Andalusia.

Recent rains have caused Wallace Arthur to feel shaky about the peanut crop.

Aug. Samuelson has invented a device to load potholes without using a truck.

With all the wet weather Arky Cummings' ink well went dry.

The "greasy spoon" restaurant has installed an automatic stoker, and Dutch Stromer is again absorbing his meals there.

James First has issued a purple book entitled: "Sauerkraut Growing in London."

With all the foreign notes to receive and answer our diplomats at Washington must be good musicians by this time.

John Harris has inserted an ad in the Matherville Bugle as follows: "Wanted, a cushion."

With the help of a pulmotor our clock has been revived and again dopes out the time.

Having failed to pay his dime on the soap fund Wallace Arthur has been barred from the noon rumps game.

Agent Hall is at Frisco looking at the big apples in the glass jars, etc.

Harris, of leaky shoe fame, claims it is "soft" getting a bundle of cigars from the boarding house keepers.

That old stuff is going the rounds but we don't fall for it any more.

Jess Willard and the 101 Ranch stopped here recently and all the by-hickorys lined up to see his nibs.

With the ball season over the 124th St. gang are now invited to line up their football team; we are ready at 165 lbs. per.

NEBRASKA DIVISION.

By M. B. K.

M. S. Tackwell was a Fairbury visitor the latter part of August.

B. R. Borland and wife left for a trip to Colorado the first of September.

Machinist C. V. Hope and wife visited in Denver the last of August.

G. L. Phillips, pumper at Phillipsburg, visited Fairbury the latter part of August.

Mrs. Ethel Heidelk, stenographer in the Superintendent's office, is now enjoying a well earned vacation.

Superintendent Sheahan has the sympathy of all in the loss of his wife.

Yardmaster S. A. Smart has been off duty for about a month and is very seriously ill at his home in Fairbury. Mr. Smart is an old-timer and is very much missed. The last report was that he was a little better and we hope the re-

ports will continue to be good in regard to his condition.

Section Foreman W. S. Newton and his son-in-law, Engineer C. E. Raney, are two of the happiest men on this division and they have good reason to be. Mr. Raney is the proud father of a baby boy who arrived Sept. 16, and "Grandpa" Newton says he is the only boy.

J. D. Neville returned from Morrilton, S. D., last week.

Engineer C. H. Laird is again on his run after a vacation spent in Iowa.

Grant Brown, Car Foreman, was visiting relatives in Lincoln last week and reports a pleasant time.

Former Chief Clerk to Superintendent, F. L. Waterman, was in Fairbury a few days the middle of September and received a warm welcome from his many friends.

Tinner Richard Trebbe has taken a ninety day leave of absence and with his wife, is planning on enjoying the climate of California.

Switchman H. A. Austin has returned to work after a pleasant vacation spent in Ohio.

We are glad to see Conductor J. G. Linn again on his run after his recent illness.

Dispatcher W. G. Graham is now enjoying his vacation.

Brakeman L. C. Lea was called to Fairbury Sept. 12 on account of the serious illness of his mother, who died a day or two later. Mr. Lea has our deepest sympathy in his bereavement.

Agent F. M. Yocum and family spent their vacation in Chicago, Des Moines and Colorado Springs.

Conductor F. A. Henshaw and wife are now visiting their daughter in Boston.

Since the last issue of the Magazine, A. C. Whittett, O. B. Renshaw, F. Justice and L. H. Hinitt have entered the ranks of conductors.

THE MONTHLY MUDDLE.

Published at 20th street, Rock Island, Ill.

Motto: "Without fear or favor, with foolishness for flavor." Ed. Meehan, Muddler-in-Chief, Cully and Mac, Assistant Muddlers.

Vol. 1.

SEPTEMBER, 1915.

No. 6.

MUDDLETORIAL.

We shall not be presumptuous enough to dignify what we are about to say with the title of "Editorial." Nevertheless, we are departing a trifle from what has heretofore been our mud-dletorial policy. We crave your indulgence.

