

Rock
Island

647-426

ROCK
ISLAND
EMPLOYEES
MAGAZINE

Replacement
Cover

"The President's Congratulations on our 8 Hour Day"

**THE WHITE HOUSE
WASHINGTON**

**SHADOW LAWN,
October 17, 1916**

My dear Sirs:

**May I not express to you my interest
in the action you have taken in the eight-hour
day and the admiration I feel for men who act
at once with such public spirit and such gen-
uine business wisdom? I could not deny myself
the pleasure of sending you this line of deep ap-
preciation.**

Cordially and sincerely yours,



Messrs. Endicott & Johnson,

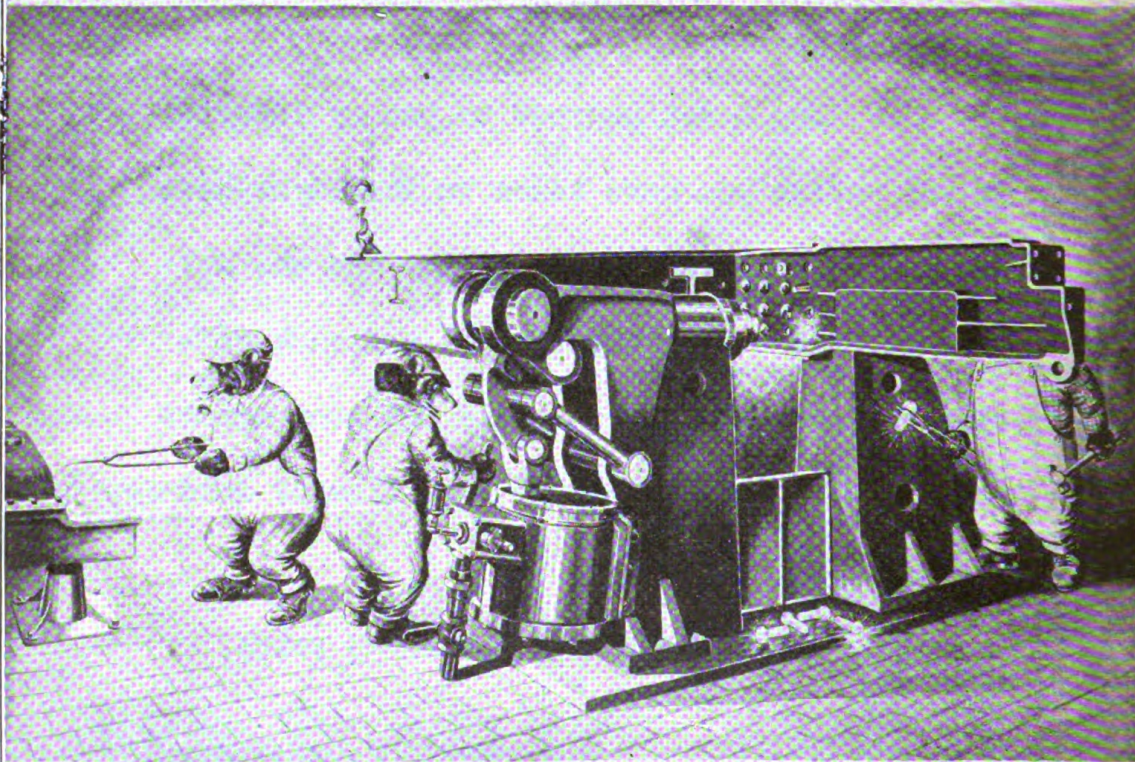
Endicott, Johnson & Co.

**Makers of Leather
and Leather Shoes**

Endicott

N. Y.

Riveting Bettendorf Center Sill Ends



The Bettendorf Company
Bettendorf
Iowa

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

The quality of lumber you use in your construction should have primary consideration over price. A slight increase in cost will give many years additional service.

Ask any retail dealer for "KIRBY'S" stock, and insist on getting it.

KIRBY-BONNER LUMBER COMPANY

Exclusive Sales Agents

KIRBY LUMBER COMPANY

Houston, Texas

Railroad and Car Material Department

225 Railway Exchange

CHICAGO, ILL.

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.*

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

MEET ME AT THE
TULLER

For Value, Service,
Home Comforts



NEW
HOTEL TULLER

DETROIT, MICHIGAN

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 \$3.00 Up
200 " " " "	2.00 " 3.00 "
100 " " " "	2.50 " 4.00 "
100 " " " "	3.00 to 5.00 " 4.50 "

**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

Two Floors—Agents'
Sample Rooms

New Unique Cafes and
Cabaret Excellente

KERITE

INSULATED WIRES AND CABLES

Be Guided

by facts, not theories—
by performance records,
not claims—by ex-
perience, not prophecy.
Every consideration
points straight to
KERITE for perma-
nently satisfactory and
economical service.



1850

1917

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO

TEN THOUSAND DOLLARS

invested at 5% would pay you a smaller monthly in-
come than you will receive, while sick or injured, from a
"Standard" policy costing but a few dollars each year
and payable in small monthly deductions from your pay.



Employees
OF
The Rock Island System
HAVE RECEIVED MORE THAN

\$220,000.00

IN ACCIDENT AND SICKNESS
BENEFITS FROM



The Standard Accident Insurance Company

R. R. Department

of Detroit, Mich.

H. C. CONLEY, Supt.

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

Nuxated Iron to Make New Age of Beautiful Women and Vigorous Iron Men

Say Physicians—Quickly Puts Roses Into the Cheeks of Women and Most Astonishing Youthful Vitality Into the Veins of Men—It Often Increases the Strength and Endurance of Delicate, Nervous "Run-Down" Folks 100 Per Cent in Two Weeks' Time.

Opinion of Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City

SINCE the remarkable discovery of organic iron, Nuxated Iron or "Fer Nuxate," as the French call it, has taken the country by storm, it is conservatively estimated that over three million people annually are taking it in this country alone. Most astonishing results are reported from its use by both physicians and laymen. So much so that doctors predict that we shall soon have a new age of far more beautiful, rosy-cheeked women and vigorous iron men.

Dr. Ferdinand King, a New York Physician and Medical Author, when interviewed on this subject, said: "There can be no vigorous iron men without iron. Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale; the flesh flabby. The muscles lack tone; the brain fags and the memory fails and often they become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

"In the most common foods of America, the starches, sugars, table syrups, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapioca, sago, farina, degerminated cornmeal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods, and silly methods of home cookery, by throwing down the waste pipe the water in which our vegetables are cooked, are responsible for another grave iron loss.

"Therefore, if you wish to preserve your youthful vim and vigor to a ripe old age, you must supply the iron deficiency in your food by using some form of organic iron, just as you would use salt when your food has not enough salt."

Dr. E. Sauer, a Boston physician who has studied both in this country and in great European medical institutions, said: "As I have said a hundred times over, organic iron is the greatest of all strength builders. If people would only take Nuxated Iron when they feel weak or rundown, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved who now die every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous nervous maladies. The real and true cause which started their disease was nothing more nor less than a weakened condition brought on by lack of iron in the blood.

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At 30 he was in bad health; at 46 he was careworn and nearly all in. Now at 50 after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth. Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without



obtaining any benefit. But don't take the old forms of reduced iron, iron acetate, or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless. Many an athlete and prizefighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the fray; while many another has gone down in inglorious defeat simply for the lack of iron."

Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City, said: "I have never before given out any medical information or advice for publication as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be remiss in my duty not to mention it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."

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

OLD GLORY CALLING

Old Glory floats on high,
O'er land and o'er the sea,
It's calling you and me
To defend our Liberty.

Old Glory calling, fellowmen,
Calling day and night,
Your country to defend,
With a flag that's always right.

Old Glory now is singing
Our rights upon the sea ;
The nation's applause is ringing,
And is calling you and me.

See our Uncle Sam,
With that flag of yours,
He calls throughout the land
For the defense of our shores.

Hear him calling, every one.
Your country needs you now ;
Show the spirit of '61,
Do it and do it now.

—Fred V. Culp.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

MAY, 1917

No. 11

TO THE OFFICERS AND EMPLOYEES OF THE ROCK ISLAND LINES:

In this crisis of our Country's affairs I beg to call to your attention the great duty devolving upon railroad men. The part they have to perform is just as important to the welfare of the Country as is that of those who may be engaged in battle.

Modern warfare is so complicated and calls so entirely into requisition every resource and every species of activity of the people that no contributor to the general welfare can be ignored. It was different in the early days, when equipment and maintenance of an army were simple. Now every branch of science and of industry is laid under contribution.

There is no more important factor than the railroads, for upon them depend the life of the nation and the success of every military activity.

I commend to your careful consideration the appeal of the President for national unity, in which he speaks to you especially as follows:

"To the men who run the railways of the Country, whether they be managers or operative employes, let me say that the railways are the arteries of the nation's life, and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."

I feel confident that in this emergency all railroad men will respond to a high standard of patriotism. In my judgment, the railroad men as a class are more genuinely and truly Americans than those of any other calling in the country. The daily discipline to which they must subject themselves in order to discharge faithfully the high trust committed to them has made them the best trained class of men in the country. Relying upon these qualities, I ask you to justify by your action the appeal which has been made to you by the President and the reliance which is being reposed in you by the entire Country.

Respectfully,

Jacob A. Dickinson

THE CO-ORDINATION OF THE RAILROADS.

In the rush of thick-crowding events and the multifarious manifestations of patriotism, the action of the railroad companies at a conference of railroad presidents held a few weeks ago has not been appreciated at anything like its real significance. In response to a call from Mr. Daniel Willard of the Council of National Defense, forty-five other railroad presidents met in Washington on April 11.

Every railroad of importance in the United States had its representative, immediate or by proxy. Without discussion, the conference passed unanimously Mr. Willard's resolution for the appointment of a committee of five presidents with complete control during the war of the operations of all the railroads in the country. This committee of five will be in session at Washington while the war lasts. In these trained hands the whole American railway system of 250,000 miles or more will be operated as a single system, a unit; directed and operated intelligently, synthetically, and efficiently, to the best advantage of the United States.

The value, military and economic, of this co-ordination of railway transportation will be of the greatest. The generous American spirit which prompts it, a spirit that has moved great industry after great industry to enlist in the mobilization of American resources, is priceless. Here the managers of some \$17,000,000,000 of railway property grant control of it to five men so that the Government may have the best service in war.

Surely the display of a common patriotism, of a common devotion to the country, by the great industries and interests, must create new popular understandings and sympathy that will outlast the war. The railroads, for example, so ready to serve the country in war, may be allowed to serve it in peace and get a living wage for it. It is one of the benefits of war that, bringing together all classes and opinions, it teaches toleration and broadens knowledge.—New York Times.

MEETING ROCK ISLAND RAILWAY CLUB.

On Tuesday, April 10, promptly at 6:30 p. m., 44 members and six guests assembled at the Chicago City Club Rooms where the meeting was opened with a prayer and the singing of "America."

*Doctor S. C. Plummer, Chief Surgeon, who is also an army officer, gave a very interesting talk on the American Red Cross, its organization and stated that the Rock Island was the first railroad in the United States to have a First Aid class of exclusive railroad employes. He gave a few concrete illustrations of the importance of a thorough knowledge of "First Aid" duties and offered to provide a course of instructions in Red Cross First Aid Work if sufficient interest was evidenced to justify a class.

†Mr. W. E. Miller of the Roth Memory Institute gave a very interesting talk and practical demonstration on "Reducing the High Cost of Forgetting." Much interest was evidenced by the questions propounded at the close of his talk.

At the speaker's table were the newly elected officers and newly appointed committees, each of whom was introduced to the Club, a number responding with appropriate remarks.

The Treasurer's report indicated the Club in a healthy financial condition, his accounts having been audited and found in splendid shape.

Minutes of previous meeting were read and approved.

The Board of Directors were authorized to appoint a Director in place of Mr. H. M. Flursheim, resigned.

Meeting adjourned at 9:25 p. m.

*NOTE.—A canvass of the General Office and Hamilton Park office resulted in an enrollment of over 470 Rock Island employes to take the First Aid instructions course of ten lectures. The first class of 25 was held on Thursday, April 26, and other classes will be organized as rapidly as practicable for Dr. Plummer to secure the necessary medical instructors.

†The interest evidenced in the memory talk resulted in the organization of a class of 25 who will take the course beginning Monday afternoon, April 23, between 5 and 6 p. m.

UNIVERSAL MILITARY TRAINING AS A FIXED NATIONAL POLICY.

By Luke Grant.

Drawn irresistibly into the vortex of the European war, in spite of the almost universal desire of our citizens for peace, the United States today faces a serious problem, as a result of unpreparedness.

Some of our citizens, more far-seeing than the majority, realized two years ago that the mere desire for peace was not a sufficient guarantee that it would continue. They urged the country to adopt a policy of preparedness for any contingency that might arise. They did not seek, or invite war, but they appreciated the fact that modern science has destroyed that isolation, which we for a century have relied upon for our national security.

Had their advice been followed; had we two years ago adopted a system of universal military training and service as a national policy, it is quite probable that we would not have been in war today. Germany hardly would have dared to trample on our rights and ignore our just protests had we a trained citizen army of a million men, ready to respond to a call to arms.

Assuming, however, that such a condition of preparedness would not have prevented us being drawn into the world war, how much more effectively could we have assisted our allies once we entered the conflict? After a month of the most strenuous recruiting under the volunteer system, reports show that about 30,000 men have enlisted. At that rate it will take about a year and a half to bring our present standing army and National Guard up to war strength, to say nothing of raising an army of an additional half million, which the President has called for, to meet the immediate emergency.

Under a system of universal military training and service, more than 500,000 young men in their nineteenth year would be available for duty each year. They would receive six months of intensive military training under federal supervision and then be returned to

civil life, but would be ready to respond to a call for service in a crisis like the present. They would not be raw recruits, but trained and efficient soldiers.

While the important issue at this time is the immediate raising of an army, and while it is the duty of every patriotic citizen to support the President in his stand for universal liability to service, the importance of establishing universal military training as a fixed policy of our government should not be lost sight of. Such a policy in no way conflicts with the plans of the President, which are intended to meet the existing emergency.

The Chamberlain Bill for universal military training is not a war measure. Rather it is a plan that would go far toward maintaining permanent peace by placing the defense of the nation on a foundation so secure that once in force no single power, or even a combination of powers, would be likely to attack us.

Briefly, the Chamberlain Bill (S. 1) provides that all male American citizens, or those who have declared their intentions, and who are physically fit, shall be required to undergo six months' military or naval training, in camp or aboard ship, in their nineteenth year. Those who are sole supporters of a family are exempted. At the end of the training period the young men return to civil life, but remain subject to the call of the President for national defense until their twenty-eighth year. If needed for active service they will be called by classes, the last trained to be the first called. This trained citizenry cannot be called out during strikes to police industry. The government pays all expenses. Should a citizen be injured in training, he is entitled to a pension.

What are the objections most commonly heard to the proposed system? They are principally two: First, that such training will develop a national

spirit of militarism which would lead us into war, and, second, that the compulsory feature of the proposed law is undemocratic and repugnant to our ideas of individual liberty.

If carefully analyzed, it will be found that neither of these objections is based upon sound reasoning, or that there is anything in our experience to justify them. The people of this country fear militarism and this fear causes some to conjure in their minds a condition which could not possibly arise under a government like ours. Militarism is a condition under which the army is exalted and under which a military caste is developed. In a country which places the defense of the nation in the hands of the people, as is the case under a system of universal military training and service, a military caste could not be developed. On the contrary, such a system would be an absolute safeguard against militarism and a military caste.

In modern warfare science and machinery play an important part. But behind the machinery must be money, and in this country Congress holds the purse strings. The Congress is made up of representatives of the people, elected by direct vote. It is the only power which can declare war, or make appropriations therefor. Why, then, should the people, who are opposed to war and militarism, fear that their chosen representatives would attempt to fasten such a system upon them? Have we lost faith in representative government? Is it possible that a system opposed by an overwhelming majority of the people of a country, could be imposed upon them when they have the right of suffrage?

Have we anything in our experience to justify the fear that universal military training will develop a spirit of militarism? In no country in the world does democracy find fuller expression than in Australia. Yet that country has a system of universal military training which is obligatory and much broader in scope than the plan proposed under the Chamberlain Bill. In Australia the training begins in the public schools at the age of twelve years. It has been developed under a union labor administration. True, the system has been in effect only a few years, not long enough, perhaps, to be able to judge its full effects. But while it has been in effect, all reports agree that

juvenile delinquency has shown a remarkable decrease.

Switzerland has had a system of universal military training since 1848. It has not developed a spirit of militarism in that country, but it has developed a spirit of patriotism and a type of citizenship which challenges the admiration of the world. In Switzerland the homicide rate is 12 per million of population; in the United States it is 124. Does that show that military training has made the Swiss a bloodthirsty people?

