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MAGAZINE

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E. C. CONLEY, Supt. R. R. Dept.



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TRUCK, will be
mailed free to readers
of the Rock Island
Magazine.

Readers of the Rock Is-
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ly appreciate the use to
be derived from learning
all they can about the
equipment with which
they come into contact
daily.

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BETTENDORF, IOWA

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Bettendorf, Iowa.

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mantling of the Bettendorf Truck.

Name

Address

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Rock Island Employees' Magazine

Edited by Harley E. Reisman

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

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

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

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

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La Salle Station, Chicago

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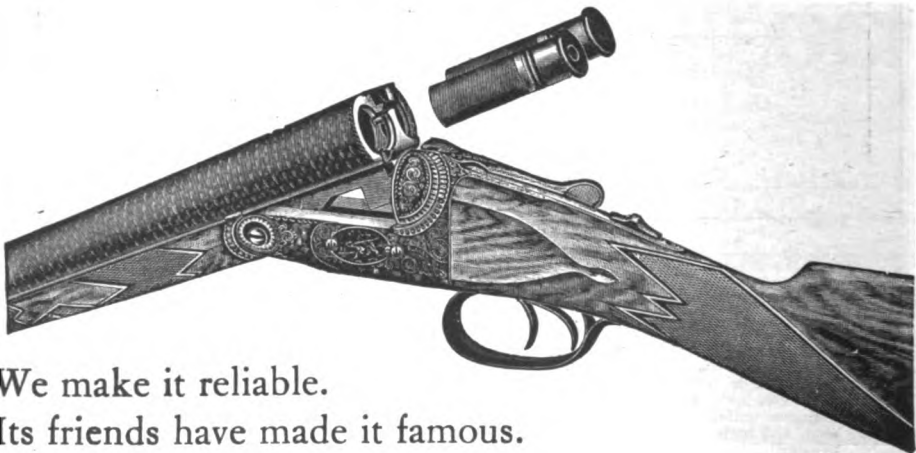
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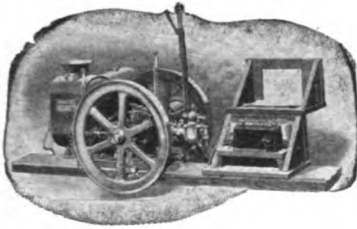
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with belt, pulleys,
etc., for turning any
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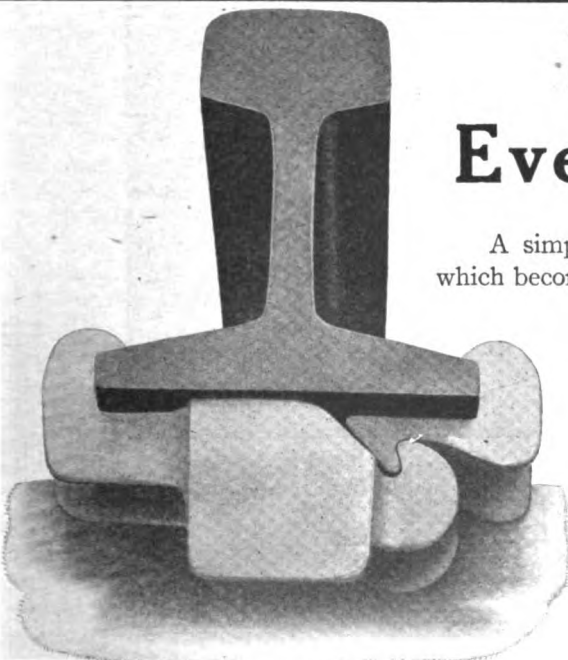
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you'll enjoy the work more and get more done.

Terms so easy you won't miss the price. Drop us a post card right now.

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

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P. & M. Rail Anti-Creepers

New York, Chicago, Denver,
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A. B. Copley, Assistant General Manager Third District.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

SEPTEMBER, 1914.

No. 3.

THE STUDY HABIT

(From Advance Club News)

"I will study and prepare myself and then some day my chance will come," said Lincoln more than half a century ago.

Lincoln studied and prepared himself so that when opportunity came he was both ready for and equal to any occasion.

Opportunities do not come with their face values stamped upon them. Nor do great occasions make heroes or cowards; they simply unveil them.

The study habit, just as many another thing, has its uses and abuses. Like a good steak it may be overdone. As a rule, though, it is more frequently underdone, because:

Most people think that studying and learning has to do entirely with books—a very mistaken idea, for:

Study concerns itself with making the most and getting the best out of life. It tells us how to care for our bodies properly, how to do our work efficiently, and how to improve our minds—in fact, how to live.

There is, today, scarcely a subject upon which a little study—effort will not throw some light. We can get many a helpful idea and spend many a happy hour by just using our eyes, by talking with some well-informed person, and by reading wisely.

Observation, conversation and reading on subjects which concern our work and interest will enable us to add immeasurably to our store of knowledge and capacity for enjoyment.

Competition in business and specialization of industries make it absolutely necessary for us to put ourselves on a war basis. Most of the big men of today became big by learning and growing as they worked. They got their big jobs by making little jobs bigger. You know of such cases in our own organization.

To progress we must learn as we go just as well as pay as we go. Make good or make room is the slogan of the day. Therefore

Let us earn, learn, and grow as we go.
O. E. Norman.

*

ONE HOUR A DAY.

An hour every day withdrawn from frivolous pursuits would, if properly employed, enable a person of ordinary capacity to go far towards mastering a science.—Samuel Smiles.

*

"I WANT TO KNOW."

Jane Jones—she keeps talkin' to me all the time

And says, "You must make it a rule
To study your lessons, and work hard
and learn

And never be absent from school.

Remember the story of Elihu Burrit

And how he clumb up to the top.

Got all the knowledge that ever he had
Down in a blacksmithing shop."

—(Of course, what's keeping me 'way
from the top

Is not never havin' no blacksmithing
shop.
B. K.

The difference between an educated man, and an uneducated one is very often only a difference of habit. An educated man has the habit of "wanting to know why" and he tries to find out the reason for things. All knowledge is mucilaginous. One thing sticks to another. Look in the dictionary to find the definition of ONE word, and you will probably pick up ten or a dozen others. It is pretty much the same with any other kind of research. You cannot proceed very far with the study of draftsmanship, for instance, without acquiring some information on algebra, geometry, physics, architecture, surveying, construction, and maybe, chemistry. In fact there is hardly any department from the Science of General Business to the most abstract specialized profession where it is not necessary that man should know everything about something, and something about everything. Perhaps that is a pretty fair definition of "Education."