No doubt some of our readers have noticed Mr. King, cartoons which have been appearing regularly in the Chicago Tribune since Mr. McCutcheon went to France, and those of you who have followed them closely have probably observed the discussion they have aroused among some of the Tribune readers, one minister's criticism having been considered worthy of editorial comment by the Tribune editorial writer. Mr. King has made a radical departure from the popular conception of Uncle Sam in his cartoons, depicting him as an enormously fat and rather helpless old gentleman with a false sense of security in his imagined strength. Politics appears in the guise of 'Aunt Polly,' his wife, the navy as a fat, waddling duck, and the army a tiny, noisy dog. 'Aunt Polly' continually objects to Uncle Sam's timidly expressed desire to take more exercise and get himself down to fighting weight. Not a pretty picture of our country, is it? But we believe it is a true one. You have all heard, and can read every day in the daily papers, physical culture magazines, etc., of the great benefits to be derived from keeping the physical man in the best of shape, and you will meet few people who will deny that a fair working knowledge of the "manly art of self-defense" is a valuable possession for any man, young or old, rich or poor. Then why should this not apply to a nation itself as well as the individual? There has been so much and such able comment upon the question of preparedness, that it would be idle for us to say more, but we desire to express our keen appreciation of the art of Mr. King and to thank him for portraying us truthfully, even though it jars the complacency of some of us and shatters a cherished ideal. As for his critics, we can think of nothing better to say to them than that adage: "The truth always hurts."

PERFECT PROTECTION PROVIDED

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

THIRTY YEARS IN BUSINESS

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Accident Insurance Co.
of Detroit, Mich.**

H. C. Conley, Supt. R. R. Dept.



Awarded Medal of Honor
and Gold Medal

At Panama-Pacific
Exposition

Warm and Happy

The NEW PERFECTION Heater is an agreeable source of comfort to grown people—but it is a positive necessity when there are children in the house. You can't let the baby shiver and take cold.

With the NEW PERFECTION to take off the chill mornings and evenings, and to dry out dampness, you can delay starting winter fires until real cold weather begins.

With everyone warm and happy, free from colds developed from lowered vitality, there is no need of a furnace.

The NEW PERFECTION is the greatest comfort you can install in your home, an aid to good health, a means to economy, the cleanest heat you can use.

Easy to care for; ready by striking a match; burns 10 hours on one gallon of oil; can't smoke. No trouble to re-wick because wick and carrier are combined—the fresh wick all ready to put in, clean, smooth and ready to light. *For best results use Perfection Oil.*

At the Panama-Pacific Exposition the many points of superiority of the NEW PERFECTION line won a medal of honor, while a Gold Medal was awarded the NEW PERFECTION Heater—a sweeping victory.

Your dealer has the NEW PERFECTION Oil Heater on exhibition. *Look for the triangle for warmth, comfort and good cheer.* He will be glad to show you the different models. (414)

STANDARD OIL COMPANY
(Indiana)
CHICAGO, U. S. A.

All our boys report having a good time in the Windy City, but say, the next time we make that trip, our ball bats will be kept under lock and key. It seems the extreme essence of irony to us for a home team—not mentioning names—to grab a visitors' homerun bat and murder the ball with it. Please take notice, Swanson, Maack and Satori—what are we offered for the little black bat?

By the way, did any one hear how the second game came out? No! Of course not! Got beat, shame to mention it. Too bad Mr. Swanson wasn't in that second game. He surely mistreated that pill. What's your batting average, Highpockets?

Mr. Ed. Schneider deserves much credit and thanks from the Rock Island bunch for escorting us to Hamilton Park. We certainly are green around that 'ere town, Ed. And we also enjoyed your company. Would have been pleased to meet the other boys after the game but our time being limited could not do so.

"Grab that bat and don't let that lucky stiff take it away."