Universal military training has not weakened democracy in France. It has rejuvenated the French nation and developed a patriotism in its people that is without a parallel. In every republic in the world which has adopted military training, the onward march of democracy has been accelerated and not halted. It is worthy of note, that with the exception of China, the United States is the only great republic which has not adopted universal military training and service as a fixed policy.

Organized workers can prove fallacious the argument that preparation means war, by applying it to the labor movement. It is a fact known to every student of industrial conditions, that the stronger the labor union, the fewer strikes it has. The railroad brotherhoods are strong, but they do not engage in many strikes. Their strength makes strikes unnecessary, because it insures respect for their rights and at the same time increases their sense of responsibility. The same argument will apply to a nation as to a union. Adequate preparedness is a guarantee of peace.

The second objection, that compulsory service is undemocratic, is not based on sound reasoning. It is the volunteer system that is undemocratic, for under it the patriotic are penalized, while a premium is placed on cowardice and indifference. Why should one man give his time, and perhaps his life, to defend another man who claims equal protection under the flag? Democracy means the rule of the majority and the service of all. In a democracy citizenship carries with it certain obligations. The volunteer system permits one citizen to shirk those obligations while another meets them. There is nothing democratic about that.

Why should any stigma attach to compulsory service? We have compulsion on every hand in our daily life. Without it we would have, not order, but chaos. What would be the result were the payment of taxes made voluntary? Would we have the splendid educational system which we have, if it was left optional with the citizen to send his children to school? Would not the schools be emptied and the factories filled with children under such a system? Would our health insurance and fire prevention laws be of any value, if their observance was voluntary?

If we must use compulsion to raise taxes, to insure the education of our children, to protect the health and lives of our work-

ers, why trust the most important of all subjects—the defense of the nation—to a volunteer system?

The volunteer system not only is unjust and undemocratic, but history proves that it always has failed in a crisis. This nation tried it in the Revolutionary War and it prolonged that struggle for seven years. It tried it in the Civil War and finally had to resort to conscription. Great Britain tried it in the present war and the experiment cost thousands of lives and billions of dollars and had to be abandoned.

Universal military training and service will do more to democratize this nation in a generation, than all other forces combined, not excepting even our public schools. When the son of the millionaire is required to serve on equal terms with the son of the day laborer, it will break down caste and class prejudice and make for true democracy. It will develop in the youth of the country a patriotism of service that will elevate the standard of citizenship. It will bring about a spiritual awakening that will regenerate the nation. It will instill in our young men respect for authority and obedience to the laws of our country. Above all it will provide a safe, sane and democratic system of national defense, which will insure the perpetuity of our republic.



"HOW I INCREASED MY STATION EARNINGS."

By N. C. Cagle, Agent, Benton, Ark.

There are many ways for a country station agent to increase his station earnings, especially at competitive points.

Following are earnings as shown on my earning report form 406.

March, 1913, \$ 5,140.08.
 March, 1914, \$ 6,522.01.
 March, 1915, \$ 9,144.69.
 March, 1916, \$13,931.35.
 March, 1917, \$18,577.23.

The first thing I did when I took this station in July, 1914, was to have the city telephone put on my desk instead of letting the clerk and helper answer the phone. I find that it helps out in many ways, as to tips on prospective passenger and freight business, as well as the fact that I am in better position to answer the many questions that are asked the agent daily.

After the local arrives and we make up the freight bills I personally call the merchants over the 'phone and advise them of freight received, giving the charges, etc.

Giving the draymen and drivers prompt attention, in not making them wait for their freight bills, seeing the freight checker is on the job and treating them with all courtesy due them is responsible for at least 25 per cent of my increase in earn-

ings. My experience with the drivers is that they can either throw business to us or from us. They don't fail to tell their boss the kind of treatment they receive at depot, either good or bad. Some of the drivers here are continually asking their boss to route the freight via the Rock Island as it means better accommodation and saving time to them.

Should my operator, clerk or helper be in a little hurry or not have time to give the customer the proper answer, I see that he is given the information asked for "even if he is only asking for a fifteen cent ticket or twenty-five cent freight shipment," and then reprimand the party at fault and warn him against recurrence.

I personally look after equipment furnished for loading, as nails, leaky roof, etc. Not only to protect the company's interest but to move the freight without loss and damage to retain the good will of the shipper.

Should the merchant complain of loss or damage, concealed loss or bad order, I immediately try and adjust, as there are people who route their freight other than Rock Island for small loss of any nature.

I co-operate all possible with the car distributor for empty equipment, keeping him advised as far in advance as possible of equipment needed, and am glad to say that my loss in past year account equipment not furnished is small.

I try to show to the merchant just as much appreciation for the twenty-five cent shipment as though it was a carload of high-class freight. The merchant does not forget to ask shipper to route Rock Island if he knows his local agent appreciates the small shipments as well as large ones.

I try to call on the merchants once weekly and ask them for routing orders they might have in store for me, and I generally find them glad to see me and glad to have me assist them in getting their freight through for them, as often a delayed shipment means something to the merchant.

I co-operate with the traffic department all possible. If they tip me off as to shipment either inbound or outbound for any merchant, I call on the merchant immediately and most every time I secure routing order. The merchants are only glad someone is eager to lend them assistance. In fact I consider I have something to sell, which I have; we all have it regardless of what capacity we may be working in. IT IS SERVICE. Service is what counts these days. If I sell my service to good advantage and increase the station earnings the superintendent knows it, the traffic department and all other departments know it and in due time my business personally increases by being promoted to some larger station where my salary is increased.

The three most important things to bear in mind is Co-operation, Courtesy and Service. And then see how the 406 report shows the increase.

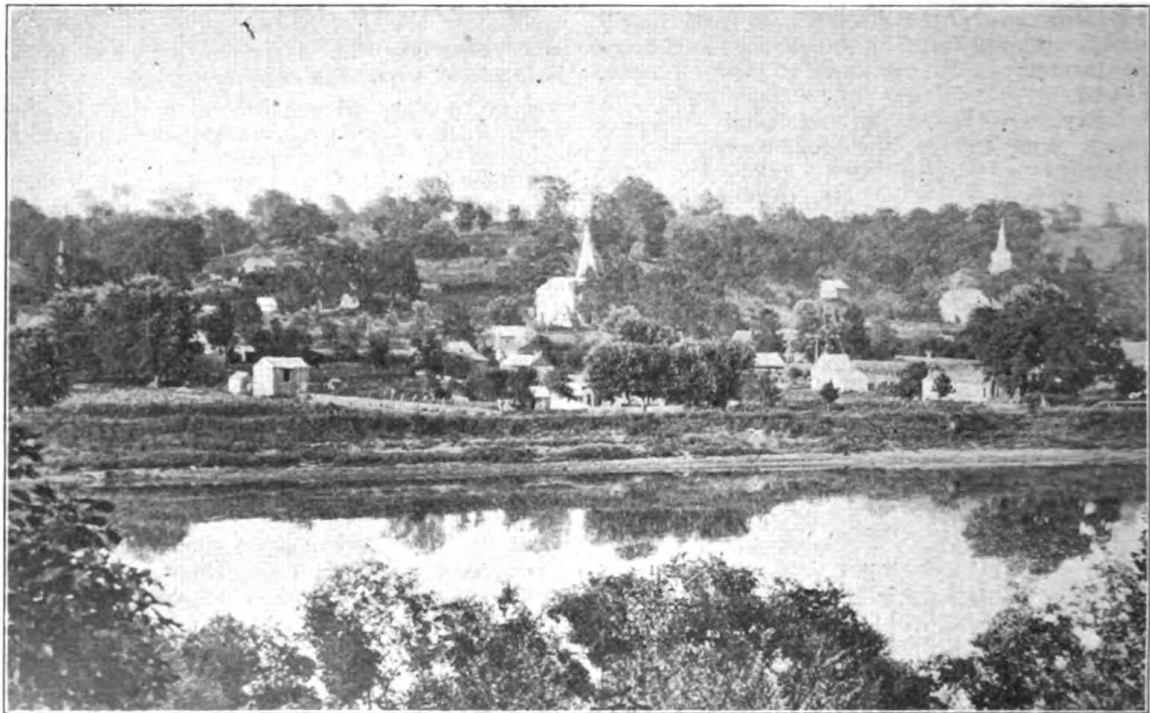
BENTONSPORT, IOWA

By H. L. FULTON

Bentonsport, that historical little village resting on the banks of the Des Moines river midway between Ottumwa and Keokuk on the Keokuk and Des Moines Railroad, will become a mecca for tourists this summer. Plans are under way to take care of and entertain all those who "wish to lay aside the busy business cares" and get close to nature for a few days or a week.

Here at this old fashioned shady town one can, as nowhere else in the state, spend a summer's vacation full of interesting and historical scenes at a minimum cost. Here one can always find a

copper king. To the east amid the upland lies the Rigler White Leghorn poultry farm, from which prize-winning birds are shipped to every state in the Union and to Canada. Go with me to the "Big Cave" on the Edmonson farm, read with me the names cut in the sandstone wall and roof, names, many of them placed there by the gallant soldier boys on the eve of their departure to that far away southland in answer to the call of our Lincoln in that far away '63. Only a pitiful few of those lads are left with us here today to tell us of that gallant army that lies silently sleeping "under the roses the blue, under the violets the



View of Bentonsport, Iowa.

shady bank near the deepest hole where a string of yellow cats can be caught before breakfast. Here one can wander through the shady maple groves along the river populated with happy squirrels, quail and song birds. Boating to us is a pleasure on that broad sheet of still water lying like a mirror above the "Old dam and swimmin' hole." Here can be found the historical Clarke hotel, now the furnished property of Sen. Wm. E. Mason of Illinois. Near here also the boyhood home of Sen. W. A. Clarke, the Utah

gray." To the west lies that mysterious cliff formation along the river called the Devil's backbone, history tells us of the cave, found at the base of the cliff as having been used by pioneer trappers who, hard pressed, found it a haven of refuge from the Indians. And here, also a hiding place for the highwayman's ill gotten gains in the pioneer days of Iowa. Visit with me the bee farms and see the honey in the making, the fruit, the Springs, many of them with surprising medical properties, the old brick Acad-

emy, still in use to train our youthfuls' minds and morals, long ago the fount of knowledge of some of the country's best statesmen and politicians. Six miles to the north the Nixon oil well, busily drilling for that wealth of all that we know awaits the coming of man's inventions. Bring the wife, the kiddies and don't for-

get "Dad" and spend a week with us amid that glorious invigorating country air that leaves with you a tonic that no money can buy. Visit with us the playground of nature. Then when you go back to the busy world looking ten years younger, can you not truthfully say "I were as a child again"?

WHEN "MUTTON" HAD THE RIGHT OF WAY

By CHAS. S. GIVEN

The instant No. 77's engine was spotted in her stall Fireman "Punk" Whitehouse swung down with a broad grin on his full-moon mug, and the boys looked at him with admiration.

"What a mouth for pie!" exclaimed Sam Worth, foreman, then subsided to stare again.

"Punk" swung along, head up, eyes to the front, and pulled the air in front of the gang and saluted. "Do you have to use a derrick to feed it with, 'Punk'?" was asked.

"Say, boys!" "Punk" exploded. "Do you know what's happened? If you don't it's my pleasure to inform you that 77 wheeled 'em over from Norton in fifty even. That is a record which will stand as long as the wheels turn on this pike."

"Quit it 'Punk.' Do you think we are a bunch of hayseeds? Now if you have anything more to say remember you are talking to a bunch that have cut their wisdom teeth," said an old plugpuller.

"It's a fact. You can look it up on the books," "Punk" remonstrated. "Say, who is this plug from the Southern Division they call 'Mutton?' He wheeled 'em over. Never saw or heard of him before, and he told me he had not glimpsed the scenery on this end for over twenty years," "Punk" continued.

"Did 'Mutton' bring 77 in 'Punk'? Where is he? I haven't set eyes on him for a dozen years." The foreman butted in.

"He headed right back on No. 40. Said he had a date to pull 30 on the further end, which he had not missed for many years," "Punk" replied.

"Guess that's a fact all right. That's his regular run. Seeing he ain't here to speak for himself and you want an introduction to him, 'Punk'? I'm just the boy to fix you up. He and I used to be side partners. He didn't say much about himself, I take it," the foreman came back. "Hardly a yip when he swung up to take Mike's run.—Mike fell and twisted his right driver.—We had been hung up twenty minutes. All he said was, 'Can she run, kid?' We haven't had her but one trip, you know, so I couldn't tell him much about her, as she won't be hardly limbered up."

"I haven't been over this end for over twenty years, boy. If you see me pulling a bone play put me wise mighty quick will you?" 'Mutton' remarks.

"Sure," I whisper. "That's every word he shot off on the run."

"Just like him but he's the goods," the foreman remarked. "First off I'm going to tell you how he earned his 'moniker' and earn it he did for fair.

"In the old days he sailed under the name of Thomas. Thomas or Tommy T. we used to call him. I slung wood for him while he was lugging round that burden, but not for long, as along the first of my firing for him he got clearance papers.

"One day we got orders to take the old 'Saxon' over to Somes from the Hamlin end and he was asked not to tarry by the wayside.

"That order was nuts for Tommy. The 'Saxon' was one of the real fliers in the old days.

"She had a stack on her that took up so much room out front you had to sling your body out the cab window and hang on by your toes to get a view of the track ahead.

"Tommy considered a while whether it was best to hitch a rope on the old Johnson bar and tie the other end round his waist or take chances of hitting the grit unexpectedly at some sharp corner, but he concluded he'd run the risk and try and hang on.

"Now, if I ever saw a man that liked to go some that man was Tommy, and the way the 'Saxon' twisted her drivers that day has seldom been seen before or since.

"This part of the country was not very thickly settled in those days and we'd run for miles without seeing a house or blowing for a crossing. Down just beyond Butler was a large sheep ranch and on those rugged hills they flourished and multiplied.

"The only drawback was dogs from Butler. They had to keep a man on the watch for them all the time, as if they got in among the sheep they would raise the dickens in short order.

"There was nothing much coming against us. After we crossed No. 12 at Butler, we'd have the iron to ourselves for the next forty minutes.

"Beyond Silver Creek there is a mile of rock cut you know, and it's pretty high in most places.

"Bowman's sheep ranch bordered the railroad all along there and as it was impossible for a sheep to get onto the track unless they jumped or fell off the ledges there wasn't any need of a fence.

"Tommy had eased off along there, so I could go out front and oil the valves, which I had not had a chance to do before, as he had kept the throttle on the job all the way.

"The valves were beginning to squeak for tallow and I took the old tallow pot off the shelf on the boiler butt and was part way through my front window when I heard a yell from Tommy. I looked round quickly and caught a glimpse of him as he came sailing across the cab, closely followed by a white streak, which it didn't take me long to make out was a sheep.

"Now, just so you won't warp your imagination out of line I'll post you up a little.

"Some half a dozen dogs were running those sheep and they had them surrounded on three sides. The only way open to them was towards the ledges, and they were being pressed so hard they couldn't stop quick enough when they saw what was in front of them and some fifty odd were forced to make the jump. We arrived just at the moment it was raining sheep so fast you couldn't count 'em.

"Now to get back to Tommy. That sheep had come full force against him, hitting him on the right shoulder, bowling him right across the cab, and his head struck just below my seat box.

"It bowled him out for fair. The sheep struck so fair that it came right through the window, landed on Tommy and doubled up against the open furnace door.

"The 'Saxon' was steaming so free that I had pulled the door open when Tommy shut the throttle.

"That sheep lay still and was probably dead when it landed, as it laid right there till its wool caught fire and I pulled it away after I examined Tommy.

"I could hear thud after thud out front as sheep struck on or against the engine, but I was so interested in Tommy that I did not stop to look until the 'Saxon' began to blow off steam at an alarming rate, and even then I did not know the reason, as I was busy dousing water in Tommy's face.

"While doing this we ran clear of the sheep all right, but the smoke began to fill the cab from the open fire-box and I slammed the door, wondering what the deuce was to pay.

"Tommy didn't revive worth a cent, and as we were drifting down grade I hossed her over and set the tender brake and brought the old girl to a stop.

"While reversing I found out why the smoke had been pouring into the cab, as I could see the hind legs of a sheep sticking up above the top of that old balloon stack. Then I yanked the furnace door open again to give the smoke a chance to get out.

"All along the right hand running board, wedged in between the old fashioned guard fence and boiler were sheep. I counted four of them while I was pulling the old Johnson bar over.

"Steam was escaping from somewhere fiercely, but I had other things to think of

just then as I had to hoist Tommy onto the tender to get him out of the way of that suffocating smoke, which had a most disagreeable odor of scotched wool and mutton.

"The moment I mounted the tender I found out why the steam was raising ructions.