One frequently hears fellows bemoaning the fact that they did not have the benefit of a college education, but it is a question if they lost as much as they seem to think they have. It is certainly true that more than half of the men who have been at the head of affairs, and made things happen, had very

little schooling at all, so it cannot be absolutely necessary that a man should segregate himself in a college and squander several of the best years of his life in riotous learning. Graduates from the College of Hard Knocks seem to be just as plentiful in high places, as those from Harvard, Princeton or Yale. Perhaps, after all, the best to be said of a school or college is that it affords an opportunity to "get the habit"—the habit of wanting to know. Slathers of stuff a fellow crams into his head at college is never any use to him. It's like digging bait when there is no chance of going fishing. Make your work a starting place for study. You are working on a live wire then, and if you investigate all its "feed" lines and outlets you will find all the ground work for a liberal education.

J. F. W.

FROM THE "DIARY OF SAMUEL PEPYS."

January 6th, 1664.—This morning I began a practice which I find by the ease I do it with, that I shall continue; it saving me money and time: that is, to trim myself with a razor which please me mightily."

(And this at a time when the rule of "Safety First" was not the order of the day.—Ed.)

BURR OAK TRANSFER AND YARDS

By J. W. LAWHEAD

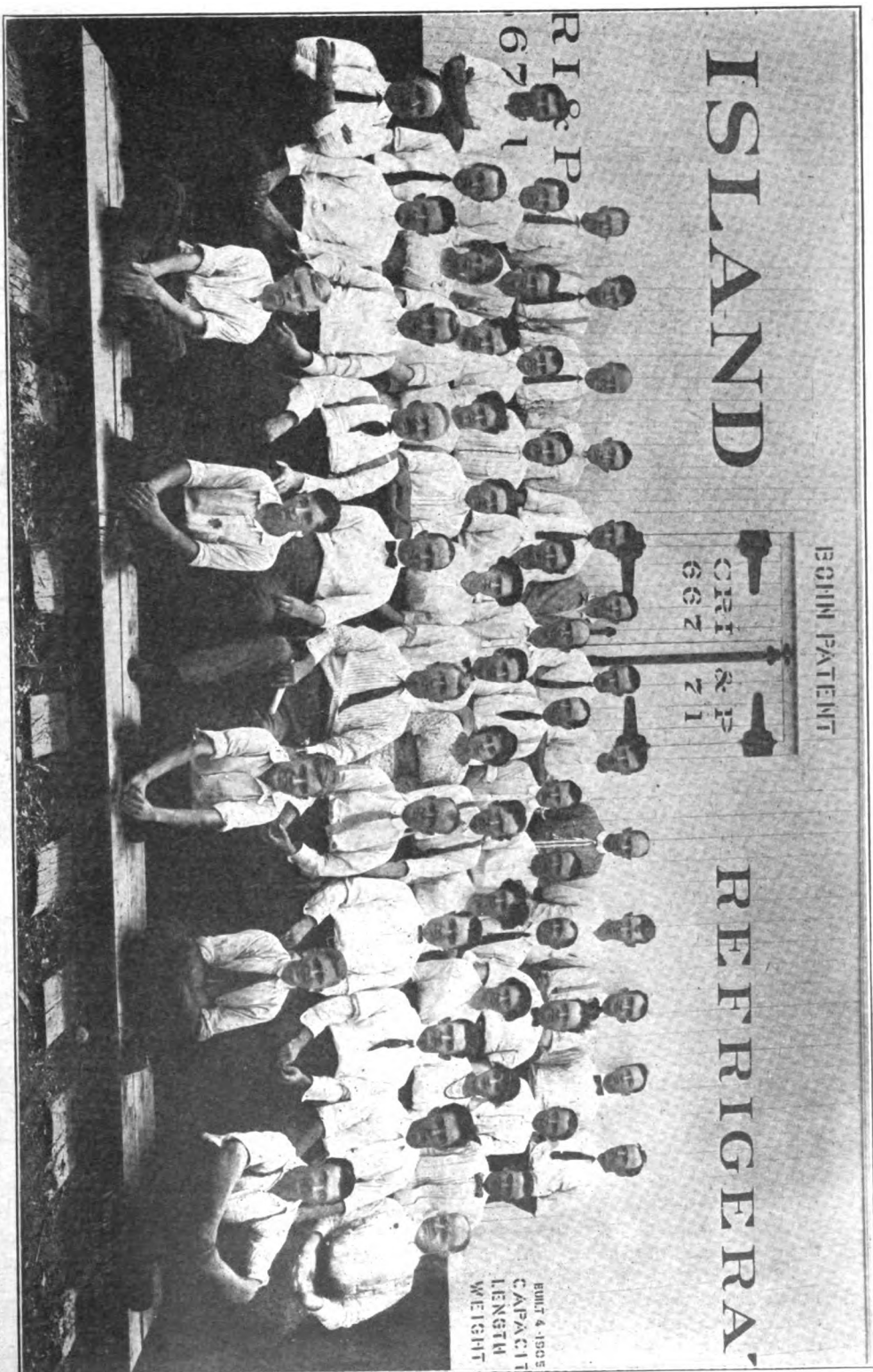
Burr Oak Transfer and yards are located about fifteen miles out from La Salle St. Station and just outside of southwest corner of Chicago city limits, and at that plant is handled the distribution of eastbound tonnage for Chicago proper and the east via Chicago territory gateway, except eastbound connecting line merchandise, which is handled at Chicago station; Burr Oak yards being the junction between Illinois and Chicago Terminal Divisions.

At Burr Oak is also handled the carload assembling of the westbound tonnage, both carloads and merchandise for movement out on Illinois Division for all territory reached on or via the C., R. I. & P. and from Chicago territory and connections; the tonnage being handled

in switch service from the various connections and the numerous yards of the Rock Island in Chicago Terminal into Burr Oak yard, which is one of the largest yards in Chicago territory.

Burr Oak Transfer, which is located in the northern part of Burr Oak yards, takes care of the connecting line merchandise proposition westbound and the considerable and necessary force of office, freight house and yard clerk help of the station takes care of the many details in the handling of the vast business passing through Burr Oak Station gateway.

Carload tonnage for Chicago proper and the east upon arrival into Burr Oak yard is listed in its distribution and the cars are carded direct to the final un-



Office Force—Burk Oak—Top row, left to right—Otto Sauerbier, M. C. Brown, R. K. Anderson, W. D. Rhode, Carl Rhode, F. J. McLean, M. C. Rosenquist, H. L. Driesherf, H. B. Watts, W. D. Crossland, D. I. Madden, L. LaCount, P. S. Kieffer.

Second row from top, left to right—J. H. Lagging, F. W. Witt, G. O. Klein, G. F. Smith, O. M. Thomas, E. A. Kordewick, H. E. Anderson, E. D. Harrington, G. E. Caswell, O. F. Carlson, H. J. Kack, D. Hennick, C. E. Mahan.

Third row from top, left to right—E. C. Longfellow, Mildred Anderson, F. D. Guerin, Grace Inman, R. E. Gammell, Ollie Fay, H. E. Eames, Helen Lusenhorf, A. O. Banderob, Mabel Fay, Myrtle Fay, Bertha DeCheney, I. Tesenewahl.