Joe Hardy, the popular little trucker and all-around live wire, has resigned from active service on the platform and no doubt will turn his toes toward other fields—minus hay, plus coal. Joe will surely be missed by the "Give-Me-Have-You-Got-Let-Me-Take" Club at 20th street.

Miss Nettle Dempsey, abstract clerk, is away on a month's vacation visiting in Alabama, Georgia and Tennessee. We don't like the idea of going so far away, Nettle. Why not visit in Milan, Reynolds, Rock Falls, etc.?

Mr. Mickey McGulre of Peoria freight office passed through Rock Island, September 15, en route to the Panama exposition. Every year Mickey pays us a visit and we certainly enjoy his sociability. That Peoria bunch are some fine sports. (Even if they did pan our "peeled diamond proclivities" last month. We're magnanimous, we are.)

Mr. Plummer, city ticket agent, intends to spend his vacation at the Moline-Davenport post-season series. If Billy Neal pitches for Moline, Mr. Plummer will wager a good smoke on the Swedes. What a you say, Mister Plomer? You tank yo ban game feller, hey?

Our esteemed agent, Mr. Russell, has shaken the dust of Iowa from his feet, having moved his family from Davenport to their new home in Rock Island, recently. To those who are not acquainted with Mr. Russell, we will say that the near approach of the year 1916 has nothing to do with his leaving Iowa. He is a total abstainer.

The employees at 20th street offer their sincere sympathy to Miss Frances Hughes, telephone girl at 31st street, for her recent bereavement through the death of her father.

Joseph ("Kaiser") Sues occupies his time of late in addressing letters to policy holders. Joseph is now the secretary and treasurer of the Maccabees. Suppose he will own a F—d in another year.

Cully Nelson took a few days lay-off and journeyed to the Aledo Fair, also to Detroit, Mich. Beatsell how these gosh-durned married men can leave their wives behind. "Oh, it won't cost me much, my cousin lives there and he's got a good job and makes lots of dough." Some guys have more luck or—than others.

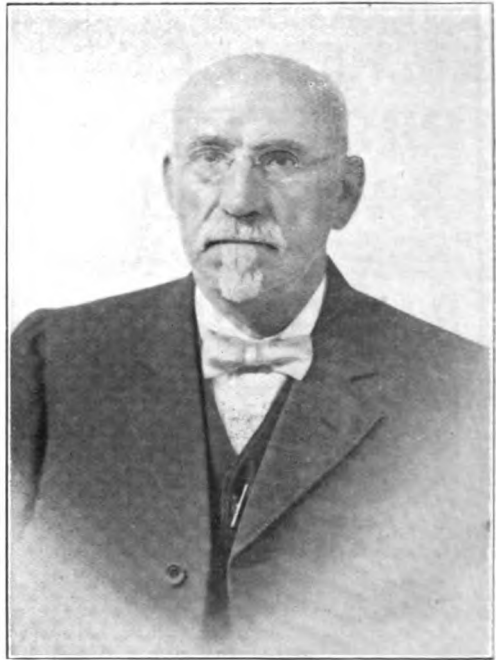
Upon returning from dinner September 15 we found a little note on our desk reading "Ho'wdy," and signed "W. H. S." Howdy, yourself, Mr. Stillwell. Sorry to have missed you. Call again.

Mr. C. H. Hubbell, superintendent of telegraph, accompanied by Messrs. Brennan and Roblin, called here September 10, leaving on 212 for a trip over the Peoria branch.

Mayor McConochie of this city, together with the four commissioners, left for Minneapolis September 10. This may be outside news, but we desire to congratulate ourselves upon securing the business both going and returning.

B. J. Hammill is now permanently installed as second trick operator, Silvis yard, his old stamping ground. We are glad to see him located again in our midst.

P. J. Stack, claim agent, appeared before our eyes for the first time in several weeks the other day. Phillip's sunny disposition seems not to have changed.