"The whistle was gone.

"I supposed a sheep had come down on top of it and broken the spindle below the valve and learned later that I was correct.

"Tommy began to show signs of coming, too, after I had doused several pails of water on him and in a few second he began to rave and raise a rumpus.

"He wanted to fight, wanted too so bad that to keep him from injuring himself or me either I had to sail right in and the Lord knows how long he would have kept it up had not No. 14 come down on us.

"We had stopped at the east end of that mile tangent beyond the ledges, and when they spotted the 'Saxon' they had ample time to stop.

"I was so mighty busy I did not know they had arrived until the crew ran over to us and wanted to know what was going on. I had just wind enough to gasp. 'Grab him, he's crazy!' and in a few seconds that part was all over.

"They had to truss Tommy up with the bell cord and put him in their baggage car.

"Then I got part of my wind back and started to look things over.

"Tommy had taken up all my attention for nearly an hour.

"He is a small man but he put up a mighty big scrap and I had all I could do to keep him from getting the best of me and did not realize it was anywhere near time for No. 14 until the crew showed up at the gangways.

"My wood fire was down to a bed of coals and the steam down to nix, owing to the broken whistle spindle.

"It was useless to put in a new fire of course, even if the steam did not escape as fast as it was generated, as the stack was plugged up by that sheep that took a header into it, so I began to look the old girl over from the outside.

"Besides the four sheep I had noticed on the right hand running board there were three on the pilot deck, one that had almost cleared the boiler top, but its fore feet had slid down under the left hand rail and its hind parts were hanging down over a little on the right hand side.

"Quite a number which had landed on the track just ahead of us had been run over, we found out later when we backed through the cut.

"I called on No. 14's crew to help unload the mutton, but as it was decided to shove us back to Butler we did not bother with the one in the smoke stack just then.

"A number of sheep had landed on top of the wood on the tender but kept right on going, taking some of the wood along with them.

"After taking off my pilot so 14 could couple on they shoved us back to Butler,

but we had to stop in the cut and pull a lot of sheep off the track that had jumped over after we got by and were disabled with broken legs.

"Tommy was still pretty wild and went along on No. 14 and I was left in charge of the 'Saxon' on Butler siding.

"I reported the conditions of the 'Saxon' and was told to plug whistle spindle and with a low head of steam try and run her back to Hamlin.

"First thing to do was to get that mutton out of the stack.

"The old stack was so tall that you couldn't do anything by standing on top of the boiler so I got a couple of ladders and the section gang to help and went at it.

"We couldn't dislodge it by pulling from the top and its head and fore part of body were wedged into the small part of the stack.

"We opened the smoke box door and using a short stick one man worked from below and two on top and we at last succeeded in getting it out.

"Next thing was to find a dry pine stick to make a plug out of. Pine would swell and hold better than other kinds of wood. Then I started my fire and when I had sixty pounds of steam I asked for orders.

"Now there wasn't any way I could tie that plug down and no way to put a weight or purchase on it and while I was over to the station waiting for my orders the plug blew out.

"Couldn't put another one in while she was under steam so they ordered me to disconnect to be towed in.

"Got back to Hamlin early the next morning after being on duty twenty-four hours.

"Tommy was off two weeks before he was able to resume work and when he got back the name of 'Mutton' stuck to him and has to this day.

"I never call him that because I formed a decided dislike for mutton and don't like to have it mentioned even."

Unbeknown to Foreman Worth, Engineer "Dodger" Shaw had come in and stood behind Worth listening to the yarn. When he concluded "Dodger" began with:

"Why don't you give me a little credit, Worth? Didn't I help throw those sheep overboard and wasn't I the fire-boy on No. 14?"

"Sure, 'Dodger'! But I did not mention you for the reason I did not know you were here. I put in all the fact, didn't I?" Worth replied.

"About all. One thing I want to mention is that when we straightened out on that tangent and sighted the old 'Saxon' she was so covered with sheep that we had to pinch ourselves to see if we were dreaming.

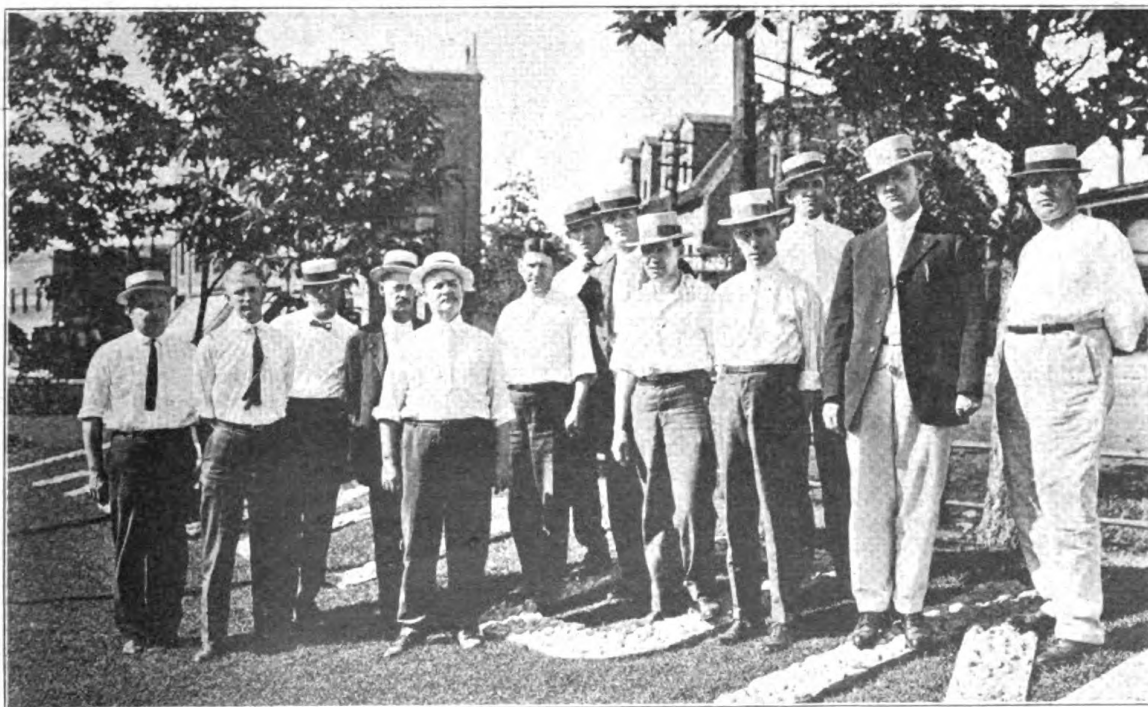
"We thought we were due to bunt into a snowdrift till we got close aboard and old man Allen's eyes were sticking right out of his head. After he had hossed her over and whistled for brakes.

"'Ain't this the middle of August?' he asked me.

"'August it is,' I answered.

"Then what can that be ahead? It can't be snow,' and he stood and peered ahead and rubbed his eyes till we ran down to 'em. That shows how the old 'Saxon' was loaded down with mutton."

"Dodger" and Worth then proceeded to split a mug of coffee between them to get the last of mutton out of their mouths.



Dispatchers at Trenton, Missouri.

SUPERANNUATED **Rock Island** **EMPLOYEES**
ROLL OF **HONOR**

PENSION DEPARTMENT.
 Established January 1, 1910.

F. H. Norris, Engineer, Minnesota Division, whose application for pension was approved February 23, 1917, was born at Norrisville, Pa., May 19, 1855. In the spring of 1867 he came west with his folks to Iowa City, Ia., living on a farm near that city until the spring of 1872, when they moved to Atlantic, Ia., where he worked on a farm during the summer and went to school in the winter. Entered the service

for sixty-five days and from which he has never fully recovered.

Anders F. Anderson, Painter, Armourdale, Kansas, whose application for pension was approved February 23rd, was born May 1, 1851, near Vadstena, Sweden. Served a five-year apprenticeship in painting and woodwork finishing in that country. Married and came to America with his wife in 1880 and followed his trade in Kansas



Frank H. Norris.

of the B. C. R. & N. Ry. as fireman, October, 1875, in which capacity he remained until November, 1879, when he was promoted to engineer, running on the Cedar Rapids Division until July, 1910, when he was assigned to the Minnesota Division, serving in the capacity of engineer on that division until October 25, 1916, when he was retired on pension account, incapacitated. Mr. Norris states he had several wrecks but only one that was a very serious one, which was in June, 1901, when he went through Des Moines River bridge at Graettinger, Ia., the engine went down twenty-two feet and turned bottom side up; was scalded and bunged up laying him up



Anders F. Anderson.

City where he settled in the same year, until 1887, when in November of that year he entered service with the Rock Island in the Passenger Car Repair Department at the C. B. & Q. yards near the old Union Station, and was employed continuously as car cleaner, car oiler, baker heater man and painter. Account of his eyesight failing he was compelled to retire from service March 18, 1916.

First wife died in 1889 and he was married to Miss Hulda Baker, April 11, 1893. No children born to either marriage.

During his entire service he was a faithful, energetic worker and anything out of

order noticed by him if not in his line was promptly reported to his foreman that it might be given the necessary attention.

Anthony McCrone, Round House Laborer, Trenton, Mo., whose application for pension was approved February 23, 1917, was born in St. Louis County, Mo., April 2, 1852. He began his railroad career August, 1871, constructing railroad between St. Louis and Keokuk, Ia., known at that time as the St. Louis and Keokuk Railway, but now operated by the Burlington. In October, 1872, he moved to Talmo, Mo., where he assisted in constructing a line from Quincy, Ill., to Kirksville, Mo., now operated by the O. K. Railway. He followed this construction work over several lines until December, 1889, when he was

ham decided that boys would do just as well as men, which proved to be true (as statistics show there were in the U. S. Army 25 boys ten years and under, 225 twelve years and under, 1,523 fourteen years and under, 844,891 sixteen years and under, 1,151,438 eighteen years and under, 2,159,798 twenty-one years and under, and only 618,511 twenty-two years and over. The above figuring shows the rebellion was put down by the boys). The next recruiting officer that came found him ready and waiting, and on January 12, 1862, he enlisted and was mustered in at Camp Butler, Ill., as a charter member of Company G 12th Illinois Volunteer Cavalry. They remained there drilling and guarding prisoners until May 1st, when they were sent to Virginia



Anthony McCrone.

appointed section foreman at Trenton, Mo., for the Rock Island, holding positions as engine watchman, labor foreman, hostler, machinist helper and roundhouse laborer from that time until February 28, 1917, when he was retired on pension account incapacitation.

Imri Richard Pitney, Conductor, Illinois Division, whose application for pension was approved February 23, 1917, was born in Licking County, O., Sept. 29, 1846, came to Illinois in 1855, locating at Augusta, Hancock County, where he attended school until the beginning of the war of the rebellion. He was not long in getting the war fever and in August, '61, tried to join a cavalry company, but was told by the captain that it was men they wanted, not boys. But a few months later our good old Abra-



I. R. Pitney.

and joined the Army of the Potomac, doing service in Virginia, West Virginia, Maryland and Pennsylvania, until December, 1863, when they were veteraned and came home on a thirty-day furlough. After the reorganization of their regiment at Chicago, they were sent to the the southern states, where they did service in Kentucky, Tennessee, Alabama, Mississippi, Missouri, Arkansas, Louisiana and Texas, being mustered out at Houston, May 29, 1866, but did not receive their discharge papers until June 18th following, at Camp Butler, after serving four years, five months and six days. After coming home he attended school for nine months and on August 15, 1867, entered the service of the C., B. & Q. as brakeman, was promoted to conductor,

April 5, 1869, where he remained until February 28, 1872, when he came to the Rock Island, taking a train on the Rockford, Rock Island and St. Louis Ry. on March 12, 1872, during Mr. R. R. Cable's administration as general superintendent and was transferred by him to his Coal Valley train September 1, 1873, which he continued to run until March 31, 1883, when he resigned to take a train on the Iowa Central between Peoria and Oskaloosa. He came back to the Rock Island in October, 1886, and was given a run between Rock Island and Peoria when Mr. H. B. Sudlow was superintendent of the line. He continued in service until September 30, 1916, when he was requested to turn over his equipment account reaching the age limit, which was pretty hard to do after being in the train service for over fifty years.

On May 3, 1870, he was united in marriage to Miss Mary H. Hall of Macomb, Ill., who died March 31, 1904. To them were born two children, one a son who died September 10, 1915, after being an invalid for several years, one daughter with whom he is now making his home and enjoying the very best of health and happiness.

A PREVENT-INJURY MEETING.

By F. L. Downey, Switchman.

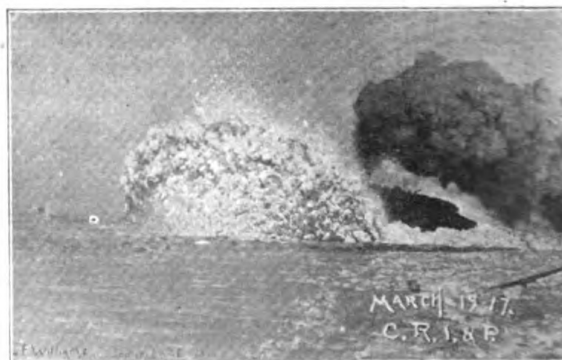
On February 27th the regular staff of officials and committeemen met at El Reno, Okla., freight office; about seventy-five were present. A chair car was used for the purpose and in the afternoon was taken to the roundhouse and the "prevent-injury" meeting was held there. It was my first attendance in the role of committeeman, having the honor and pleasure of representing the switchmen of El Reno. The morning business covered the "prevent claims" and in the afternoon the "prevent-injury claims."

Issues of grave and vital importance, both interior and exterior, have been constantly employing the minds of the public; ludicrous, to draw us into war and our general and diversified opinion of preparedness and unpreparedness. When after digesting all of it we are still sitting steady in the boat, having implicit confidence in the power of the master pilot to guide us safely through to the harbor of peace and prosperity.

And while these matters are being attended to the Rock Island has been forging steadily ahead in the waging of their war against damage to equipment and injury to their employes, and as a result we stand at the top today as one of the big leaders of the Safety First League, but no powder and lead has been used, no submarines and torpedo boats, but the great artillery and big guns loaded with facts and figures and persuasive argument, all of which has shown how much has been done, how much there is being done, and the big possibilities in the future that are still to be accomplished.

Our officials are taking the very logical view that there is no pleasure attached to discharging an employe for violation of their general rules that cause damage and injury. They deem it much better and are eager and prepared to point to facts and figures and show the employe where his mistake is and how to remedy it and not let it occur again. Result: They still retain the service of the employe who is familiar with his particular duties and do not have to educate a new man, which takes time and patience. It is not a question though alone of words, but a great deal of money is being spent judiciously to help eliminate the damage and injury. One item alone in El Reno yards cost the Rock Island approximately \$21,000. That was the widening of a space between what is called the Speedway Lead and the Inside Lead, and with the assurance of our officials that they are eager and ready to remedy defects and conditions as far as is consistently in their power, we, as employes, are certainly not going to let it be said that we are not deep and broad enough to do our share in this big move of co-operation for the prevention of injury to ourselves and damage to our employers' equipment.

Let's do our part, not by trying to get each other's jobs by actual tale bearing, but by cultivating a spirit of helping each other by caution and actual service and by so doing we show that we are sitting steady in the boat and have confidence in the various heads of our department to pilot us safely through the water of dissention, carelessness and neglect and eventually arrive at the harbor of "Safety First."



"Spring Plowing" on Dakota Division.

TO THE OFFICERS AND EMPLOYEES OF THE ROCK ISLAND LINES:

The United States Government will within the next few weeks call upon all patriotic citizens of the United States to invest in an issue of government bonds bearing probably $3\frac{1}{2}\%$ interest (or $\frac{1}{2}$ of 1% higher than the usual savings bank interest) with which to finance the war with Germany. These bonds will be free of all taxes except estate and inheritance taxes, therefore the net return is much higher than the straight interest yield. This is a loan which should, and I am sure will, appeal to all of you. I commend it to your favorable consideration and hope that each and every one of the employes of the Rock Island Lines will invest what he feels he can in it.

Doubtless the banks at all banking points on the road will be glad to take subscriptions and arrange, without cost to you, the purchase of bonds for you, but if not and in case you have no local banking facilities, Mr. Geo. H. Crosby, Treasurer for the Receiver at Chicago, Illinois, will cheerfully handle the matter for you and see that the bonds are delivered to you without any deduction whatever for handling or delivery charges.

A few days prior to the offering, blank forms will be supplied each employe on which he may subscribe for such of the bonds as he desires to purchase. This form will on its reverse side give full information as to just what action should be taken in order to properly handle the matter.

These government bonds will be issued in small denominations so as to be within the reach of all, and I want particularly to impress upon each employe that the small subscriptions are as earnestly desired by the government and as greatly needed as the large subscriptions.