Fourth row from top, left to right—M. A. Mahoney, C. C. Groskopf, T. N. Cruger, G. T. Grader, J. H. Fuller, J. W. Lawhead, D. W. Longacre, C. C. Mapes, G. C. Groskopf, P. E. Kowalewski, U. S. Boor.

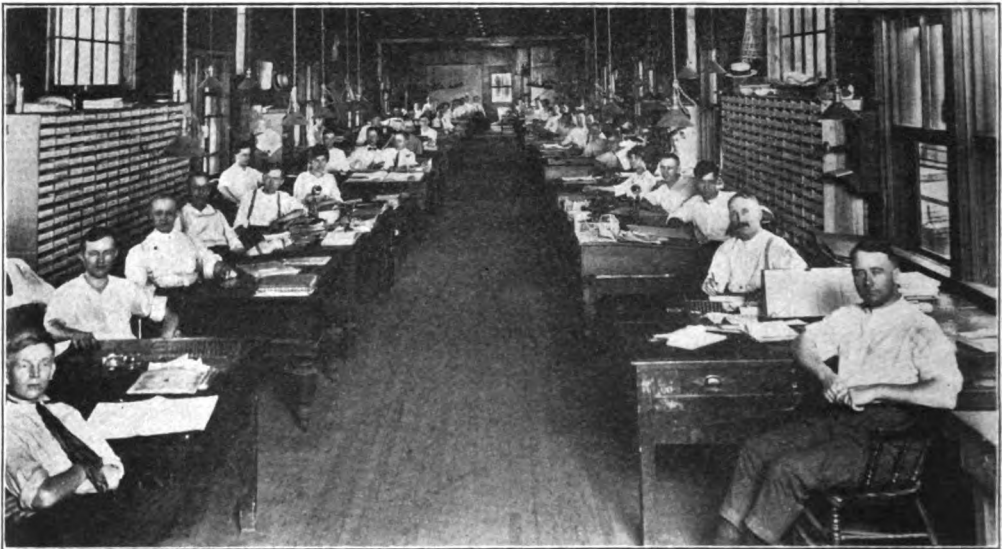
Fifth row from top, left to right—H. Anderson, H. W. Schultz, J. Henry, F. A. Coulson, J. Tackewitz.

loading place or to the eastern connection for movement beyond our gateway with the interested line delivered to.

The main tonnage and item of revenue at Burr Oak Station in way of eastbound business is the local grain to Chicago firms and which tonnage is taken into Burr Oak accounts, while the main tonnage eastbound taken into Chicago station accounts is the stock shipments to the local market at Union Stock Yards; the division of these two items of heavy tonnage being so handled to better meet requirements, disposal,

We take considerable pride in the systematic arrangement of our office equipment and application of the office force in the detail work and which arrangements are facilitating the carrying on of a large business with minimum amount of help and expense, and along what we have reason to feel—favorable lines.

Present conditions have been mainly brought about through reorganizations in some of our working details and the installation of machine work to considerable extent, and we trust we may not



Interior View of Burr Oak Office.

accounting, etc. In connection with the grain loads for Chicago firms, this tonnage has always been billed to Chicago rather than to Burr Oak and this means a correction of the heading of billing to Burr Oak and a lot of unnecessary work for Burr Oak, but agents will soon receive instructions to bill the tonnage on Burr Oak with final destination as Chicago delivery.

From the accompanying cuts can be seen the extent of the office force employed at Burr Oak together with the office arrangement of the station; the main office room being 150 feet long, including the agent's private office at north end, while a 90-foot modern record room adjoins on the south end of office room proper, making total second floor length of 240 feet.

be criticised if we feel considerable personal satisfaction in our present organization and results obtained.

Our freight house force consists of seven to nine crews of six men each, with additional forces of stevedores to supervise the merchandise loading, etc., this class of help handling the merchandise transfer on a tonnage basis, but the foreman, sealer and cooper are on a straight salary basis.

Our freight handling also includes a carload transfer crew of ten to twenty men, which takes care of the necessary carload transfer work account defective equipment, etc.; this line of work necessarily being a big item with all Chicago Terminal Lines at all times.

Our merchandise transfer approximates seventy cars per day from various

connections and about that number is forwarded loaded each day as per regular schedule; our average loading showing 11,070 pounds per car for the past six months.

Burr Oak Station, which was opened up in January, 1893, has been for many years among the top liners in way of net revenue earned for the Company and during 1912 and 1913 it was at the top of the list with Chicago, Kansas City and Carrie Avenue, St. Louis, following in respective order, Burr Oak being over \$1,000,000.00 in the lead in 1913.

An invitation is extended at all times to visiting agents when in Chicago, and all others interested in our station work, to call on us and let us show the plant and our working details with a view towards our probable picking up improved ideas; also showing the why and wherefore of the institution that has to do with the tonnage in, out and through Chicago Terminal and to and from the various stations on the line with whom we would like to be on the closest possible touch along our business lines.

A DISCIPLE OF BRANDEIS.

A fireman was up for examination for promotion. He passed a fair test on the rules and machinery, but during all of it the examiner was constantly lecturing him as to the need of economy in the use of fuel and oil, so that by the time he finished his examination it was pretty well on his nerves.

Having finished the technical part the examiner put to him this question: "Supposing you are the engineer of a freight train on a single track, and you see that a collision with a passenger train is imminent and you know that you could not stop your train, what would you do?"

The man, unstrung by the vigorous instruction he had received as to economy, replied: "Why, I would grab the oil can in one hand and a lump of coal in the other, and jump."—*Atchison Globe*.



SUCH A PITY.

Weak and disheveled, he tottered ashore at Colon and stood swaying on the dock. The steamer train was drawn alongside. His eye caught the "P. R. R." of the Panama railroad.

"Good heavens!" he exclaimed in a burst of soulful regret. "If I had only known that the 'Pennsylvania' ran down here."

IF LINCOLN WERE ALIVE TODAY.

The following parallel of the famous Gettysburg Address is from the pen of Mr. Howard Elliott of the Salt Lake Route:

Four score and ten years ago our fathers brought forth on this continent a new industry, conceived by private invention and dedicated to the quasi-public purpose of moving persons and property from place to place. Now we are engaged in a great economic war, testing whether that industry or any industry so conceived and so dedicated can long endure. We have reached a crisis in that war. We have come to the point where we must decide whether our great steel highways, built and operated as private companies, and supervised by the government, can continue in their present form, and be allowed to earn a reasonable return on the fair value of the property devoted to the public service, or whether that business, encompassed by regulations impossible of fulfillment, shall be made unprofitable and then be taken over by the government. It is altogether fitting and proper that we should discuss this. But in a large sense, we should discuss it only with full realization of its economic effect, without bias, and with careful deliberation upon complete survey of the facts. The brave men living and dead, who struggled to perfect the science of railroading, have dedicated to society a transportation machine that commands the admiration and respect of all mankind. The world will little note nor long remember what we say, but it can never forget what they did. It is for us, who remain, to dedicate ourselves to the great task remaining before us, that we here highly resolve that their efforts shall not have been in vain, that this industry, under God, shall have a new birth of freedom, and that private enterprise under public direction shall not perish from our land.