John C. Russ.

The above photograph is a faithful likeness of John C. Russ, baggage agent at 20th street, Rock Island, who, effective October 1, will be retired on a pension. Mr. Russ has an enviable record in the service of the Rock Island and the many friends he has made through his courtesy, obliging ways and undeviating attention to his duties at all times, will regret more than they can say to see him retired from the position he has so long and faithfully filled.

John Russ entered the service of the Rock Island first in 1889, as assistant baggage agent at the Union depot, 31st street, a few years later being promoted to the position of baggage agent, which position he retained for eighteen years. He then served two years as train baggageman, running between Rock Island and Omaha, after which he secured the less exacting position of baggage agent at 20th street, Rock Island (this being in 1908) where he has since remained.

This place won't seem the same again

When you are gone;

I don't think they can fill your place—

When we don't see your smiling face,

We'll miss you, John.

And we'll not miss you less, old friend,

As time rolls on;

Your kindly ways and courtesy

Will never leave our memory.

We'll miss you, John.

The President of the United States can do no more than his duty; seldom, at least, and, at times, is unable to fully perform that. John Russ, since we have known him, has many times done more than his duty. Here's to John Russ, boys. May he spend many more happy and useful years on this old earth.

“ANSWERS TO JOLIET MOVIE FANS.”

Elmo—Glad you like Rockdale. Quite a fine place. Hope to hear from you again.

Dug—Yes, Howard is now with the Famous Players Co. Much obliged, come again.

Mamie—Francis X and Joe McGary both deny they are married. Let us hope they are, for I had many inquiries about them. Your'e welcome.

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JOHN H. HARDEN, President

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M. F. BIRK, Manager

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Vio—Sorry you were misinformed. It was Joe, not Larry, who played opposite Margaret in the "get out act."

Marie—I quite agree with you. Dudley is just fine. We all like him.

Edith—Yes. Harpers at the Adam Arcade will send you the pictures of Charley Chaplin or James Fenton on receipt of 25 cents and a stamped envelope.

Dolly—I had to hear from you again. I hope Templeton's machine will accommodate your party including Stansbury.

BY VICTOR ZOLA.

SILVIS NEWS.

Boiler Maker Wm. Dewitt and wife have returned after a week's visit at Kewanee, their home town.

Boiler Maker Helper E. S. Maddox has returned from Hannibal, Mo., where he joined the benedicts. Mr. and Mrs. Maddox will make their home in Moline, where they will have the best wishes of all the shop employees.

Carpenter Shop Clerk A. Blackert and Machinist Geo. Gulnther have returned from a two weeks' vacation at Salt Lake City and Denver.

The Store Department is also represented in the matrimonial circles. Verner L. Lauger, clerk, was married to Miss Alice Fahlstrom of Carbon Cliff, Ill.

Mr. E. N. MacLeod, chief clerk to Supt. S. W. Mullinax, has resigned to accept a position as cashier of a brokerage firm in New York City and Mr. Clifton Fulton of Valley Junction, has been appointed Mr. MacLeod's successor and we wish Mr. Fulton the best of success at his new post. All who have come to know him have found him to be a fine fellow and assure him their loyal support.

Machinist Wm. McClure of the Tool Room and Miss Clara Rabe were quietly married in Silvis September 16 and stole out of town on the boys. He didn't forget to leave the cigars but the Tool Room boys say they will get you yet, Mac. Congratulations, Mac.

Louis Kennedy is spending part of his vacation down at San Juan, New Mexico, where he has some land.

Drill Pressman Phil DePorter and Machinist Helper Ray Anthony have both joined the benedicts but Mr. DePorter beat Anthony to it by two days. Congratulations, boys.

Our new Asst. Supt., W. B. Wood, has returned from a fine vacation trip at Niagara Falls and Buffalo, N. Y.

Machinist Reuben Johnson has gone to Rochester, Minn., to have a serious operation performed by the Mayo Bros., and we all hope Reuben the best results for a speedy recovery.