Respectfully,



ANNUAL MEETING OF TIME SERVICE MEN.

Mr. Webb C. Ball, General Time Inspector, Rock Island Lines, has issued invitations to our hundred and twenty-five local watch inspectors on our lines to attend the first annual meeting of the Time Service Department at the Stratford Hotel, Chicago, May 22 and 23.

Mr. Ball also stated he would like to have an equally large representation of Rock Island employes who are required by the rules to carry standard watches, present at the meeting. His invitation to the latter is as follows:

ROCK ISLAND EMPLOYES COMING UNDER TIME SERVICE RULES.

The First Annual Meeting of Local Watch Inspectors of the ROCK ISLAND LINES will be held in the

STRATFORD HOTEL, CHICAGO, ILL.,
May 22 and 23, 1917.

Inasmuch as you are vitally interested in the maintenance of an efficient Time Service you are cordially invited to be present and take part in the meeting to the extent you desire and I sincerely hope you will find it convenient to attend and I can assure you it will give great pleasure to have you with us.

If you have any suggestions to offer to the meeting and cannot personally present them, same will be gladly accepted in writing and given careful consideration and made a part of the proceedings.

Yours very sincerely,
(Signed) WEBB C. BALL,
General Time Inspector.

GEORGE E. SCHNITZER PROMOTED.

Effective April 1, Mr. George E. Schnitzer was appointed Assistant General Freight Agent, with headquarters at Little Rock, Ark.

Mr. Schnitzer entered the service of the Chicago, Burlington & Quincy Ry., St. Louis, in 1898 in the freight house, holding various positions until finally promoted to chief claim clerk in 1905.

During February, 1906, he resigned to accept position as chief claim clerk with the Wabash, at St. Louis. In October, 1906, he left the Wabash to accept a position with the St. Louis Transfer Company to take charge of the reconsignment department; was then called back to the Wabash during January, 1907, to take charge of the freight house at St. Louis as Superintendent. In Novem-

ber, 1907, he returned to the service of the St. Louis Transfer Company, in charge of reconsignment department. In September, 1907, he accepted a position with the Rock Island-Frisco at St. Louis, in the Commercial Agent's office. On January 1, 1910, when the Rock Island-Frisco Traffic Department offices were separated, he was transferred as chief clerk to the general agent at St. Louis, remaining in that position until January 1, 1912, when he was transferred to Little Rock, Ark., as chief clerk in the general freight department, which position he held at the time of his recent promotion.



In the present state of war, the question of conscription and compulsory army service is a vital one to the people of the United States. Many of the Rock Island employes will enter army service, but those remaining at their respective duties can perform service of equal value to the country as those who actually shoulder arms.

The conservation of fuel is one of the vital interests of the country, and particularly in view of the high cost, an appeal at this time to aid in the conservation of coal, for economic reasons as far as our company is concerned, and for patriotic reasons as far as it affects our country, is made to all those using and handling fuel in the various branches of the service.

CARL SCHOLZ,
Manager Mining and Fuel Dept.



SON OF MINE.

By Francis T. Leahy.

(In the Brooklyn Eagle.)

Son of mine, as I see you there,
Engrossed in your book, in your deep arm-
chair,

Free, as I know, from all worldly care—
I wonder how long ere the call may be
That summons you in a trice to be
Ready to strike for your liberty,
Son of mine.

Son of mine, I shall have no fear,
If the call be sounded, that you shall hear
Your country's voice with an eager ear,
And shall bravely stand at the first alarm
Pledging the strength of your strong young
arm
To shield your home and your hearth from
harm,
Son of mine.

OBITUARY.

Henry A. Ammen, of late employed in the A. F. T. office, was born in Troy, N. Y., January 5, 1847. When he was 4 years old the family moved to Bennington, Vt., and later to Ohio. Here Mr. Ammen completed his education, graduating from college at College Hill, Cincinnati. Mr. Ammen's father was Gen. Jacob Ammen during the Civil war. Henry was too young for service, but he wearied of the uneventful life at home and suddenly turned up one day at his father's headquarters in the army. His application for a place in the active service was unavailing and he was returned home. After the war he was for two years a clerk on the steam packet Utah. He then learned telegraphy and became an operator on the C. H. & D. Ry. at Wyoming, O. The first message that he took from the wire was a dispatch concerning the great Chicago fire, October 9, 1871. In 1874 he went to Topeka to take a position as timekeeper for the A. T. & S. F. Ry. Here he became acquainted with Miss Florence Alice Gillespie of Macon, Mo. Mr. Ammen and Miss Gillespie were married on March 26, 1886. After three years in Topeka they came to Chicago, where they have since lived, Mr. Ammen being employed during these years by the Rock Island Ry., out of whose service he was pensioned December 1, 1916. One son was born to them, William J., who survives his father. Mr. Ammen has been in ill health for many years. In spite of months of invalidism, each year he has kept on bravely with his work when he could. He bore his suffering with great fortitude and far from allowing himself to be absorbed with his own afflictions he was devoted in his attention to his sick friends. He died at his home on the morning of April 11. The funeral service was held on Friday, April 13, at 4:30 p. m. from the Masonic Temple and his body was laid to rest in the cemetery at Mrs. Ammen's old home, Macon, Mo., on Saturday morning, April 14.

BOYS OF '61.

Fred V. Culp.

Do them honor, fellow men,
For they are going one by one,
The men who saved the nation
Are the boys of '61.

Respect the boys of blue,
Who shouldered each their gun
To keep the Union sound and true
In the days of '61.

And when the battle's o'er,
The victory it was won
Found many gone before,
Those boys of '61.

Honor those old soldiers
For the deeds they have done;
They were the Union holders
In the days of '61.

IN MEMORIAM.

Written in Memory of Dr. Charles Blickensderfer, Killed in an Automobile Accident at Shawnee, Okla., April 9, 1917.

Death sudden and tragic has taken our friends—

This friend beloved by all—
And sorrow and grief the heart doth rend,
And honest tears will fall.

For he was one of God's good men
And a friend to high and low,
But God's ways are beyond our ken
And we bow 'neath the heavy blow.

As he rode forth on his duty's route
He was met by another car
And mangled and bruised, his life went out
In the awful shock and jar.

May God dry the tear of the near and dear
And assuage the grief they bear,
As they know that beyond the shadows
drear

He has taken him 'neath his care.

And help them to know in sorrow's night
There's a star that shines beyond
That beckons on with its kindly light
And gives back the memory fond.

And we who strive in life's grim need
Feel that his nobleness
Shines out as a beacon light to lead
Through grief and storm and stress.

Then the flower we fain would lay today
Is the flower of friendship's bloom
That will blossom beyond the shadows
gray

To survive beyond the tomb.

—John B. Strong,
Seminole, Okla.

UPLAND.

By D. M. Lockwood.

Do not be discouraged
As you tread life's dusty way;
The darkening clouds that gather
Do not always come to stay.

Bite the dust and step on bravely;
There's a place for you to fill,
And successes may be waiting
For you just beyond the hill.

There is gold within the mountain,
Treasures far beneath the soil;
They're not had for just the asking;
But are found through sweat and toil.

There are many self-contented
With the place in life they fill,
Who could greater be rewarded
If they chose to climb the hill.

Mrs. William Wesley and family desire to express thanks to their many friends for sympathy expressed and floral offerings in their sad bereavement in the recent death of Mr. Wesley, who was for many years a switchman on the Chicago Terminal of the Rock Island Lines.

TO ALL CONCERNED:

I wish to assure each member of the System Loss & Damage Committee, as well as employes of all departments who have interested themselves in reducing the loss and damage to freight, and in Claim Prevention work, of my hearty appreciation of their efforts during the past year or more.

From the many reports received by me with respect to the recent System Loss & Damage Committee meeting held at Kansas City, where the splendid sub-committee reports were so satisfactorily and intelligently disposed of through the very general participation in their discussion, I am convinced that the further saving so much desired will be made.

Still further good will undoubtedly ensue from the meeting through acquaintances and closer friendships formed, combined with the dominant feature permeating the entire three days' session, LOYALTY TO OUR COUNTRY, TO OUR COMPANY, and in each employe being a booster and solicitor for the Rock Island Lines.

Sincerely,

A handwritten signature in dark ink, appearing to read "M. Ridgway". The signature is fluid and cursive, with a long, sweeping tail that extends to the right.

Chief Operating Officer.

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER
General Superintendent Freight Claims

ARTICLE VIII

The following items from proceedings of monthly prevent claims committee meetings held on various divisions have been selected for publication in this issue of the Magazine:

Iowa Division, Des Moines, Ia., March 6, 1917:

Agent Gillett of South Omaha called attention to the damage to live stock, horses and cattle by reason of no bull boards being in stock cars. Animals are allowed to crowd up against the door, with the result they skin their legs and in some cases breaking them. Think it will help materially in the prevention of stock claims if bull boards are furnished for our stock cars before loading cattle and horses.

General Yardmaster Stone of Valley Junction stated that they had been called upon to expedite the movement of stock and meat trains through the terminals and thinks by a little co-operation on the part of conductors, in case they have any hot boxes, a great deal of delay can be saved at Valley Junction if the conductors will wire him in advance so that they could line car inspectors up to be ready to meet the trouble. There are a few of our conductors who do this, but the majority don't. Had a case recently of a train from St. Paul to Kansas City on which we were making a Short Line change, and we received this information and took a car repairer out to Short Line Junction and got the train out in good shape. On No. 96 last night we had two brasses to apply, had nothing on them until train got in, and you can very readily see that it takes time for the inspectors to find the hot boxes, return to shanty and get jacks, brasses, etc., all of which consumes 10 or 15 minutes, where if the conductor would wire number and initial of car and the location in the train we are liable to tell about where that car would be when train stopped and would have a man there to take care of it and cut down some of the delay getting out fast trains through the terminals. Chairman will issue a bulletin on this matter to conductors. Mr. Stone stated further that they were having a good deal of trouble on account of hot boxes on cars of horses delivered to the Des Moines Union at East Des Moines.

St. Louis Division, Eldon, Mo., March 8, 1917:

Mr. Varney, agent, Carrie avenue, St. Louis: "I have noticed one thing good since I have been here and that is the co-operation here and the treatment the patrons receive at the hands of the company's employes. One of the most vivid cases and where the treatment of a party saved a claim, I know it did, you will remember the Terminal switch crew, Mr. Correll, that side-swiped a car of stock on No. 91 as

they were pulling out of the yard? Mr. Correll was on the ground and took charge of the stockman in charge of the stock and nursed him around and got him fixed out and transferred his stock for him. A few years ago, it might have been different. The superintendent taking a hand in the matter that way, we will be more apt to follow. I know it was a good lesson to me the way Mr. Correll handled that man and I could not help but notice it. I also notice the trainmen are very courteous to chickenmen and stockmen going through Carrie avenue."

Mr. Correll: "I would like to mention that stock affair at Carrie avenue since Mr. Varney has reminded me of it just to show you how we can work on a fellow and get his good graces. He had a carload of high class, I think thirty-one head of stock in the car worth \$3,600. No. 91 was pulling out of Carrie avenue and the Terminal pulling in from the other way shoved clear through and couldn't catch any other car, of course, but the car of stock. It didn't hurt anything to speak of, but scratched a few on their legs and dented the stock car considerably. I got hold of the fellow and told him that we would have to transfer the car; then he began to worry about the bedding, as he had some expensive bedding in the car and he didn't know what to do about his bedding and I told him we would put in some cinders and he readily agreed to this and we transferred the car and bedded it with cinders. About 7 o'clock that evening he came down to the office and we sat down and talked until No. 99 pulled out and before he left he had invited me to visit him at Gladstone for a fishing trip and it is better than a claim, but as Mr. Varney said, several years ago he would have gotten up and damned everyone in the world and himself, too, because he was shipping stock over the railroad."

Mr. Collins, engineer: "I have read over the minutes of the meetings, but I had in mind to talk a little about the rough handling of cars. I notice a great deal of comment on rough handling of cars and I will give my experience in how we can improve on that. With one kind of car length signal for one thing. I believe that the trouble with the train and enginemen, or a lot of them, is that they never consider the contents of a car. If they get cars together without any outward damage being done, they think there is no damage done to the car whatever. I think that is very true in backing in on house tracks, with cars loaded or partly loaded with household goods, tile, etc., easily toppled over or broken. I think there is one thing that has been brought out in this meeting that without any doubt

is for the good of the work and I am heartily in favor of the car length signal. I think that would eliminate a great deal of the claims. I know in switching a great many times you will get a back up signal, then a hard stop signal and, being the engineer in his position, don't know whether to apply emergency or service application. Don't know just what to make of the two signals, where a car length signal would help out in some cases of that kind."

Mr. Miller, engineer: "One item comes to my mind, Mr. Chairman. A 73,000 series stock car came through here last night on No. 91. I found a steer had stuck his foot through the lower board between the floor and side of car. Board was spaced about four inches. It was necessary to get the board in a vertical position or get the steer to lie down. Space in side of car, I should judge, to be fully four inches, possibly more. While it might not be possible to look after all of the cars of that special series, in going through rip-track or in building new ones, that might be taken into consideration.

"I want to say something on the car length signal. One thing I have noticed particularly when they don't use the car length signal is that trainmen only figure the destination alone and not the number of cars handled. They use their own judgment when making a coupling, but if heavier than they judged it was, get pretty hard bump. Another matter I had in mind was stopping before coupling. I don't really believe that it is the proper thing to do because when you stop you are bound to start just a little bit harder than you wanted to and it is best to use the car length signal, and with a uniform signal you can depend upon the man you are working with. When you go into them you do it so nice and easy that you don't know that there was a bump and I heartily endorse it."

Mr. Correll: "Gentlemen, I will tell you what let's do. We have been practically doing good team work since we started this, but let us get into it further. Let us be the in and outfield complete. Don't think because one tells us about some irregularity it is going to get somebody into trouble because it is not. Those things are simply brought up to correct them. Any suggestions that are made or written up are simply and purely for the prevention of claims and that, of course, is team work.

"Since I have been on the St. Louis division I have been very well satisfied with the team work part of it. The men are good and work together and work with us and very seldom we have to correct a man the second time—that is team work."

El Paso Division, Liberal, Kan., March 17, 1917:

Mr. Irwin called attention to present instructions on stock handling and suggested that all concerned refresh their memories on the instructions so that the spring movement may be given the necessary attention, following this with discourse on the subject of rough handling, stating that many engineers have requested that they be in-

formed by trainmen when there apparently is rough handling, so that conditions may be remedied. The discussion showed that there are cases where appliances on some cars may be defective which would result in jars, or rough handling, on rear of train when not noticeable on engine, and if the engineer is informed examination could be made and the "dynamiter" located, repairs made or other action taken to overcome the trouble. Mr. Irwin further suggested that when conductors know of defective cars in their train, notice be given by wire to terminal in advance so that necessary preparations may be made, material assembled and repairs made to car without delaying the stock.

THE WAY TO THE GOOD JOB.

If you can work and keep your smile
And not be grumbling all the while,
If you are glad to do your share
And sometimes more, and still not care,
And take the gain or take the loss
And still be loyal to your boss,
You need not fear the frowning fates,
For you a good job surely waits.

If you put into all you do
The very heart and soul of you
And give unto the simplest test
That spirit which is called your best,
And use your brain along the way
It makes no difference what today
You're being called upon to do,
A good job surely waits for you.

Men do not rise by handsome looks,
Or from the things they've read in books,
Or even from the facts they know,
But from the knowledge that they show.
If you are patient and will work
And do the tasks that fret and irk
Without complaining, in good time,
The ladder of success you'll climb.

If you will think about your task
And of yourself this question ask:
"With this would I be satisfied
If I were on the buyer's side?"
And never let it pass until
It marks the summit of your skill.
Be not dismayed nor live in dread,
A better job is just ahead.

Today is but a stepping stone
To glories that are still unknown
The sunbeams of tomorrow raise
The seed of all our yesterdays;
In what we are men near us see
What in the future we shall be.
The good job blossoms on the soil
That has been tilled with honest toil.

—Detroit Free Press.

MURINE EYE REMEDY.

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

APPOINTMENTS.

Mr. D. B. Sebastian, after many years of loyal service with this company, has resigned to engage in private business, and the office of assistant manager of the mining and fuel department is abolished, effective this date.

Mr. Sebastian's resignation is reluctantly accepted and he goes to his new work with the best wishes of his former associates.

Effective April 1, 1917, Mr. C. T. Winkless was appointed superintendent of fuel, in charge of the purchase, distribution and handling of fuel.

Mr. W. J. Eddy was appointed superintendent of fuel economy, with jurisdiction over all matters pertaining to fuel economy. The engineer of fuel economy and the supervisor of stationary plants will report to him.