Abraham Lincoln was an attorney for both the Illinois Central and the Rock Island lines.

RAILWAY MAIL PAY

Editor's Note:—The following in connection with Railway Mail Pay will give our readers an idea of the evident attempt on the part of the Post Office Department to push through Congress a Bill reducing Mail Pay to the Railroads without awaiting the results of the deliberation of the Joint Committee, who have given two years' careful consideration to the subject.

Chicago, Ill., June 30, 1914.

Honorable John A. Moon,
Chairman, Committee on Post
Offices and Post Roads,
House of Representatives,
Washington, D. C.

Dear Sir:

During the last ten years, there has been a vast amount of discussion of the fairness and adequacy of the present system of railway mail pay, and by legislation and Departmental order, radical reductions in compensation, and radical increases in the service rendered, have been brought about. It has been recognized by both parties concerned, that there were so many factors to the proposition incapable of exact demonstration, that only the most careful and comprehensive study of the whole subject would determine the equities of the case.

The last Congress having reached this conclusion after due deliberation, appointed a joint committee, to give the matter exhaustive consideration, with the object of securing a determination of the question, which should do justice to the people and to the carriers, and be applicable to the varied conditions of the different sections of the country. This joint committee, owing to the opposite political status of the Senate and the House of Representatives at the time of its creation, was bi-partisan, presumably without prejudice in its investigation and its authority and opportunities for obtaining the fullest information were unprecedented. At its frequent sessions during the past two years, the representatives of the Post Office Department, the Interstate Commerce Commission, and the carriers, have had every opportunity to express their views and present their arguments. It is therefore a reasonable presumption, that the report of this joint committee will treat the subject in a comprehensive and judicial manner.

Regardless of this situation, and before the report of the joint committee has been made, and upon the eve of its report, there was introduced in the House of Representatives, on June 5th, a bill known as H. R. 17042, the provisions of which admittedly will further reduce the amount now paid to the railways of the country for transporting the mails, and which, we believe, will effect a materially greater reduction than expressed in the report presented to the house, in connection with the bill referred to.

While in no wise committing ourselves to the conclusions which may be reached by the joint committee, we respectfully submit that legislative action upon any bill on this subject, prior to the presentation of the joint committee's forthcoming report to Congress, would only further complicate a situation already much involved.

The carriers were given no opportunity to be heard upon this bill, and we respectfully request, therefore, that the Post Office committee and the Congress await the report of the joint committee before legislative action is taken. Having had no opportunity for hearings, and as this bill will not only reduce railway mail pay, but will certainly change the pay also upon every mail route in the country, a copy of this letter has been forwarded to the members, in order that the situation from the viewpoint of Chicago, St. Louis and Western railroads may be before Congress.

Respectfully,

E. P. Ripley, President, Atchison, Topeka & Santa Fe Ry.
W. G. Bierd, President, Chicago & Alton R. R.
Darius Miller, President, Chicago, Burlington & Quincy R. R. Co.
William J. Jackson, Receiver, Chicago & Eastern Illinois R. R.
Samuel M. Felton, President, Chicago Great Western R. R. Co.
Frederic A. Delano, President, Chicago, Indianapolis & Louisville Ry. Co.
A. J. Earling, President, Chicago, Milwaukee & St. Paul Ry.
W. A. Gardner, President, Chicago & Northwestern Ry. Co.
H. U. Mudge, President, Chicago, Rock Island & Pacific Ry.
E. L. Brown, Vice-President, Denver & Rio Grande R. R. Co.
L. W. Hill, President, Great Northern Ry.
C. H. Markham, President, Illinois Central R. R.
Thomas J. Freeman, President, International & Great Northern Ry. Co.
J. A. Edson, President, Kansas City Southern Ry. Co.
E. J. Pearson, First Vice-President, Missouri Pacific Ry. Co.
C. E. Schaff, President, Missouri, Kansas & Texas Ry. Co.
J. M. Hannaford, President, Northern Pacific Ry.
Graham G. Lacy, President, St. Joseph & Grand Island Ry. Co.
F. H. Britton, President, St. Louis Southwestern Ry. Co.
W. B. Biddle, Receiver, St. Louis & San Francisco R. R.
Julius Kruttschmitt, Chairman of Board, Southern Pacific Co.
E. F. Kearney, First Vice-President, Texas & Pacific Ry. Co.
E. B. Pryor, Receiver, Wabash R. R.

"In its insistent efforts to reduce railway mail pay, the Post Office Department has attempted to dictate to Congress rates which, if adopted, would be confiscatory," said Jonathan Bourne, Jr., who is chairman of the Joint Congressional Committee on Railway Mail Pay.

"House Bill 17042, introduced by Mr. Moon, chairman of the House Committee on Post Office and Post Roads, was, I am informed, prepared by officials of the Post Office Department and introduced by Mr. Moon at the request of the Postmaster General. Under that bill, the average revenue to the railroads would be less than 21.8 cents for hauling a 60-foot mail car one mile. I assert that this rate is confiscatory. I realize the responsibility of making such an assertion, but its justification lies in the Post Office Department's own figures.

"The department spent several years in an attempted elaborate investigation of railroad expenses and car space. It propounded over 140 interrogatories to the 796 railroads carrying mail. The railroads spent over \$250,000 in securing the information asked for, and it cost the Government \$19,500 to compile, tabulate and present such information in what is known as House Document No. 105, 62d Congress, 1st session. According to Table 7 of that document the operating expenses and taxes alone amounted to 3.08 mills per mail car-foot mile, or 18.48 cents for hauling a 60-

foot mail car one mile. This excludes the advertising and other traffic expenses with which the department claimed the mail should not be burdened. The margin between this 18.48 cents and the less than 21.8 cents allowed in the departmental bill, is so small that if similarly unprofitable rates were made on all railroad traffic, the roads must necessarily go into bankruptcy, because there must be a sufficient allowance for capital charges. According to the statistics of railways in the United States for 1911, published by the Interstate Commerce Commission, operating expenses and taxes were 72.53 per cent of the operating revenues. At the same ratio, 7 cents instead of the 3.32 cents allowed under the department rates, would have to be added to the 18.48 cents to allow for capital charges, as the 18.48 cents covers only operating expenses and taxes. In other words, 25.48 cents would have to be paid the railroads for hauling a 60-foot car one mile to yield the railroads from the mail business the average rate of profit now realized on all railroad traffic, both freight and passenger taken together.

This incident shows the danger of accepting and acting upon the recommendations of the departments. It also illustrates the necessity for checking the present trend toward the initiation and control of legislation by officers of the administrative branch of government.