Our Special Apprentice, H. Marquette, slipped it over on the boys by passing around the ten centers September 13. A baby girl born at his home September 12. Congratulations, Marquette.

Roundhouse Foreman G. W. Cuyler and family are spending their vacation at Cleveland, Ohio.

Mr. Sam Baker of the Blacksmith Shop, was married Sept. 3 to Miss Victoria Soucherich of St. Louis.

There's an adage of old, so we are all told

Of the men who work earnest and hard,
And oft it is quoted, and often is noted

That "merit will get its reward."
Some two years ago, the date I don't know,

Paul Linthicum from Horton came here.
He was sent by the powers of this road of ours
And started right in without fear.

For his foremen he sent, to his office we went,
And his system to us he made clear.
We found with delight, he was starting all
Right.

And from him we had nothing to fear.

The months passed away, and then t'other day
Came the news of his promotion again.
We disliked him to leave, yet we could not
Grieve

For he now adds "M. M." to his name.
Success to you, Paul, from your friends all,
This wish comes straight from the heart.

You've helped us in need, that's friendship indeed,
And your memory from us ne'er will depart.

Billy Woods now takes hold, like a warrior of
old.

Fearheilly also comes up the line,
Then comes Charlie Greer, the lad without
fear.

May they all succeed dandy and fine.

TOPEKA, KANSAS.

"As We Heard It."

By Le Roy Lonergan.

LOCAL FREIGHT HOUSE.

Mrs. A. Lusk and daughter, Miss Mildred Lusk, spent the 21st and 22nd of August in Kansas City visiting friends.

C. O. Whitney, cashier local freight, and George Rourke went to Kansas City the 21st of August to spend the week end visiting friends.

Harry Maxey, abstract clerk, freight house, went to his home in Cottonwood Falls, Kansas, August 21, and spend several days visiting relatives.

George Mann, night seal clerk, Topeka yard, returned the first of September from Denver and Colorado Springs, where he spent a ten days vacation.

Miss Mildred Lusk returned the first week in September from Kansas City after a ten days' visit with friends.

L. B. Bissell, formerly employed in the car accountant department of the A., T. & S. F. general offices at this point, accepted the position of O. S. & D. clerk in the local freight house September 1.

Mr. and Mrs. G. D. Carley will leave the first of October for Liberal, Kansas, to spend a two week's vacation visiting relatives and friends. Mr. Carley is employed as yard clerk at Topeka yard office.

Carl Benander, tonnage clerk, and R. V. Sewell, bill clerk, Topeka freight house, spent Sunday and Monday, the 6th and 7th, in Kansas City visiting friends and celebrating Labor Day.

Mrs. N. A. Sanderson and children returned the first of this month from Salina, Kans., where they had been visiting relatives. Mr. Sanderson is warehouse foreman, Topeka freight house.

George Rossiter resigned the position of interchange clerk, local freight house, the 1st of September, in order to resume his work in the Topeka High school. E. B. Poyer accepted the position.

Mrs. J. F. Keener and daughters, Miss Anna Keener and Miss Lenora Keener, of Dalhart, Texas, spent the week end Sept. 6 and 7, visiting in Topeka at the home of E. L. Dudley, 331 Western avenue, collector for the local freight. Mr. Keener is engineer for the Rock Island on the El Paso division.

Mr. E. L. Whitney, manager and wire chief of the telegraph office, and wife returned from his vacation trip to the Pacific Coast, August 22. Mr. Whitney reports a grand time through the entire trip, having spend most of their time on the Oregon coast and points in the north-western part of the state. He states in this connection: "Have no fish stories but made a big hole in the Pacific ocean at Seaside when I dove in." He also says he brought home a bottle of Pacific ocean water and if you don't believe it taste it. We will take your word for that part of it, Mr. Whitney.