Mr. C. H. Caswell, general agent, freight department, Chicago, Ill., was granted leave of absence, conduct of the general agency to continue over his name. Responding to the call of patriotism, he has been commissioned captain in the quartermaster officers' reserve corps and has been ordered to active duty therein.

Mr. M. T. McCraney, assistant general agent, freight department, Chicago, Ill., will, in Captain Caswell's absence, exercise active supervision.

Effective April 1st, Mr. Geo. E. Schnitzer was appointed assistant general freight agent, Little Rock, Ark., vice Mr. J. E. Johanson, general freight agent, resigned to accept other service.

Effective April 10th, Mrs. E. M. Fleagle was appointed permanent agent at Racine, Iowa, vice Mr. A. W. Janke, resigned.

Effective April 15th, Mr. C. L. Sharp was appointed master mechanic of the Louisiana Division, headquarters El Dorado, Ark., vice Mr. W. J. Eddy, promoted.

Effective April 5th, Mr. V. K. Rice was appointed assistant to comptroller, Chicago & Alton R. R., with headquarters in the Transportation Building, Chicago, Ill. Mr. Rice was with the Rock Island for some time before he went with the Alton.

MERITORIOUS SERVICE.

Messrs. J. J. Goss and O. O. Roberts, of El Dorado, Ark., on March 12th, when train 84 was pulled out of Ashley, noticed a large piece of pine timber which was about to fall off between two cars, and flagged train to have timber reloaded.

H. E. Kimbrough, fireman, Haileyville, Okla., recently noticed fire flying from a car, got off and discovered broken arch bar on C. M. & St. P. 76572, loaded with lumber, had train stopped and no doubt averted serious accident.

F. B. Hunt, brakeman, Des Moines, Iowa, on April 12th while train 81 was switching at Evans, discovered broken arch bar on C 63643, loaded with implements for Rockfield, Idaho.

Messrs. F. E. Abernathy, operator at Columbus Junction, and T. W. Bamrick, operator at Washington, during wire trouble on April 7th in the vicinity of Trenton, rendered very valuable and efficient service in assisting in the movement of important trains.

G. E. Weaver, J. S. Shive, conductor, and Wm. Gaskings, brakeman, of Eldon, on March 22d, were instrumental in preventing a loss to this company when they separated a car load of hogs and cattle that had become mixed when partition in car broke down, and replaced the partition securely.

G. N. Keown, conductor, Dalhart, on the morning of March 26th, discovered hot box on baggage car of train No. 4 at Texhoma, also assisted in repacking and putting cooler on same.

L. H. Hinlitt, brakeman, Nebraska Division, commended for his actions in firing No. 85's engine from Richfield, Neb., to Alvo, Neb., April 4th, after regular fireman had taken sick.

A. Erekson, conductor, and D. E. Hemphill, brakeman, of Dalhart, commended for their watchfulness in avoiding the possible destruction of many cars in Tucumcari Yards on March 12th.

C. E. Horton, engineer, R. W. Moore and C. C. Moore, brakemen, of Dalhart, commended for firing engine 1930, Texhoma to Conlen, when fireman left engine on account of being sick.

Chas. Justus, car inspector, G. H. Walk and A. A. Keith, brakemen, Missouri Division, on March 25th, carried water across tracks in Trenton Yard and filled water barrels in an emigrant car in Extra 1654 West, avoiding delay to train.

A. H. Morey, fireman, Colorado Springs, commended for being on the alert noticing brake beam down on car in train on which he was a passenger.

I. Forrest, conductor, C. C. Ramig and D. E. Thompson, brakemen, of Trenton, on March 13th, commended in unloading Washington freight, avoiding a delay of 24 hours to the branch freight.

R. Provance and R. Cowman, brakemen, of Des Moines, on March 19th, voluntarily took turns at firing engine 1127 from Pella to Valley Junction, on account fireman being sick.

E. J. Cronn, agent of Esbon, Kan., commended for prompt action shown in flagging No. 94, as it was passing his station March 21st, after detecting broken arch bars on R. I. 67394.

W. O. Dillon and W. T. Wilkins, conductors, Chas. Willy and W. W. Wilson, engineers, J. C. Miller, brakeman, of Estherville, Iowa, have each been credited with ten merit marks for voluntarily shoveling snow to assist in clearing main line between Sioux Falls and Estherville during recent snow trouble March 17th.

Harry Simpson, brakeman, Sibley, Iowa, received ten merit marks for voluntarily firing engine 1139, on train 827, March 13th, from Maclay to Sibley, account fireman injured.

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

Through the efforts of W. J. Mudgett, conductor, Eldon, Mo., we secured passenger for Clarence, Iowa, via Des Moines, and one for Watertown, Iowa, via Des Moines.

Robert Rice, operator, Cedar Rapids, secured five passengers for Chicago from Cedar Rapids, on April 12th.

W. T. Rich, conductor of the Iowa Division, was instrumental in securing five and two half fares from Des Moines to Omaha en route to Schirler, Neb. These people had intended going another route.

Through the efforts of Mr. E. D. Ross, agent at Shell Rock, we secured two passengers who purchased round trip tickets, Cedar Rapids to the Pacific Coast.

A. S. Craig, conductor, Kansas City, was instrumental in securing three full and three half fare tickets, Kansas City to Los Angeles, total revenue \$191.25.

Mrs. M. Kincaid, our agent at Gibson, Iowa, recently secured three cars emigrants from the vicinity of Gibson to Minnesota Transfer en route Minot, S. D.

Mr. C. F. Jahn, chief rate clerk in the freight department, Chicago, has been instrumental in securing several passengers for our lines recently.

Chas. Martin, conductor, Kansas City, on arrival of train No. 11 at Kansas City, March 31st, secured four passengers for Oklahoma City via our line.

H. C. Gunter, traveling car agent, Chicago, was instrumental in the sale of one ticket, Kansas City to Sioux Falls, S. D.

Geo. Smolka, of the car service department, Chicago, recently secured for us one passenger from Chicago to Clafin, Kan., routed via Rock Island Lines to Kansas City.

R. Williams, of Des Moines, on April 3d, secured car of stock, household goods and farm implements for Clovis, N. M., and in addition to this he secured two full fares to the same point.

A. Thornbrugh, care foreman of Pratt, Kan., on April 4th, persuaded party to buy two tickets over our line from Pratt, Kan., to

San Diego, Cal., who had intended going over another route.

H. W. Sherman, in Supt. Walker's office, Little Rock, has secured one ticket to Chicago by his individual solicitation.

F. J. Moore, conductor, Eldon, recently secured passenger, Kansas City to Emmett, Idaho. He also secured a passenger, Kansas City to Pueblo.

O. H. Ayers, conductor, Eldon, Mo., recently secured passenger, Kansas City to Denver.

D. Singleton and E. L. Reese, conductors, of Des Moines, have been instrumental in securing passengers for our line. Mr. Singleton recently secured four passengers for St. Paul, and Mr. Reese secured one passenger for Mason City.

On March 19th, Floyd Smith, train porter on No. 710, induced passenger to purchase ticket from El Reno to Lewiston, Idaho, via Denver.

E. L. Whitney, manager, telegraph office, Haileyville, was instrumental in securing passenger, Haileyville to Philadelphia, Pa., via Memphis. He also secured party, El Reno to West Point, Va.

Harry K. Kennedy, news agent for J. J. Grier Co., while operating on train No. 69, secured passenger for our line, Charlton to Omaha.

R. Thompson, conductor, Eldon, recently secured a passenger, Kansas City to Fort Worth; also one Kansas City to Los Angeles.

F. A. Bledsoe, conductor, Iowa Division, secured passenger, Rock Island to Kellogg, Idaho.

G. W. Brookbank, conductor, Peoria Division, secured passenger, Rock Island to Billings, Mont.

Conductor McPartland, of Cedar Rapids, recently secured two passengers, Cedar Rapids to Chicago.

Geo. Barbach, of Pratt, Kan., recently persuaded party to use our line, Kansas City to

Wichita, Kan., who had intended going over another route.

H. Laird, conductor, St. Joe, has been instrumental in securing shipment of five cars of lumber from Brookhaven, Miss., which was routed via our line to St. Joseph.

A. B. Griffin, C. C. local freight office, Morris, Ill., secured routing of twelve cars of paper via our line, from Des Moines to Morris.

H. F. Volkmann, C. C. to agent, Minneapolis, Minn., secured two cars bagging to be routed via our line from Minneapolis to Omaha.

Pius Pohl, C. C. local freight office, Cedar Rapids, Iowa, secured car of motor trucks to be routed via our line, Cedar Rapids to Chicago.

Frank Moulton, clerk, local freight office, Denver, Colo., secured L. C. L. shipment for our line, Denver to Chicago.

Geo. Warren, foreman, Peoria, Ill., secured a car of fixtures, Chicago to Peoria.

E. Schatchell, clerk, local freight office, Chicago, Ill., secured car of olives, Los Angeles, Cal., to Chicago.

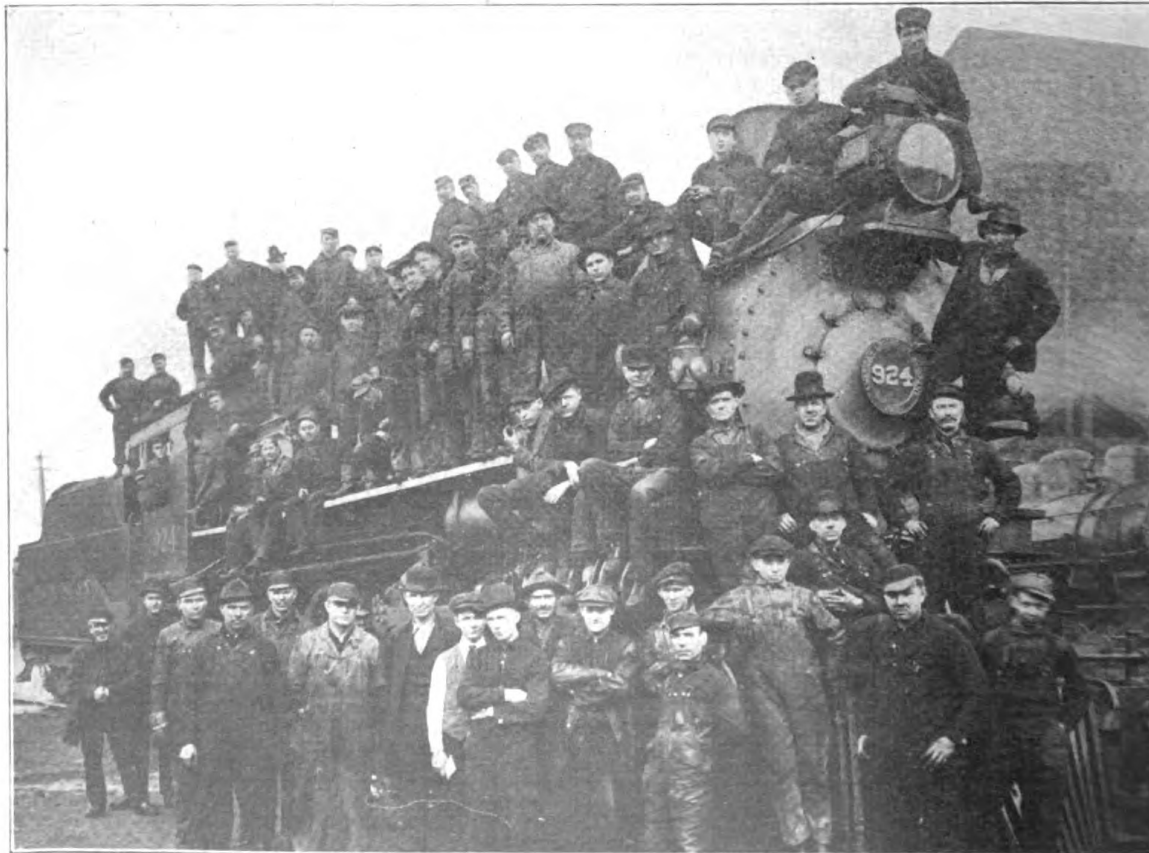
T. Hathaway, cashier to Agent Ruston, La., for securing three cars hay, Baton Rouge to Ruston, La.; also one car hay, Baton Rouge to Athens, La.

C. F. Franklin, passenger department, Kansas City, Mo., for securing one car household goods, Kansas City to Bismarck, N. D.

J. D. Parrish, clerk, local office, Kansas City, for securing 5,000-pound shipment household goods, Kansas City to Philadelphia, Pa.

W. A. Anthony, clerk, local office, Biddle, Ark., for securing two cars freight, Little Rock to Indiana.

Mr. Grover Pearce, conductor, Arkansas Division, secured shipment of one car of horse shoes and one car of steel, from Cincinnati, Ohio, to Little Rock, via our line.



Round House Force, 47th Street, Chicago.



ITEMS FROM SHAWNEE, OKLA.

By Mephisto.

Since the last issue of our magazine there have been several important changes here. Mr. C. L. Sharp, who for several years has been general foreman at Shawnee, has been promoted to master mechanic of the Arkansas division, with headquarters at Eldorado, Ark. Mr. A. Hamilton of Chickasha succeeds Mr. Sharp at Shawnee and Mr. Butler of Shawnee succeeds Mr. Hamilton at Chickasha. Thus three men who are especially strong in their lines have received merited recognition.

There is not much in the small news line at Shawnee at present. All we can say is that everybody is busy and turning out a large amount of good work.

Several of our boys have enlisted and are now under the stars and stripes ready to go where duty calls, and we have no fear but that each will be a credit to Shawnee when it comes to the test.

A 60-foot flag pole has been put on the coach shop building with a copper ball 18 inches in diameter at the top, and Old Glory that was purchased when war broke out with Spain has been hoisted where it can be seen for miles. This old flag was somewhat the worse for wear so the boys started a subscription to purchase a new one and the loyalty of the car department is manifested in the fact that in a few hours enough money was subscribed and paid in to purchase a new flag 10x20 and enough left over to buy another 7x14 to float over the car shed. The back shops raised money and will float Old Glory from the highest pinnacle of their buildings.

It is with much sorrow that we chronicle the death of Dr. Charles Blickensderfer, who has for years been the Rock Island physician and surgeon at Shawnee. He had started to make a professional call and his auto collided with another at a street crossing April 9. The doctor's car was turned completely over, lighting on its wheels and turned end for end. When picked up he was found to be mortally injured. He was placed in an ambulance and hurried to the hospital, but died before reaching there. The Rock Island boys all miss his cheerful presence, for he was a frequent visitor at the shops and always had a cheerful greeting and kindly smile for all. At the head of our first-aid organization, he did excellent work and the result of his training of the first-aid men has saved many serious results when men were injured. His was a busy life, a useful life, and he will be greatly missed here. To the sorrowing loved ones the Rock Island employees extend their sincere sympathy, for we know that in the home he was an ideal man. The members of the first-aid met on the 13th inst. and passed the following resolutions:

IN MEMORY OF DR. CHARLES BLICKENS- DERFER.

Whereas, By a grievous accident our fellow member and friend and brother has been suddenly snatched away from this life, while yet in his prime; and

Whereas, We realize the great loss to his family and extend to them our sincere sympathy; and

Whereas, As a member of the Rock Island First Aid, Dr. Charles Blickensderfer was especially beloved by the members of the order for his many noble and manly qualities; therefore,

Resolved, That in his death his family have suffered an irretrievable loss, the community has lost an able and useful citizen, and society a member who by his scientific attain-

ments and his splendid education was an ornament to society.

A. G. COLEMAN,
H. C. HIGHT,
OSCAR BROWN,
W. T. MAHAN,
Committee.

MISSOURI DIVISION.

By "Hugh Sume."

Mr. Tom Brown, roadmaster, Trenton, Mo., has been commissioned second lieutenant in U. S. Officers' Reserve Corps representing the company, assigned to and organized on the Rock Island Lines.

Mr. O. H. Faus, transportation inspector of the El Paso Division, has resigned that position to accept a similar position with the Delaware & Hudson Railway, with headquarters at Albany, N. Y. Mr. Faus was formerly chief clerk to the superintendent at Trenton. Although we regret to lose him from the Rock Island Lines, we are glad to learn of his advancement and wish him success in his new field.

At the OS&D meeting held in Kansas City, April 5th, 6th and 7th, the Missouri Division was represented by Superintendent Ruppert, Transportation Inspector W. McMurtrie, Trainmasters R. C. Scoffern and H. A. Mohler, Agent W. R. Votaw and Car Distributor Wilbur Rettig. A very beneficial meeting was reported.

It is with regret that we mention the recent death of J. H. McCulley, former agent at Cotter, and who had handled that station successfully for a number of years.

Our agent at Montpelier, Mrs. Brigel, has recently suffered the loss of one of her younger sons, who was drowned while attempting to cross the Mississippi River at Montpelier in an automobile.