\$1,385,737.41 PER ANNUM, \$3,796.54 PER DAY, \$158.19 PER HOUR,
\$2.64 PER MINUTE, 4.4 CTS. PER SECOND,

WOULD NOT THAT BE AN ENORMOUS INCOME FOR AN INDIVIDUAL,—NEARLY A FIVE-CENT NICKEL EVERY SECOND
OF EVERY TWENTY-FOUR-HOUR DAY?

BY F. NAY.

The readers of the Rock Island Employees' Magazine would all like to know the name of the recipient of such an income. We might, each one of us, speculate as to what we would do if it were ours. Surely we would make some splendid investments; we would see that our loved ones were provided with all of the necessities and the helpful luxuries of this life; we would travel; we would give largely to benevolent projects which are on our minds and hearts, and we would make this old world better and brighter if we had such an income.

Just think (if you can), \$115,478.12 per month! It is impossible to think an individual income in such figures.

Now suppose this enormous figure, instead of being an income, is an outgo,—an expenditure, and suppose that the expenditure is for something absolutely useless and of no benefit whatever to the party making the expenditure. Would we not do all in our power to decrease if not eliminate such an expenditure entirely? Surely we would; and the purpose of this article is to call attention to an expenditure of that magnitude by the Rock Island Lines, representing an absolute waste so far as the company is concerned, and one which can be largely reduced.

Every time the clock ticked off a second during the entire 24 hours of every day of the year ended June 30,

1914, the Rock Island paid 4.4 cts. *for loss, damage or delay to freight*.—a total for the year of \$1,385,737.41. During the year ended June 30, 1912, the Rock Island paid 2.5 cts. each second *for loss, damage or delay to freight*, and during the year ended June 30, 1914, about 4.4 cts. per second. Are we less efficient than two years ago? No.

It is not the purpose to tell in this issue of the magazine how these payments may be reduced, because my brother employes at stations and on trains know far better than I do, how that desirable result may be accomplished. Neither is it the purpose of this article to fix the blame. We are seeking, not a victim, but an improvement.

There is just one thing certain to which we will all agree, and that is if the freight shipments can be handled without any loss or damage and can get through to destination on time, we will have nothing of this sort to pay for. Of course, we have incurred losses and damages in the past which we will still have to pay for, so that the improve-

ments which we are going to make may be a little bit slow in showing in the figures, but it is my purpose to give the readers of the magazine, figures from time to time, so that they may know just where we stand.

With the permission of the editor of the magazine, I am going to invite suggestions from all readers, from the freight trucker up, as to how we may reduce these payments sufficiently to get back to the basis of 1912 of 2.5 cts. per second, and then by that time, we may all feel our spurs so that we shall want to go further and reduce to 2 cts. per second. All that we need is to have this matter called to our attention; that the exact figures shall be presented without any exaggeration, and then we will all do our duty.

The suggestions received will be published and due credit given to the authors. Tell us whether or not your suggestions have been successfully tried, but do not withhold them because they have not been tried. Above all, let's reduce the *loss, damage and delay to freight*.



Superintendent and Foremen of Silk Shops.

ROCK ISLAND LINES



SAFETY BUREAU

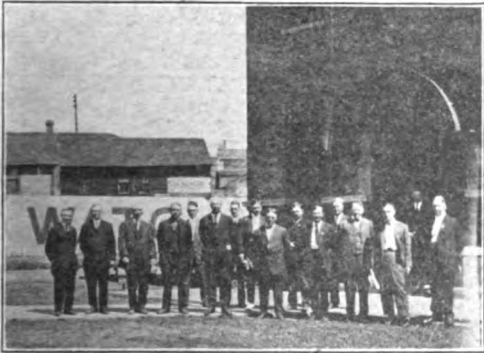
By L. P. SHEDD, General Safety Supervisor.

A WORD TO THE HOMES—OUR APPRECIATION

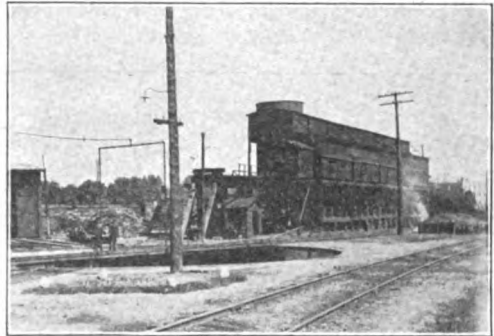
The Safety Bureau of the Rock Island Lines has, from its inception, fully realized the needed co-operation and hearty support of the homes if its desire to "Prevent Injury" were to be realized, and from the outset have endeavored to impress that idea upon the wives, mothers, daughters and sweethearts, as well as the children, in the homes of the employees of the Rock Island Lines.

From the "beginning" it was realized that man should not, yea could not live alone and an able helpmate was wisely provided for him, and as time has sped on, that helpmate has proved her worth to him in many, many ways. Why is it that our splendid organizations and fraternities of today have

The Safety Bureau of the Rock Island Lines realizes more, perchance than many of the other organizations that woman is a potent factor in that great and humanitarian task that it has before it, namely, to conserve the lives and limbs of, and to "prevent injury" to the heads of the families, those upon whom the wife and the little ones, or perchance an aged father or mother must necessarily lean for support, comfort and education. To destroy the capacity of the head of the family, destroy the family also, renders it impossible for the ambitions of a good wife and a devoted mother to be realized towards her little ones, and in many instances, leads to disappointment, toil, poverty and destitution. Then why is the wife



Superintendent F. W. Rosser, Dakota Division, and His Division Safety Committee, Estherville, Ia.



One of the Well-Kept Terminal Grounds on the Rock Island Lines. Estherville, Ia. Note the Flower Bed.

allied with them, the "Woman's Lodge"? Why is it that whenever an exceptional occasion presents itself the question is asked, "What will the women do to help us?"

These questions have their own ready answer, it is because man realizes her worth as an advisor and in numerous instances, her ability as a leader, and our associations and fraternities realize her strength and Christian ability to mould matters for the best, and with the assistance of the "Women" the special affairs mentioned usually score success.

not the power behind the movement, when she, the very one that has a right to rely upon that promise to "love, honor and cherish, etc.," sees her hopes vanished because of the careless, thoughtless indifferent acts of the husband, if such he be.

The movement to "prevent injury" has a right to take first place in the homes, to sit with the family at the table and to engage in the secrets of the family talked over there, to be among the guests and above all, to be recognized as ONE of the family. Why? because it is responsible for the very existence of a happy and well regulated home, it stands for the uplifting of the hus-

band, the father, the son, and for the comfort and education of the little ones. This being true, is there any reason why "prevent injury" should be neglected or given a back seat? There is no reason, and our appeal goes out to the women in the homes to talk "safety first" and "prevent injury" to every one in the family circle, and among your neighbors as well.