Mr. C. G. Adams, transportation clerk in the general manager's office, has left the city for Washington, D. C., where his mother is very seriously ill.

The first thing that we want to announce with great pleasure is that our old friend and co-worker, E. M. Stephen, quite recently became the father of a bouncing baby girl. We extend congratulations from the entire office force. Good luck to you, Steve. Mr. Stephen is secretary to the general manager.

Wanted—An electric headlight for my automobile, to be placed on the rear end. See me. C. G. Adams. Would also like to have a couple of step boards for the front and rear ends.

Mr. W. H. Nicholas, tonnage inspector, has purchased a new seven passenger studebaker. Come again, "Nick."

Lou Naller, secretary to the assistant general manager, went fishing over to Argyle a few days ago and he says he caught some fish

which is all very well. We have no reason to doubt his word for that, as Lou is an experienced fisherman, and the waters over in that part of the country are very thickly populated with bass and fish are very plentiful. Lou says they are so thickly populated they work in shifts, one shift lying out on the banks of the stream while the other swims around in the water, there being several hundred in a shift and not room for all of them in the water at the same time. These bass are all trained and they are very easily caught, the idea being to slip up on them while they are waiting their turn out on the banks. Sometimes they get up in the tree tops and hang around on the limbs, which is also very accommodating for Lou. In view of your successful career as a fisherman, may we ask if you are fond of hunting?

Miss Anna Goodwin, chief of the stenographic bureau, has returned to work again, after a thirty-day leave of absence.

Man has a bit of devil in him as well as the divine spark, and so if he raises a little hell sem occasionally 'tis but human. And, incidentally, most great men have and most real men do, save and except those who have been molly-coddled and wet-nursed on mixed piety and malted milk.

Mr. Joe Fay, formerly assistant file clerk in the general manager's office, has accepted a position in the engineering department at Eldon, Mo.

Engineer Duncan and wife have returned from an extended vacation trip to Colorado Springs.

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United States Bonds	\$950,000.00	
Cash on hand	924,208.10	
Exchange	1,711,911.82	3,586,117.92
Total,		\$8,742,203.11
LIABILITIES		
Capital Stock		\$800,000.00
Surplus and Profits		252,357.38
Circulation		1,162,300.00
DEPOSITS:		
Bank	\$1,668,349.70	
Individual	4,745,885.34	
United States	113,310.71	6,527,545.75
Total,		8,742,203.11

Condensed Report to Comptroller, December 31, 1914.

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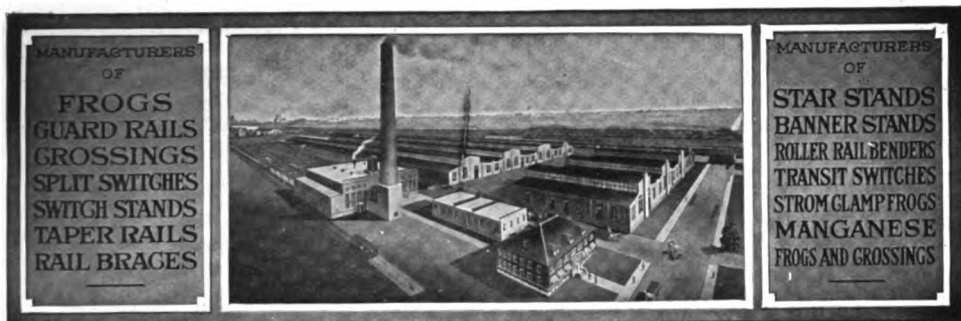
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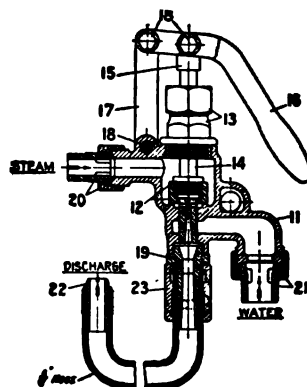
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