The new double truss steel bridge over West Grand River at Wabash Crossing, is nearing completion. This will enable us to increase tonnage of trains, as we are now able to run the Mikado engines from Trenton to Kansas City.

R. A. Dean, agent at Gallatin, has recently been made local chairman of the O. R. T.

The railroad employees at Trenton are very patriotic, flag poles having been erected and flags raised at the freight house, yard office, roundhouse, and car shops. Another large flag is to be raised over the superintendent's office in the very near future. A very appropriate program was rendered April 7th when the flag was raised at the roundhouse. About 300 townspeople, led by the Trenton Band and part of the National Guard, marched from town to the roundhouse, where Mr. Clewer, our master mechanic, presided. Prayer was offered by Rev. Walton, and addresses made by Major Stepp, Hon. A. M. Hyde, and Mr. A. G. Knight.

Monty Boyle, Paul Halden, and Ed Pettibone, Rock Island employees, located at Trenton, have enlisted in the service of Uncle Sam with Co. D, Fourth Regiment, National Guard. We are proud of them, as well as of other employees who have already seen service on the Mexican border, and who are ready to take up arms in defense of the Stars and Stripes when the call comes.

The telegraph department is going to install in the near future at Trenton six motor generators. The office will be equipped with five quadruplex sets which will greatly increase the capacity of the through wires. This will eliminate about 600 cells of gravity battery.

An addition to the yard office is being built, which will be fitted up as a private office for

the yardmaster at Trenton. Repairs are also being made to the dispatcher's office.

Eldon, Ia., claims the distinction of being the most interested locality in the "prevent claims and injured movement." At the last meeting, in addition to the regular committeemen of 35 in number, there were 62 visitors.

DAKOTA DIVISION.

By the Trio Editors.

We neglected to write last month on account of the rush.

Everybody is very patriotic around the freight house; even the night force, as they put "Old Glory" on the freight office.

Selbe Broms, Clarence Johnson, Tom Kelly, and Kirt Kemp have already enlisted.

Night Car Inspector Joe Ringham was off for two weeks and departed for Grand Forks. Well, why didn't you bring her back, Joe?

"Spot" Amdahl took upon himself a wife on the 16th of April. Well, Spot, try and remember the cigars the next time, will you?

We understand that Babe Nurss has something on at Lake Park. Well, how is Mabel, Clifford?

Clarice August Steinman had the misfortune to find someone in his bed Sunday morning. Why don't you pay up that eight dollars, Clarice?

Ellsworth Knight, our joint agent and yardmaster, is very busy looking for freight truckers. Do you want a good man, KI?

We wonder if "Fat" is still at Silvis.

Billy Sunday Corbett and Arthur Williams, switchmen, are laying off a few days taking in the sights at Wallingford.

Our distinguished night bill clerk, Curtis L. Kuehl, claims he will buy a pair of stilts if it don't quit raining. Never mind, "Billy," you have a partner. Shorty, from Dows, is about your size.

Martin Thornton, fireman, and Charles Zarr are spending the week-end in Chicago. Charlie is buying the Masonic Temple and Martin is lecturing on the war.

Kanute Turner is the new janitor since Martin left us. Think Broms will bump him, as seniority governs.

Ask the night roundhouse clerk if he wants that car spotted.

Windy, the night caller, is "Telephone Inspector," vice Chas. Kline, promoted. We understand "String" Kline is going to enlist with the Salvation Army.

"Dutch" Houts wants to go to Illinois. Tell us the joke, Dan.

The dispatcher's office has been under repairs for the past two weeks and has been remodeled, and also motors put in to make the juice for the instruments in place of batteries.

J. Link, former special agent, has left the services of the company and has gone to Seattle, Wash., to take up a like position with the Great Northern R. R. He is succeeded by Mr. Streatter, who has already entered upon his new duties.

Bertha Paul and Don Pullen made an over Sunday visit at Sioux Falls last week. There must be some attraction for both of these young people there. Don, you didn't pull off any more stunts like you did once before, did you?

Carl Rogers, timekeeper, who underwent an operation a few weeks ago, is back on the job looking good as ever.

Myron Miller, secretary to superintendent, has resigned and has accepted a position in the Iowa Saving Bank at this place.

A. F. Pilcher, general agent, Sioux Falls, was in Estherville last Saturday shaking hands with his many friends.

I. W. Hutchison and wife spent a few days last week in Rock Island visiting relatives and friends.

J. W. Peterson and Wm. March, road masters, have been in Kansas City for past few days and on the return trip brought a carload of section laborers.

Captain Woods, conductor, has been in Des Moines for a few days looking for a job in the army. "Cub" is a true American and sure does love to fight.

Mr. C. R. Fields, storekeeper, spent a few days at Silvis recently attending business. Mrs. Fields accompanied him as far as Cedar Rapids.

What seems to be the attraction at Minneapolis for the Estherville boys? There seems to be a number of them going there lately.

Mr. Wallace Murray, general foreman, and family took an over Sunday visit to Rock Island, Ill.

It seems as though some one person in the master mechanic's office never has enough gasoline to go very far, but of course, this can be attributed to the high cost of gas. If anyone has any they don't need, they might hand some over to him and avoid a great deal of inconvenience to some people who might go joy-riding with him. It isn't very pleasant to get stuck out in the country and have to walk to town for gasoline.

Mr. Walter Wratten, Jr., assistant foreman, and wife spent Sunday at Ellsworth, Minn., visiting Mrs. Wratten's parents.

John E. Collins, machinist, spent a few days in Minneapolis recently looking over the sights. We didn't see the candy that you were going to bring back, John. Perhaps you were relieved of it before reaching Estherville.

Mr. J. M. Kerwin, master mechanic, spent several days at Cedar Rapids on business. Mrs. Kerwin accompanied him on her way to Chicago, where she will visit for a short time.

Mr. John Baker, chief clerk for Mr. Richardson, paid us a visit recently, checking work reports, and made a very favorable report concerning his checking.

Henry Thompson is back from the Mayo Hospital, where he was taking treatments. Tom says that he is feeling fine, and we are glad to hear it.

Machinist James Proctor has gone to his home at Memphis, Tenn., where he will undergo an operation. We hope for a successful operation and will be glad to see him back again.

Thos. Keenan, machinist, has returned from his home in Winnipeg, Canada, where he was called on account of the illness of his mother.

The boys of the Estherville shops have organized a baseball team and all are taking great interest, working noon hour and evenings. Things look very favorable for a good team the coming season. With a fast man running bases like Hop Rankin, and a heavy hitter like Herman Sorum, Estherville should have no trouble trimming up Thad Vail's Cedar Rapids shop team.

Engineer Ed. Donovan is back from Long Beach, Cal., where he and family have been spending the winter. His wife and family remained in Long Beach.

Eugene M. Kriebs, engineer, is back from an extended visit to the South, and is back on a local freight run from Germania to Iowa Falls.

MEMPHIS, TENN.

We are just emerging from one of the busiest and most prosperous seasons the station has ever known. The high cost of living is touching us all, but "we should worry about the stove wood, for papa will soon come home with a load."

Mr. W. L. Stout, local freight agent, attended the System Loss and Damage Committee meeting in Kansas City in the early part of April. He was met there by his wife and son, Bill, who are spending a few months in Trenton, Mo.

Engine Foreman W. C. Younger, who happened to have a bad accident on March 12 and suffered the amputation of a limb, is improving nicely. He is eating three times a day; in fact, he never lost a single meal—began asking for food before he came from under the anesthetic. All the employees in the terminal miss the genial Mr. Younger, but apparently he doesn't miss any of us, as he says he is happy with the good Sisters and his pretty nurse, Miss Bishop, his "Brown Mule" tobacco, and plenty of "Four Roses."

Expense Clerk Joe Cottingham was absent a few days on account of illness about March

31st right after he broke a "date" with his lady friend, who caught him in his own trap. But Joe says it's still Irene, even though she jilted him two years ago.

W. R. Matthews, who sprained his ankle jumping off the pay car on February 20, is dancing around again, never missing a number. Life will be pretty sordid when Mr. Matthews has to give up dancing.

The ladies in the office scramble to phone the messages to Hulburt just to hear that almost siren voice of Mr. Lipford's.

Assistant Accountant Gregory slipped one over on us March 25 and took unto himself a wife. Congratulations, Gene.

Nate Slaughter, in all his patriotism, left April 6 to join the marines. He was doing good work on the bill desk, but will possibly do even greater work in the navy.

Spring has recalled Rate Clerk J. W. Jarper and Chief Bill Clerk H. T. Chavers to the world of fans. Already they have quarreled over the pennant winner for 1917.

Wonder how "Sweet Papa" Nelson likes married life after one year? Does it seem a hundred?

Mr. E. H. Claypool has accepted a position as revising clerk, Mr. T. S. Gillooley having taken the night chief clerk's position.

Mr. E. H. Medear was out joy riding on the night of April 5 after "lodge" meeting. He's a K. of P., but Mr. A. Goodman says they were together, so we will accept the story as it's told.

Since Mr. G. E. Ross resigned on February 1, Claim Clerk W. J. Duval has had terrible heart affection. They were like two brothers.

A great loss to the office is Claim Clerk W. M. Hester, who has been transferred to Oklahoma City. We depended on Mr. Hester in accidents. He was a veritable ambulance to "carry" the injured from one post to another. He was handsome and affable, and the girl he left behind says he is a "prize."

Mrs. Ellen White has accepted a position as stenographer on the claim desk. We can't make Julian Cottingham frown since the annex of this pretty lady.

John Younger, the Adonis of the office, is constantly talking about "hon"—whoever that is—but we suspect she is the future Mrs. John O. Younger. There is an inspiring story out about the new dime that John can tell you.

Mr. S. F. Kirk, cashier, has removed his family to the suburbs, housekeeping again.

Mr. W. R. Malone is now getting acquainted with his wife again since he has accepted day work on the statistician's desk.

Mrs. T. S. Gillooley and little daughter, Mary Agnes, have gone to Chicago for a visit.

Picture this: Three pretty girls coming south on Third, Leslie Cottingham going north on Third street, darts down side street till they pass and is still blushing.

Car Foreman Pete Conroy sent word up by the messenger boy that he is in love with Miss Bessie James. Miss Bessie is still laughing, but this is a serious affair.

Engine Foreman Younger says he went to the hospital in the ambulance, but he will surely come walking out, for he has already ordered a new cedar foot.

Some new additions to the force are Mr. A. B. Bates, who is real nice and so handsome; Mr. Chester Eckles, who is real nice and so handsome; Mr. C. H. Van Hooser, Mr. Herbert Cook and Mr. H. P. Howard, who are—But, then, they are married, so what's the use?

Mr. D. S. Brady, a record bill clerk, left us on March 26 to accept a more lucrative position. He was popular with the force.

Tommy Cummins, the day messenger, doesn't wear such a worried expression since his rival, Mr. Hester, left. Our dainty little steno., Miss Bessie James, caused it all.

War Clerk W. R. Matthews promises us some poetry which he says is the real verse. None of this "sarcasm" stuff. We are all waiting for it, Bill.

NEBRASKA DIVISION.

By M. B. Kelso.

The following Nebraska division representatives attended the System Loss and Damage meeting held at Kansas City on April 5, 6 and 7:

H. E. Allen, superintendent.
H. C. Kennedy, agent, Lincoln, Neb.
F. D. Bradley, agent, Fairbury, Neb.
F. R. Smith, agent, Beatrice, Neb.
J. M. Crosbie, agent, Smith Center, Kan.
E. C. Tackwell, agent, Phillipsburg, Kan.
J. B. Hare, special agent, Fairbury, Neb.
R. Wells, transportation inspector, Fairbury, Neb.

O. H. Buchanan, superintendent's chief clerk, Fairbury, Neb.

The clerks of the superintendent's office have formed a company to invest in Oklahoma oil leases and have elected O. H. Buchanan secretary and treasurer.

On April 7 R. R. Bragg, assistant engineer of the Nebraska division since 1913, was transferred to the St. Louis division. Mr. T. P. Warren, from the Iowa division, succeeded Mr. Bragg. We are all sorry to see Mr. Bragg go from among us and wish him all the success possible in his new position. We also wish to extend a hearty welcome to Mr. Warren.

Operator Arpke at Beatrice has the deepest sympathy of all in the loss of his wife, March 20.

Operator Beam is enjoying a 60-day leave of absence. He expects to spend part of the time in Norfolk, Va.

Conductor and Mrs. H. L. Duval are spending their vacation at Hot Springs, Ark.

Roundhouse Clerk H. Schreiber has been granted a leave of absence.

Cornelius and Ivanhoe Bradley were Fairbury visitors the first part of the month.

The superintendent's office has been the scene of many speed tests in the past week. Some of our boys are contemplating taking examination for yeomen.

L. N. Knight, signal maintainer helper, has resigned to enlist in the signal corps.

Ray Tucker, baggageman at Fairbury, resigned to enlist.

Some of his friends may be interested in knowing that Don Rider, formerly fireman on the Nebraska division, and now on the Kansas division, was married recently to Miss Leona Stapp.

Among the boys at Fairbury who have enlisted in the navy was Ward Archer. "Shorty" has always been a favorite of the Rock Island employees, having been employed as caller.

Now I lay me down to sleep,
I pray the Lord my soul to keep,
If D. S. should call before I wake,
Then A. S. B. my job will take.

SILVIS NEWS.

By C. O. A.

Our assistant superintendent is happy today,
And he goes through the shop with a whirl
And a kindly smile, and the reason of this
Is he's "Dad" of another fine girl.

He has cause to rejoice with his beautiful wife
And his happy family of four,
Each enjoying good health, which is better
than wealth,
He scarcely could wish blessing more.

And he welcomed this tiny feather
That came from the wings of love
To be lovingly nourished on motherhood's
breast
As a token from heaven above.

Good luck to you, Paul
(pray don't think us
bold).
Good health to the fam-
ily and wife;
May the lassie to beau-
tiful womanhood grow
And be healthy and hap-
py through life.

Machinist Joe French
has the sympathy of

SALESMEN WANTED

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

Big Commission. Big Bonus. Big Money.

Address OPPORTUNITY

Care Rock Island Employees Magazine
Room 927 La Salle St. Station, Chicago, ILL.

the shop employees. His wife died a few weeks ago at the Moline City Hospital and was taken to Galesburg for burial.

Machinist Carl Adams has gone to Colfax, Ia., for his health. We hope to hear of his speedy recovery and see him back to work soon.

Al Long he lives in Rock Island,
I suppose you all do know;
He drives as fine an automobile
As ever you saw go.

Sometimes he drives it to Davenport,
And other times wherever she will go,
But some of these times he will be
Driving it up to the "Watertown Hill."

Boiler Foreman J. Koenig, better known as "Big Jack," has already made a fishing trip to Hampton, Ill. He claims he caught the largest fish yet this season, weighing 14½ pounds dressed. Some of the boys doubt this fish story, but do not doubt that he got wet crossing the Mississippi.

Our truck leader, C. J. Anderson, is reported quite ill with pneumonia. We wish him a speedy recovery, as he is badly missed in the truck gang.

Machinist Harry E. McAnnich has left the service to engage in farming in the North Platte district of Nebraska. Here's luck to you, Harry, and hoping you don't forget the old Rock Island when sending or ordering goods.

Our steno., Sigurd Randall, has joined the Ford ranks, as well as Shop Order Clerk Smith. Our general foreman, Frank Beckstrom, is scratching his head, wondering how they do it.

Machinist Helper A. Sentman has left the service to go to farming near Iowa City.

Machinist E. L. Barry has the sympathy of the shop employees. His father died April 7 and was buried at Chicago.

Old Sam Pinkerton in Fearhuley's gang is busy handing out advice to the lovelorn. Although Sam is an old "bach," they say he has Laura Jean Libby cheated.

Machinist Scotty Wilson as well as Chas. Eakin, Barhydt, Whittemore and Jas. Shannon are looking cheerful. The dream of the fish they hear splashing. They are polishing their fishpoles and some their Fords. So watch for the fishing trips this spring.

Machinist Apprentice Dave Peterson says, "Four bucks ain't much to spend on a girl if a fellow thinks a whole lot of her." It kinda makes a guy sore, though, when a boilermaker shows her a real time on fifty cents.

Boiler Inspector I. C. Myers and Boilermaker Helper W. B. Clifton were called home to Hannibal, Mo., on account of the death of their mother-in-law, Mrs. J. H. Ragland.

Boilermaker Reddin is getting homesick without his chickens or a little garden this spring. But never mind, "Baldy," your hair is beginning to sprout this spring.

Our friend, Anton P. Smarty, is going to take a trip to Iowa. Why not Chicago?

Special Apprentices Gill and Hug claim they will take off their hats to the "scrolls" of Moline when it comes to bowling. How about it, fellows?