The work of the Safety Bureau has been thus far of a very gratifying nature, and we hope, not only for a continuance, but a marked improvement in the reduction of personal injuries. We frankly give the homes the credit for a major portion of the success we enjoy, for we know full well that in many a home along the Rock Island Lines "prevent injury" has been advocated, talked about, insisted upon and has made good. We ask the wives, mothers, daughters and sweethearts of our Rock Island "Boys" to keep the good work up, don't hesitate to tell him that he must be careful and explain to him if necessary why he must be careful. You know why, so does he. Assist the good work and you will reap a sure reward.

"The Road of Safety to the Land of Plenty." "Above Them All."

The passing of Seventy-ninth Street Railroad Grade Crossing, Chicago. This is one of the busiest railroad crossings in the United States. It was used by the trains of the Rock Island Lines, Lake Shore and Michigan Southern, New York, Chicago and St. Louis, Chicago and Western Indiana, Chicago and Eastern Illinois, Monon, Chicago Belt, Wabash, Erie and Chesapeake

and Ohio of Indiana and the Chicago City Railways.

With the completion of this stupendous undertaking, the Rock Island Lines trains will be "Above Them All," the second level will be used exclusively by the trains of the steam railways, the trolleys will proceed safely on their way through Seventy-ninth street depressed. Through this splendid arrangement, the "prevent injury" and "safety first" movements will receive material advancement.



SANE REMINDERS.

The Safety Habit is first aid to the uninjured.

Quit taking chances! The odds are against you.

Safety First means a lot to you.

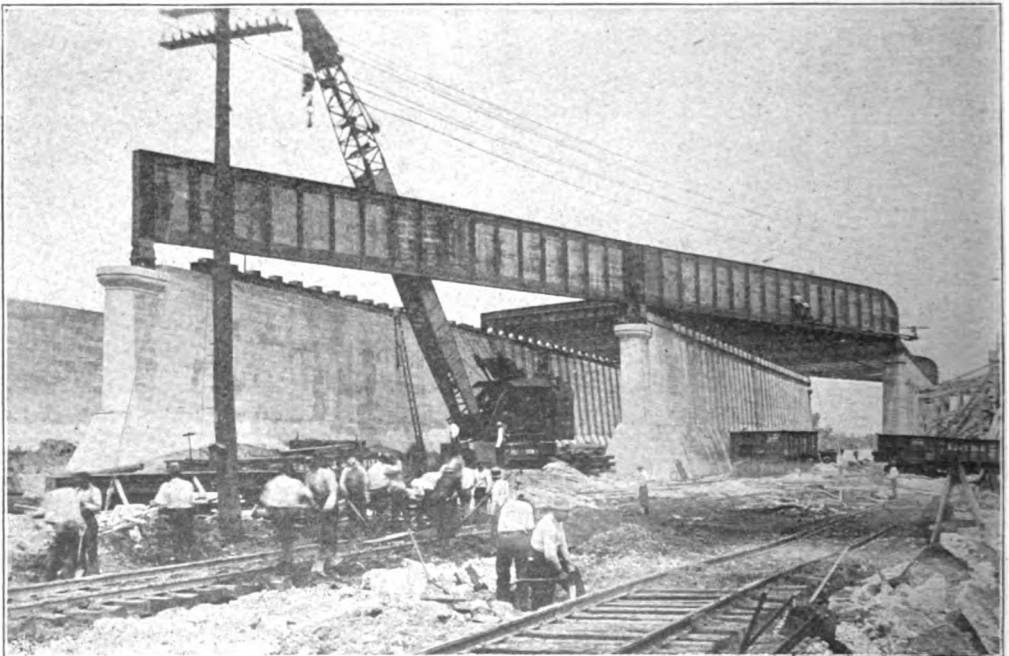
It should not be a question of how *Quickly* you can do a thing, but how *safely*.

There is only one way to do anything; that's the safe way.

Deny friendship for the man who constantly jeopardizes his own life—and yours.

Don't be reckless or foolhardy; *you* will eventually pay the price.

You can keep your hide whole by "playing it safe" always.



View of New Crossing 79th Street Chicago.

You can lead a man to wisdom but you cannot make him think.

It is better to cause a delay than to cause an accident, and a delay is easier to explain.

Do *your* duty; then there is no come-back.

The man who takes chances, gambles; and the gambler doesn't live who can win always. In games of chance today's loss may be won back tomorrow; but when *you* gamble and lose, Mr. Railroadman, the eye, hand, foot or life you pay is never won back.

You cannot afford to take chances. You are not expected to. In fact you are earnestly asked *not* to do it.

The safety movement is putting the ax into accidents. — *Railway Storekeeper.*



Is This Man on Top of Crane Trying to "Prevent Injury"?

Note the Height of the Water Crane.
Note the Height of the Ladder He is Using.

Why Not Use a Safe Ladder? What if He Were to Fall?

GRAIN\$167,363.41
AVERAGE PER MONTH 13,946.95
AVERAGE PER DAY.... 458.53

The above figures represent the amount paid out during the year ended June 30, 1914, for loss and damage to grain, being about 12% of the total amount paid for loss and damage to freight. Too bad.

The grain season is now on. There is a big opportunity to reduce the payments for loss, damage and delay to grain by doing everything possible to prevent loss and damage to that commodity.

About 90% of the amount paid for loss and damage to grain is on account of shortage of the grain at destination, compared with what was loaded into the car. This fact shows that efforts should be concentrated on a careful inspection before loading and thorough preparation of the cars to prevent leakage en route.

During the year ended June 30, 1914, the total amount paid for loss and damage to cotton by the Rock Island Lines was \$4,590.57,—an average of only \$12.58 per day. For the calendar year 1908, the amount paid for loss and damage to cotton was \$109,626.01. The Third District, which originates the cotton, has almost entirely eliminated the payments for loss and damage to cotton. What the Third District has done to loss and damage to cotton, all districts can do to loss and damage to grain. Why not abolish old "L. & D."?

F. NAY.



THE ENGINE NEEDED AN OVER-HAULING.

At all terminals where there are railroad shops a book is kept in which engineers report all work that needs to be done on their engines. This is a literal reproduction of what appears in the work book written by a Holton engineer, says the Troy Chief:

Engine No. — Boar out fiese fluse leakin in fire box and frunt end examin her petacot pipe she dont burn her fire only in senter of Box she order to have a bigger bridge in her noze. Pack rite piston and rite valv stin they are blowin so bad i kant see no kind of signals on my slide titen on rite mane wege and redus left frunt mane rod brass poundin bad, wash out plug in belly of bailer leaking so bad it washes all the oil off the eksentrix on no hoghed can make the reckered on her rase up all around she rides to ruff put a gloab valv in dreen pipe of water glass. Flx quadroon and reech rod so one man hannel the reverse lever it takes me and taller-pot both to get her over. Flx ketch on fire doar so she will sta she burns the fireboy's shins and makes him cuss.

THE AVERAGE MAN

THE REPRESENTATIVE CITIZEN

THE MAN UP A TREE

This article is written for the benefit of one man. You see him every day. On the car to the office this morning he sat beside you. You noticed that he was neatly dressed, of dignified bearing, and that he was reading a magazine of public opinion on current events. You could tell by his appearance that he was a man of intelligence and culture, one of those whom we class as desirable citizens, neither over-educated nor ignorant, not a radical nor a conservative, neither wealthy nor poor, not seeking publicity nor unduly modest, neither over-zealous in religion nor a scoffer at the pious and devout, not so aristocratic as to be snobbish nor so democratic as to be careless of his associates—in fact he impressed you as one of those whole-souled creatures who is content to “live in his house by the side of the road and be a friend to man,” who is the bulwark of our institutions, and upon whom rests the perpetuity of the government under which we live. His name? He is called the “Average Man,” the “Representative Citizen,” and with respect to his attitude on public questions, the “Man Up a Tree.”

The terms are used synonymously, but when I say “Average Man,” I do not mean a man the extent of whose intellect may be mathematically calculated by using the brains of the entire human family as a dividend and the total population of the universe the divisor. I mean the average after deducting the “froth.” Nor is the term “Representative Citizen” employed to mean the distinguished man of the community, the one who is conspicuous at public functions and dress parades. Such a one is usually a leader of thought, one who tries to mould the opinion of others, while the real representative citizen is the one whose opinions reflect the ideas of the multitude whose judgment the leader of thought tries to shape. Such is the man for whom tonight’s banquet speech will be delivered, to whom last night’s sermon was dedicated, at whom

next week’s campaign speech will be directed, and for whom tomorrow morning’s editorial is intended. In short, he is the man to whom all efforts at persuasion and conviction are addressed, who holds the balance of power in all matters affecting the public interest, and whose attention it is hoped will be attracted to this article.

The Average Man is well read. He has a fund of knowledge on a variety of topics. He knows his own business thoroughly and has a debatable knowledge of most other businesses. He can converse intelligently about the tariff, insurance, the initiative, referendum and recall, the important events of history, the various departments of our government and the functions of each, the central bank and currency, or any other subject likely to come up at the club, the lodge or the banquet table. He takes an interest in politics, studies the campaign literature and attends the political rallies. He ponders over all these things, and forms his conclusions in the light of the knowledge which he possesses.

The Representative Citizen observes, as he moves among his fellows, that one of the most popular subjects of discussion relates to railroads, and he is posted on those phases of the question usually featured in the press. He reads the accounts of wrecks and notes the nationwide demand for greater safeguards. He reads some of the decisions of the railway commissions, particularly those affecting his own immediate interests. He has read about the 28-hour law for stock and the 16-hour law for men. He remembers vividly the account of an interview with a famous railroad chief who is said to have remarked, “The public be damned.” He recalls the testimony of a certain freight agent to the effect that rates were made on the basis of all that the traffic will bear. He shares the opinion that railroads are grossly overcapitalized and that he is paying tribute to them in order to maintain fictitious values. He knows, too, about

the evils of rebating, for has he not himself, before the passage of the Elkins bill, been a recipient of such favors, and did he not regard it as right and proper that the railroads should follow the Biblical admonition, "It is more blessed to give than to receive"? Indeed, he is "loaded" with information in regard to railroads, and has his own notions as to the best methods of financing and operating them.

Of his own business, he has made a profound study and a signal success. His associates know and appreciate the value of his experience and consider themselves fortunate in having with them a man of such sound wisdom and discretion. To him they go for counsel. But his knowledge of other businesses—and this includes the railroad business—has been gained not from any actual experience, but from what he has seen, heard and read, and railroad men do not come to him for advice.

With his information on the railroad question has come much misinformation. Most of what he knows has come from reading articles in the daily papers and monthly magazines which were written by men who, like himself, had seen no service on the railroad. He has seen the same arguments against railroads reiterated so often that he come to the conclusion that the dense volume of smoke is indicative of the presence of fire. In spite of his inherent belief in fair play, these articles have created a pronounced prejudice against the railways, because he has not seen the arguments refuted by railroad men, and he considers that silence is equivalent to acquiescence. When occasionally they do speak, he believes them biased and incapable of telling the truth. Whether or not they know what the truth is, he considers of secondary importance and while he would keenly resent any imputation of unfitness or insincerity so far as he and his business are concerned, he thinks it but natural that in seeking information on the railway problem he should go, not to the fountain heads of knowledge, the railroad officials, but to others whose ideas are purely theoretical, and who give him information, some of which is right, much of which is incomplete, and most of which is false. Are his ideas about his own business supported by any

such foundation and superstructure as this?

The Man Up a Tree does not know that the uncomplimentary reference to the public which is accredited to Vanderbilt was probably never uttered, but was a distorted report of a disgruntled reporter. He does not know that the general freight agent who testified as to how rates were constructed did not say, "all that the traffic will bear," but did say "what the traffic will bear," meaning that a rate was applied which would cause the traffic to move freely and leave a profit for both the shipper and consignee. He referred not only to the maximum but to the minimum, and the definition is still considered an excellent one. The Man Up a Tree does not know that the railways of the United States could not be duplicated for their present capitalization, and that capitalization has no appreciable connection with rates, nor rates with the cost of living. He does not know, and does not ask railroad men to tell him.

The Man Up a Tree regards the regulation of railroads by governmental authority as a distinct forward step in the march of civilization. In the light of the knowledge which he possesses, he is satisfied not only that such regulation is proper but that without it the nation's business would be completely dominated by the transportation interests, and the many exploited for the benefit of the few. He believes, of course, in the principle of the square deal, and is willing to admit that it applies even to railroads. But he believes that under governmental supervision the roads are prospering and will continue to thrive. He reads about the enormous gross income of railroads, and the unprecedented crop movement and he figures that if railroads are not making money under these conditions it is due to inefficient management of the properties themselves.

Now is it true, my friend up a tree, that the roads as a whole are prospering? If the kind of prosperity which they are experiencing were felt by other industries, would not a cry of "What's the matter with business" go up from one end of our country to the other? The financial statements of railroads which have been issued in the last several months show that with an increase in gross earn-

ings there has been a decrease in net. If the wage advances asked for were granted it would immediately plunge some roads into bankruptcy and impair the credit of others. Something is radically wrong somewhere, and the roads are more efficiently managed than ever before in their history. Railroad men know where the trouble lies but the Average Man does not know, and with his desires to get at the truth perhaps a little analysis of the situation may reveal the "cause of causes" of the present predicament.

What is the matter with the railroads?

They are not making enough money.

Why are they not making enough money?

Their rates are too low for the service they render.

Why are the rates considered inadequate?

They do not allow a sufficient return on the fair value of the property devoted to the public service.

Why don't the railroads raise the rates?

The commissions will not allow them to be advanced.

Why will the commissions not permit an advance?

They do not appreciate the situation.

Why do they not appreciate it?

Because they are not railroad men.