Our "hello girl," Miss Jane Scott, has been off sick for a week or ten days and was missed on all lines on the Silvis exchange.

Special Apprentice Hug was called to Chicago on account of the illness of his mother, who underwent an operation.

Machinist John Strupler is still laid up sick. John has been off now about three months with rheumatism. We hope to see him back to work soon.

What is the matter with Bill Murphy and his ball team? Wake up, Bill, and get the ball a-rolling. Summer will soon be here and Silvis shops should not be lost sight of with the good talent in the shop.

Boilermaker Andy Murrin and Machinist Apprentice Joe Murrin, sons of our labor foreman, Matt Murrin, have joined the navy, and we wish to congratulate them on the step taken by them.

Machinist C. Wingmuth was called home April 18 on account of his father being overcome by gas.

Some of our shop time-keepers are traveling

away to Colona, Ill., to attend dances. Some boys, eh?

Steam Pipeman Hugh Dunlap is the proud father of an 8½-pound boy. Congratulations, Hugh.

Boilermaker Frank Swartz was called to Kewanee on account of the death of his mother. Mr. Swartz has the sympathy of all his fellow workmen.

The Silvis election April 17 resulted in the election of Fred A. Hartline as president of the village board, Geo. Sleeth, J. P. Johnston and Jas. Shannon as trustees, all employed at the Silvis shops and roundhouse.

The boilermakers' helpers held a stag party at the Industrial Hall at Rock Island April 14, when our friend, Wm. Green, acted as toastmaster. A fine entertainment was enjoyed by every one.

ARKANSAS DIVISION.

Harrison Howe, Editor.

(Notice: News concerning employees on the Arkansas division is solicited and will be appreciated. Send in notices of births, deaths, marriages, enlistments, etc., and any other news of interest, to Harrison Howe, Little Rock, Ark. Don't leave it for some one else to do—if you hear of anything, send it in yourself.)

Military Matters.

Mr. P. C. Bennetsen, formerly enginemen's timekeeper, has joined the administrative staff, Quartermaster's Corps, A. N. G.

Messrs. Harold Dever, E. A. Sayle and A. N. Kline, clerks in general office at Little Rock, have joined the administrative staff, Quartermaster's Corps, A. N. G.

Mr. F. H. Ritter, stenographer in the superintendent's office, has enlisted in the Medical Corps, A. N. G.

Mr. John Brewer, brakeman, has re-enlisted in the United States navy for the term of war only. Mr. Brewer was honorably discharged some time ago after serving his time.

Keep on Doing.

There is lots of joy in living if you strike the proper gait;
If you always come up smiling in the face of fate.
If you're keeping step and whistling some lively little tune,
You'll be living gay and happy as a sunny day in June.
Keep a level head, don't worry, help your brothers on the way;
Let the sunshine of good humor shine upon you ev'ry day;
Speak a cheerful word at all times, never "knock" your fellow man,
And you'll surely be rewarded—just keep doing all you can.
There is lots of joy in living if you live your life aright,
Lots of sunshine of roses, keep your eyes turned to the light,
Look behind the clouds of trouble; there's a silver lining there.
And you'll find it if you're only living life upon the square.
Scatter good cheer like the thistle scatters seed before the wind,
And the petty woes and trouble soon will be left far behind.
Be a "booster" every minute, help along your fellow man,
And you'll surely be rewarded, just keep doing all you can.

—Selected.

Thirty-day Notes.

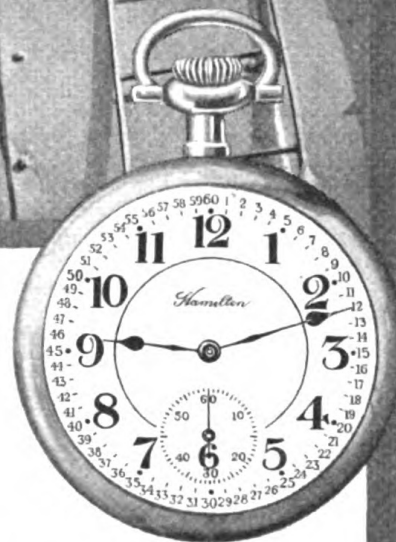
Mr. E. A. Woodworth, formerly clerk to Mr. Tollerton, was a visitor in Little Rock recently. Mr. Woodworth is now with the O'Malley Beer Valve Co.

Speaking of inconsistent things, we recently noticed an advertisement of a shoe repairer illustrated by a cut of a turkey gobbler with tail spread containing the words "Thanksgiving," and underneath was a calendar for the month of March!

Mr. B. B. Shaw, division engineer, is preparing himself for government service, according to reports received today. An interesting book on agriculture was recently presented to him by a local committee on national defense. Ask him yourself.



These two fellows aren't worried about Time Inspection—they both carry Hamiltons



The man on the left is Engineer Ellis Ford; the other is Fireman E. H. Grigsby. Together they run the "Denver-Chicago Limited" over the Burlington Route.

Hamilton Watches are primarily designed to keep accurate time under railroad conditions, which means the most exacting conditions. They have always been made with this object in view, with the result that the Hamilton is the best known watch on American railroads. Railroad men know it is dependable.

When you buy a Hamilton you get Accuracy and Durability. You buy a watch that will last you a lifetime and which will give perfect satisfaction.

Your jeweler will be glad to show you Hamilton Watches at prices beginning at \$13.00 (\$14.00 in Canada) for a movement alone. From this they ad-

vance by easy stages up to \$150.00 for the Hamilton Masterpiece in an extra heavy 18k gold case.

For Time Inspection Service the Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American railroads.

Write Today for the Hamilton Watch Book — "The Timekeeper"

It pictures and describes all Hamilton models and states prices. It also contains valuable watch information.

Hamilton Watch Company, Dept. 34, Lancaster, Pennsylvania

Hamilton Watch

"The Railroad Timekeeper of America"

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An old negro who lives in a stump near our right of way M. P. 55 on Arkansas Division near West Memphis. He has hollowed out the stump and roofed it over. His stove consists of an old milk can and when he builds a fire in it he is forced to go out of doors because of the limited quarters within. The old fellow has two cats and a dog, also several chickens. He farms a small cotton patch, runs errands, etc., and apparently has no concern regarding the high cost of living.

Baseball Clippings.

The Little Rock Commercial Baseball League was organized and opened the amateur season in Little Rock on April 14 with a pretentious parade of over seventy-five automobiles representing six strong baseball clubs made up of local talent. Two games were played at Forest Park and Martin's field following the parade and another game at Forest Park April 15.

The latter game, played between the Rock Island and Electric clubs, was attended by one of the largest and most enthusiastic crowds ever at Forest Park to witness a ball game. It was a hard-fought battle from start to finish and but for a slight error the Rock Islanders would have started the schedule with a thousand per cent.

SCORE BY INNINGS.

Rock Island.....002610000—9
Electrics001100224—10

Mr. A. P. Neill is manager of the Rock Island team this year and H. W. Sherman is captain.

The Commercial league is the strongest amateur baseball organization in Arkansas and is attracting considerable attention from fans over the entire state.

The league is composed of the following: President, Harrison Howe, of Rock Island; secretary and treasurer, C. L. Johnson, of Rock Island; Magnolia Pet. Co. Club, W. S. Kotch, manager; Electric Club, Ed Griffith, manager; Rock Island Club, A. P. Neill, manager; Post-office Club, H. G. Sutterfield, manager; Gay Oil Co. Club, F. B. Blankenship, manager; Bauxite Club, T. E. Howell, manager. Umpires, Tom Williams, Ben Rexroad and Burt Ellis.

The Commercial league this year is the consolidation of the old City league and Commercial league of last season, and has picked the cream of amateur talent from Little Rock, Argenta and Bauxite.

Argenta Shop.

As another example of patriotism among employees, the Argenta carmen went down in their "jeans" and purchased a large flag, measuring 12x20 feet.

It was raised at Argenta shop on April 20, attended by a large assembly of employees, citizens and soldiers. As the Stars and Stripes rose skyward the audience joined in singing "America," accompanied by the First Regiment Band, A. N. G.

The program follows:

Selection, First Regiment Band.

Address by temporary chairman, introducing permanent Chairman of the day, Hon. D. M. Pixley, mayor of Argenta, Mr. M. O. Gay.

Selection, First Regiment Band.

Address, Col. C. D. James, First Arkansas Regiment.

Address, Hon. Ben D. Brickhouse, Labor Commissioner.

Selection, First Regiment Band.

Patriotic address, Gov. Charles Hillman Brough.

Raising of flag by colored guard of First Regiment, Arkansas National Guard, under personal direction of Col. C. D. James.

Finale—"Star Spangled Banner," First Regiment Band.

The committee was composed of the following employees: W. K. Smith, chairman; C. H. Horton, R. C. Mears, Oscar Cooper and Tom Williams.

Biddle Shops.

On April 10 the roundhouse men, assisted by the Biddle car department, got up a contribution for the purpose of purchasing a flag, and on April 12 the flag was raised on the roundhouse. Mayor Taylor and State Labor Commissioner Brickhouse gave a talk in connection with same. Messrs. M. O. Gay, J. K. Morgan, C. A. Welch and U. R. Tracy assisted in the flag raising, while all present removed their hats and sang "America" as Old Glory shot up to the breeze. The flag is a beauty and measures 12x20 feet.

Blacksmith Apprentice M. P. Warren has joined Uncle Sam's ranks and is to be truck driver.

Boilermaker L. O. Gilliland has also enlisted in the army.

Miss Kathryn Burke, statement clerk in the master mechanic's office at Chickasha, Okla., is visiting her sisters, Mrs. E. H. Reville and Miss Helen Burke, at 1612 Spring street.

The boys are wondering what is the matter with the "Moon Roadster."

Mr. Mealey has bought a new corncob pipe.

Miss Marcy McConnell, daughter of E. R. McConnell and sister to R. L. and F. R. McConnell, underwent an operation at St. Luke's Hospital April 18, but is getting along nicely.

Soliciting Business.

Mr. W. M. Hunter, conductor, Arkansas division, secured shipment of twenty (20) cars of straw from Hazen, Ark., to Peoria, Ill., via Rock Island. Mr. Hunter was highly complimented by the management.

Mr. Griff Farrell, engine foreman, Arkansas division, secured shipment of one carload of paper bags from Little Rock to Jonesboro, Ark., via Rock Island. He was highly complimented by the management.

SOUTHERN DIVISION.

By H. W. Walker.

NOTICE. ALL DEPARTMENTS: Kindly forward all articles for the magazine to H. W. Walker, Room 300, Majestic Bldg., Fort Worth, Texas, not later than the 15th of each month, as the magazine goes to press on the 22d. Would be glad to hear from each department every month. Let the other employees know what you are doing.

Clippings from the Passenger Department.
BOOSTER LIST.

"RAILROADING AS A VOCATION"

By CHAS. ELLIOTT

Traffic Manager of five thousand mile system says: "A very clear and analytical review of the branches and department forces that go into railway operation."

PROMOTION COMES QUICKLY TO THOSE EQUIPPED FOR ANY EMERGENCY

Fifty Cents, Postpaid

CHAS. ELLIOTT, Fayetteville, North Carolina

Mr. Tom G. Knight, pensioned employe, Fort Worth, Texas.

Mr. Otto Crocket, boilermaker, Fort Worth, Texas.

Miss Winnie Slawson, general freight office, Fort Worth, Texas.

Mr. Harry Lucas, commercial agent's office, El Paso, Texas.

Mr. Howard Brooks, treasurer's office, Fort Worth, Texas.

Miss L. Lucile Smythe, Richfield, Neb.

Mr. Ted Randolph, passenger office, Fort Worth, Texas.

Mr. N. G. Henry, traveling freight agent, Dallas, Texas.

This certainly looks good as we are hearing from all over the road. Keep it up, fellows. This is what we are after. Let us hear from you often; we enjoy it.

The above shows that the employes of the great Rock Island Railway are looking out for the interests of the company.

Maybe you will be turned down several times, but try and try again and you will succeed in routing several passengers via the Rock Island before the summer is over.

Summer tourist tickets are going to be on

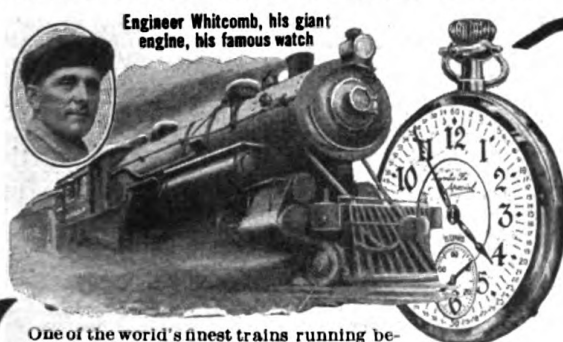
sale May 15 to a large number of points. It is up to you to get busy.

If you need any help in soliciting any of your friends, call on the general passenger agent, traveling passenger agent or any of the Rock Island agents and they will be glad to quote rates, give routing, secure reservations or any other information they may want.

We have a complete line of all descriptive literature for the solicitation of passenger business.

The passenger office wishes to thank all the employes that participated in the loyalty parade that was held in Fort Worth the night of April 17, 1917. We especially want to thank the nine lady stenographers who carried a large U. S. flag. Each lady was dressed in white and presented a very pretty spectacle. Another feature of the Rock Island marchers was the Rooters' Club, who wore white hats with the Rock Island emblem in front and carried Rock Island pennants pinned to their shoulders.

Mr. R. M. DeMosse is left alone in the world. His wife has gone on a little vacation to New Orleans. She was interviewed at the station and said that she sure was glad to get away



One of the world's finest trains running between Chicago and Los Angeles makes a "mile a minute" clip with a Famous "Santa Fe Special" Watch in the cab. Whitcomb says: "BEST WATCH I EVER CARRIED."

21 JEWEL \$3.50 A MONTH
"Santa Fe Special"

The REAL triumph of watch manufacturing—SEE this watch FIRST. Sent without one Penny down.

Write for FREE Watch Book Today—

shows newest watch case designs in 4 colors. READ the so-called SECRETS of watch making. READ how you can save from ONE-THIRD to ONE-HALF of your money—Buy "Direct," cut out the wholesale jeweler's profit.

Buy the BEST RAILROAD Watch
The Famous "Santa Fe Special"

—the one watch "That's Guaranteed for Life," thin model, all sizes. EASY PAYMENTS TO SUIT YOU—Write today.

—Your name on a postal brings the FREE watch book.

SANTA FE WATCH CO., Dept. 50, Topeka, Kan.

EXTRA
WATCH OFFER
—Wear ³⁰ Days FREE

SOME FACTS about the "Santa Fe Special"
Movement You Should Consider

JEWELS

Either 17 or 21 absolutely flawless sapphire and ruby jewels are used in the Men's "SANTA FE SPECIAL." Lever set, double roller escapement. The Ladies' Watch is fitted with 17 of these perfect jewels.

ADJUSTMENTS

"SANTA FE SPECIAL" movements are Adjusted to positions, Adjusted to temperature, Adjusted to isochronism, Adjusted to the least fraction of a second. Factory fitted in case you select.

SIZES AND MODELS

The "Santa Fe Special" is made in all sizes. 16 and 12 sizes and ladies' 0-3 thin model. The 12 size watch is fitted with 21 jewel movement. BE SURE TO SEE THE NEW MODEL BRACE-LET WATCH—the ideal watch for the lady.

DIAMONDS

ON CREDIT

\$50 NO MONEY DOWN

415 \$25

420 \$35

425 \$75

MAKE YOUR LOVED ONES HAPPY

What could give more pleasure to your Wife, Sweetheart or Friends than a genuine Diamond? A noble gift that will last a lifetime. Every Diamond is especially selected, blue white, perfect cut, with which a guarantee certificate is furnished, attesting its quality and value. Any Diamond purchased from us can be exchanged at a yearly increased value of 7 1/2 per cent on a larger purchase.

We will send you any Diamond you choose. No money in advance. If not satisfactory send it back. If you are perfectly satisfied pay for it on our easy monthly payment plan, 20 per cent down—10 per cent monthly. Only a few cents a day. No interest charged.

Let us send you our beautiful new catalog De Luxe No. 64. Select an appropriate gift for yourself or loved one, pay for it at convenient intervals.

L. W. SWEET & CO., Inc. Dept. 64. 2-4 Maiden Lane, New York

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for a little while from her husband, as all she would hear at home was "The Little Red Bug." He is talking to himself now.

Look out, fellows, you may be called on to buy a present of some kind. I am not saying, but when sugar took a soar the other day (Ted Randolph was calling on his best girl) and at a nearby grocery store he bought four dollars' worth of sugar. Said he was buying to make a profit.

Our congenial chief clerk, T. W. Bowdry, has been elected to an office in the Elks Lodge. Some day we hope to see him as exalted ruler of same.

Our steno., Miss Wilson, went for a joy ride the other day. She climbed aboard the Firefly and told the conductor to put her off at Dallas. She got back home all right, too. Said Dallas is sure some city. Wanted to go again some time.

Annuals sure come in handy for us folks who have no automobiles to take us on pleasure trips.

Selling Passenger Service.

The following extracts are taken from an address delivered by Mr. G. D. Dixon, vice-president in charge of traffic, Pennsylvania Railroad Company, to the American Association of Traveling Passenger Agents at their 1916 convention, held in Philadelphia in October last.

The suggestions are apt and the importance of the various points brought out will doubtless appear to each of our representatives whose duties include the solicitation of passenger traffic:

"The outside men of the railroads are doing a great work, in many respects, a vital work. Upon the manner in which you conduct yourselves and the extent to which you serve the true interests, not only of your company, but of your patrons, largely depends the opinion which the public at large forms and holds of the railroads."

"The good will and confidence of the public mean more than almost any other consideration to the railroads today."

"Whenever you talk to a man, or approach him on business, deal with him in such a manner as to increase his confidence and respect and good feeling toward yourself, and, through yourself, towards the enterprise you represent and the railroads as a whole."

"Passenger traffic consists of the voluntary movements of human beings, and freight traffic of the involuntary movements of things."

"In the work of creating traffic, the passenger man is favored in having a much more elastic medium to work in than the freight man."

"An important means (of expanding passenger traffic) lies in the stimulation of the desire to travel by appealing to the imagination and stirring the 'wanderlust' that is in the mind of every man, and every woman, too."

"The wisest passenger men of the future will be those who tend more and more to devote their best energies and their strongest endeavors towards the problem of the creation of new traffic."

"Your greatest work should be to try and increase the number of habitual travelers. To accomplish this, it is not necessary for you to go about encouraging extravagance. The great majority of people could, and with great advantage to themselves should, be made to see the value of travel to their minds and health, and to realize that an investment now and then in a railroad ticket would yield a good return."

"Altness and courtesy rank among the fairest and most effective methods of competition."

"Know your company and the selling points of its service."

"Know your competitors, not to belittle their service, but to learn what your company has that the others cannot offer."

Baseball Notes.

The Rock Island baseball team is a member of the Saturday City League of Fort Worth, Texas. The league is composed of three other strong teams, namely, the Fort Worth & Denver City Railway, Fort Worth Gas Co. and the Magnolia Petroleum Co.

The Rock Island team won the pennant of the railroad league of Fort Worth last year and will try very hard to do the same stunt this year. There is more material to work with this year and competition for the positions is pretty keen. Mr. Fred Lingenfelder has been elected manager and Rollie Pray captain. There is no reason why we should not win the pennant this year under such excellent leadership.

The old men who will try for positions on the team are Fred Lingenfelder, Rollie Pray, Ted Randolph, Bert Williams, Bridgeport Parish, Chas. Spencer, Cecil Ashley, W. E. Ragan, M. E. Card, Cecil Nottingham and Frank Clare Abbot.

The new men who have asked for a try-out are Duncan, Priest, Quinsberry, Floyd Watson, Carl Van Zandt.

The interest this year is at its highest and we expect to put out a winning team.

Would you like to hear from some other Rock Island team in regard to a game at some future date, anywhere? Write Fred Lingenfelder, manager, or H. W. Walker, secretary, Fort Worth, Texas, and all communications will be considered.

A very neat sum of money was added to the treasury from the sale of Rock Island pennants. The pennants were designed by the passenger office and are a very nifty piece of work. It has been decided that a prize of \$2.50 be given to the player making the best batting average for the season, \$2.50 for the best fielding average for the season, \$1 for the most bases stolen for the season, \$1 for the first home run of the season, 75c for the first three-base hit, 50c for the first two-base hit and 25c for the first single.

Ted Randolph won the prize for the home run.

Floyd Watson, the three-base hit.

Cecil Ashley, the two-base hit.

Fred Lingenfelder, the single.

To date we have played three games in the league and are at the top of the percentage column, having won two games and tied one.

Other Rock Island teams will have to hurry to get ahead of us. We are anxious to hear from you.

AMARILLO DIVISION.

By "Sorghum Bill."

Mr. Jones, of Ft. Worth, freight claim adjuster for C. R. I. & G., was a pleasant caller during the month.

M. H. Keasler, former agent at Vega, Tex., has moved up north on the Colorado Division. He is a pretty good old scout and wish him every success.

Mr. Turner, time keeper for crews, resigned and gone to the Cotton Belt, made many friends while with us and left that many behind, wishing him the best of luck.

Old Timer Frank Easdon, section foreman, Wildorado, has resigned and gone farming and stock raising. It will be fences and weeds of his own now that will need his close attention. We are both glad and sorry to see him go, but where the sign is there's where a man will head for.

Mr. W. H. Davidson, of Ft. Worth, Tex., adjuster for the "Gulf," was the usual pleasant caller at the headquarters, full of business as usual, and as well as running the motor cars out of "breath" he was lining up a grand itinerary to get them all while in the "Tan Handle."

Geo. Stone, grading contractor of El Reno, Okla., made several trips out to Bard, N. Mex., to look over his "Gravel Loaders," who are putting out some good stuff. He asked me what the war was going to do to us and this is what I said: The Irish have all gone to fight, the Dutch are hiding and cotton pickers got the hook worm and the Mexicans won't work. He smiled and said, I guess it's about right; guess we will have to shut up shop till the rush is over.

Mr. F. C. Abbott, real estate and tax agent C. R. I. & G., was a visitor on this division. Fat as a match of course.

Mr. Tollerton, of the motor power department, made a trip over our division and stopped over between trains and took in our

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J. W. Harnach
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layout, and like all practical men had some suggestions to make on our needed facilities as well as compliments on what was done with the present layout. He happens to be a brand of the fellows that gets everybody for and with him at once on the job and rather enjoy his visits.

Mr. Jno. Fraser, farmer, neighbor, banker, stock man and general good fellow, dropped in to visit Mr. Bloom and the force during the month.

Mr. J. G. Bloom, superintendent of this division, was called away on track inspection on east end of Second District.

Amarillo sent their soldier boys over the Santa Fe to the border, and, believe me, there was something stirring "about town." Pretty nearly everybody around was down to see the boys off. Also to see the sad faced, tear stained faces of fathers, mothers and sweet-hearts bidding them good-bye. The little "kids"



Section Foreman D. D. Gay, and his men east of Glenrio on Amarillo Division.

about town just got "barefoot" that morning to see them off, got around lively, even though occasionally one would get a No. 8 or 11 on his toe or a "bur" hard fast. But they made their way like "kids" will. Our boys are the good kind and no monkey business if they give them the word. I don't know how fast they can run.

Our genial special agent, D. A. Marlow, has been transferred no one knows where, but he got away from here and H. C. L. S. He was a good fellow and made lots of friends as well as "citizens." Mr. Moore, formerly of Shawnee, is representing that office and seems to be starting off fine.

Quite a number of changes in track forces of late. Frank Easdon, of Wildorado, resigned; J. S. Bradley, of Ontario, took his place. Dudley McKindree, of Vega, resigned; Earl McCurdy took his place. Will Clark takes Adrian. Ed. Mabray, a brother of Bill Mabray, of Bridgeport, Okla., took Ontario. Adolph Barrows resigned, ex. gang No. 2; August Compis will handle it, and Nic Lennos will be at Boise, while Joe Turnbow is apprentice at Amarillo yard for the time being.

D. E. McKindree, section foreman, Vega, who has been on this route for several years, has resigned to go on ranch as general manager, at a good salary. He ought to make a good one, for that is about all our section foremen have done last four years is load stock and drive them off the railroad when not burying them. Luck to you, "Dud."

Some time ago Charley Mason was telling me about something Fred Verner was mixed up with. I don't fully know the details in the deal. But seems Fred has some friend at At-

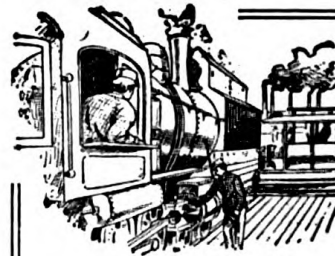
lantic City, N. J., that wanted to put Fred wise to some great stragetical move or fortification on the Beach, and some way Charley got "hip," anyhow Fred's life was saved, etc.

Little Jimmy O'Kelley, did ye know him? At Sayer, clerking for Bob Turner then, he is now ex-storekeeper and has a desk in the superintendent's office, large as life and doing biz right off the reel. Seems that's the way to do it. Stick to it, Jimmy, you'll come along all right.

Mr. W. E. Moses, of Denver, Colo., and president of the Great Glenrio Town Site Company, was a pleasant caller and had a big line up ahead. He is getting the improvements there and soon as the oil proposition starts to take on speed things will look better for everyone.

Mr. C. A. Morse, chief engineer of our system, made a trip over this division in his car and shook hands with the boys and said things along the line were good, in fact, some better than expected. Mr. Morse is a thorough and practical man and has the rank and file right back of him, and the way of making a man feel like he should feel. The Rock Island is blessed with just this class of leaders and that is what accounts for its success—co-operation and unity.

This is about the time of the year when Ed. Artmoth, section foreman of Erick, Okla., plants his flowers at the station park. But the weather this spring has been bad and just what luck he will have is a question. Last year he brought expensive and rare plants from Washington and Oregon on his vacation, but the dryness dwarfed them. I am going to bum Ed for two barrels of Bermuda grass roots or vines to start something in Glenview. See if it will stop the sand burs and entertain a few of the "white faces"? We have the water there, all it needs is a start. Dan Gay will have to get the "city dads" of Glenrio to make a herd law or buy a bull dog, that's all.



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By Bandy.

One country, one flag and that's the stars and stripes.

Business just at the present writing is something fierce, if that's a good word. Our merchandise now is running a hundred cars and over a day. No doubt other large stations on the system are suffering the same. Our bill clerks are feeling fine account the extra billing, with so much merchandise on hand. Gus Kline's (our "Speed King") average one day was one hundred per hour for nine hours. He sure eats 'em alive.

Matt Anderson takes exception to our calling him an ordinary barber. He claims he is a tonsorial artist. Oh, yaas, you are an artist, but not what you claim to be.

Harry Watts says he's no "slacker." Now, Harry, did you intend to be married? Better explain this to the boys.

Why the smile, Mr. Buck? Is it the baseball bug tickling? We know the Sox are some team this year and are going to cop the old flag.

Miss Selma Fehser, formerly of Hamilton Park, now our switchboard operator, vice Miss Myrtle Fay, doing other work. Myrtle says she is glad to get away from the old checker board. Yes, Myrtle, that's some board.

WHAT THEY SAY.

Mike Roach says, nothing doing on the old coach, Bandy. I got all I can do weighing these drays. Thank you for interest taken. Your welcome Mike.

"Skee-Six" Neeb wishes it understood that he will take care of all the pies and sweets brought to him. Be careful, girls; you're included on the last named article.

The "compto" says, let me out. Yes, we have two of 'em, both bears (on the machine).

Osborne Thomas, of the cashier's department, says he is ready to go to war any time. Good; you're the man for Uncle Sam. How many more would say the same?

THE FREIGHT HANDLER.

The midnight ride of Paul Revere has got nothing on us here.

From seven to five it's pushing the truck, if later than that we're out o' luck.

It's a grind, this hauling freight, but it's nothing less than the hand of fate.

Why weren't you born rich instead of good looking?

Perhaps then you would not be working.

—A Checker.

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CHICAGO GENERAL AGENT'S OFFICE.

Capt. Caswell, our efficient general agent, has joined the army. Mr. McCraney will continue to pilot the ship with the able assistance of the crew.

Billy Clair is still flirting with the wax model up in the Fair. Date her up, Billy.

C. Mears is thinking of joining the navy. Keep on thinking, Charlie, there is no harm in that.

Miss Pauline is still watching Walter, the handsome elevator conductor. Main floor! Watch your step, Pauline.

The file clerks here are making a fortune selling newspapers and other waste paper.

Mr. Daly, former chief clerk of this office, but now T. M. of the Studebaker Corporation, was in the other day and reports that his daughter Doris has scarlet fever and he is living in a tent in the back yard. How is tenting on the old camp ground, Ike?

Mr. D. J. Daly of the local office succeeded Mr. J. A. Garner, Mr. Garner having been made contracting freight agent.

If you say the United States are not doing their part in the war ask Mr. Hurd, bill of lading clerk, and he will give you an astonishing record of export bills which he has made out during the month.

The office force are wondering when it will be their turn to have their pictures taken.

Mr. H. G. Smith has succeeded Mr. I. G. Daly as chief clerk of this office.

The mechanical department employees at Phillipsburg round house purchased a large flag and erected a pole on top of the round house and had the flag flying on the morning of March 27, and are now drilling in squad formation at noon hours.

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Combined Capital and Surplus, \$750,000.

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THINGS ELECTRICAL

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THE PRATT LIGHT & ICE CO.
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LIBERAL

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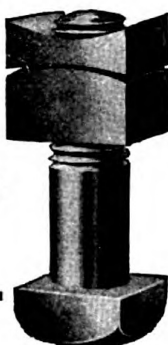
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Put it down this way

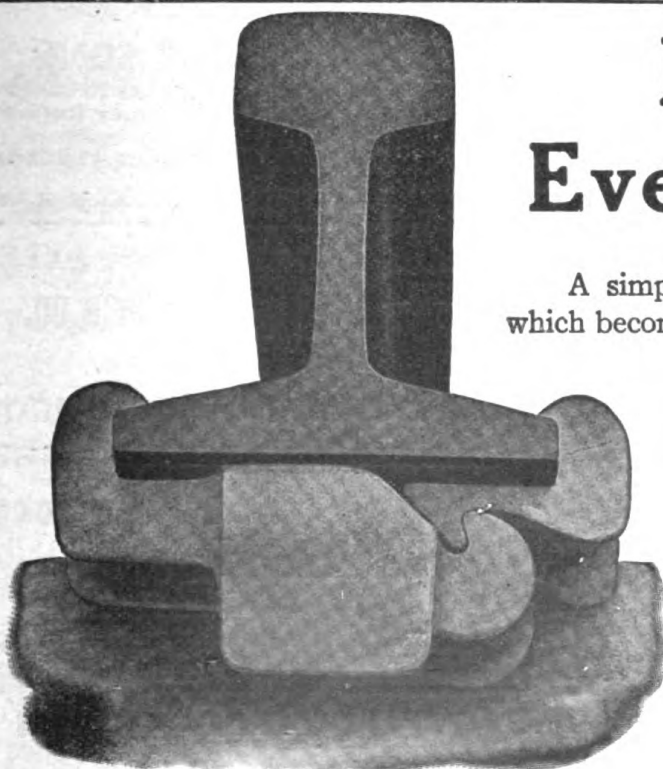
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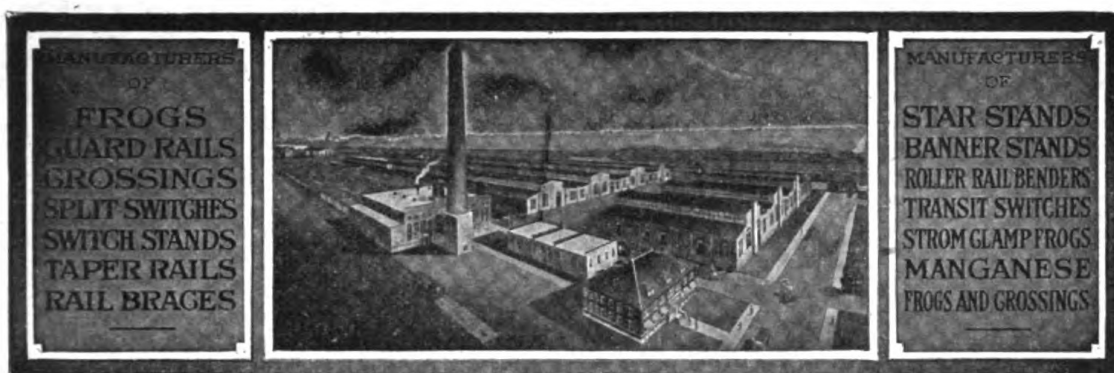
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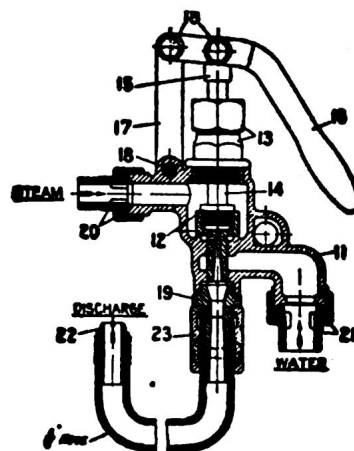
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