The Railroad Commission is an innovation. Lord Bacon defines "innovation" thus: "Something new and contrary to established customs." So new are they in fact, and so contrary to established customs that the opinion that they are a necessary part of railroad operation is by no means unanimous. The Wall Street Journal on July 18, 1912, said: "If there were no regulation at all, and the railroad were absolutely unfettered by competition, it would still charge reasonable rates because an extortionate rate would kill the business it is trying to create."

And a man recognized by many as the foremost orator in the country today and one of its most brilliant thinkers said recently that, in his opinion, these regulating boards would not stand the test of time, that as soon as the public appreciated the situation they would demand their abolition and insist that railroads be allowed to develop under natural laws

through the operation of which they have grown to be the wonder of the world, and which laws, like those of supply and demand and gravitation, were not made with human hands, nor can they in like manner be amended or repealed without disastrous results to our social structure.

Yet if they are abolished, we know it will be in the remote future, and the question that confronts us is, therefore, not prohibition but temperance. The yoke is heavier than railroads can bear. If they cannot throw it off altogether, they may be able to lighten it. There is one point on which all are agreed and that is that the present situation is unsatisfactory. Railroad managers say it is due to the interference of the commissions. The Man Up a Tree thinks that instead of curtailing the powers of the commissions they should be broadened until railroad men shall be so impressed with the idea that they are public servants that they will—like the serfs of old—prostrate themselves and bare their backs for the lash imposed by their masters. They must be taught, says the Man Up a Tree, that we, not they, are the arbiters of their destiny.

Mr. Average Man thinks railroad managers have learned their lesson and learned it well. Who knows better than they that their powers are limited—that their business is being controlled by others, and that while they have the responsibility without the authority the commissions maintain the authority without the responsibility. The managers need no further punishment to make them alive to the duties of their positions. But it should be remembered that the Supreme Court of the United States has said: "The public is in no proper sense a general manager." Evidently the court of last resort in this country is not in entire accord with the trend that events have been taking.

Mr. Representative Citizen, I should like to present to you a new idea, and that is that the public consider itself the vice-president of the railways. The vice-president has greater authority than the general manager. To him the manager reports. Surely this suggestion should be received with open arms. But if the public conducts itself as most vice-presidents in charge of operation do, the

general manager will have nothing to fear. Nor does this invite the inference that the ordinary vice-president is a figure-head. Far from it. He is actively engaged in the operation of the road.

But let us see how the vice-president acts with respect to the general manager. Does he show his authority by vetoing everything the general manager suggests? I venture the assertion that nine matters out of ten that are passed up to the vice-president are carried out exactly as the general manager has recommended. Yet there is no question about his higher authority, and the fact that he agrees with the general manager does not lessen his control over him or the respect which the general manager entertains for his superior. The vice-president figures, and rightly so, that that road is governed best which is governed least, and that if the general manager is not running the road properly he should be removed, that the way to produce results is not to take the lines out of his hand but to give him the reins. He can drive. Let him.

Now, Mr. Man Up a Tree, in your capacity as vice-president you know that your interests and those of the railroad are identical. Your purpose is to produce good service at reasonable rates and with profit to the stockholders—such profit as they have a right to expect from an investment in any legitimate enterprise. You know that you can make a good showing only so long as you earn a dollar by spending less than that amount, and that if reports show that the operating ratio is continually going up, you must do something to stem the tide and insure the solvency of the property. As a business man you know that there are only two ways of making a profit, either reduce the cost of production or increase the selling price, and if you have convinced yourself (as many vice-presidents have already) that the cost of production cannot be further reduced, then you owe it to the road of which you are an officer to adopt the other alternative, and raise the rates. And remember, this is something which you can do, and which the general manager, under present conditions, cannot do. Here is one method by which you may show that your authority is superior to that of the general manager, and

which will inure to the benefit, not only of the stockholders, but also of the country at large whom you represent in the management.

As a vice-president you deal directly with the general manager. Do you see any real necessity of interposing a "go-between," a "middle-man" to represent you in your negotiations with the general manager? It will add to the cost of superintendence, and the stockholders will be apt to say that the road is top-heavy with supervision. Your relations with the general manager can be made perfectly harmonious, and it would only "muss up the water" to appoint an intermediary. Yet you have in nearly every state in the Union (Utah and Wyoming are the exceptions) appointed such a "fifth wheel," and have so far disregarded all rules of propriety and precedent, you have to such an extent gone "contrary to established customs" as to select men who never spent a day in the railroad business and give them authority over the general manager.

And the strangest part of it all is that you try to defend this system, herald it as an unqualified success, point to it with pride, yet you do not extend it to any other business which is supervised by an appointive body. There are boards of medical examiners, dental, law, pharmacy and insurance. Do you appoint insurance men to serve on boards of pharmacy, or druggists to comprise the insurance commission? Would you have much respect for a medical board composed of lawyers or a board of law examiners made up of doctors? But the policy you reject in those appointments, you employ with respect to railroads—a greater science than any of the others—for the naked fact remains that with a very few exceptions, every appointee on a board of railroad commissioners in this country is a man who never spent an hour in the employ of the business he assumes to govern. The greatest railroad commission in the United States has one member who was formerly a brakeman, and he is the only railroad man out of the seven.

On a road of fifty thousand employees—and we have several such in America—there is only one president. He must have risen over the heads of 49,999 others, many of whom were nearly as

well qualified as he. His selection was the result of years of application to duty which developed business acumen and sagacity of a high order. By all known laws governing the conduct of human affairs, it is right and proper that this should be so. Yet by amending and repealing those laws, men are placed on these commissions and given far greater control over the railroad business than the presidents have, who not only are as capable as the president—they are not as well qualified as most of the 49,999 others. It is right? What think you, Mr. Average Man?

There is nothing strange about the proposition of railroad men running the railroad business. It even sounds well. Bakers bake bread. Shoemakers make shoes. Politicians make politics. Watchmakers regulate watches. Why not railroad men running and regulating railroads?

My time is too short to admit of description showing to what extent railroad managers' hands are tied. Suffice it to say that, broadly speaking, they can neither raise rates nor lower wages, issue stocks, bonds or passes, without conferring with, and getting a ruling from, men who are so far beneath them in intellect and experience that if they should lose their places on the railroad commissions today, no railroad would think of hiring them. Nor have I time to tell how unreasonable are the demands of these commissions, how they put railroads to vast expense compiling data which is valueless to anyone, how they insist on the impossible, how they try to make inelastic that which should be elastic, and how their powers are being strengthened with each succeeding year, how instead of increasing efficiency they actually lessen it, and how the managers can do justice neither to the public nor to the stockholders, how they demand so much of the manager's time and that of the other officers and employes that they have little left to devote to important matters of operation which should have their undivided attention. A wise man said "A house divided against itself cannot stand." Will the present railroad house remain intact?

You remember the fable of the Greek hero who drove the chariot across the heavens from sunrise to sunset, and how

his son, Phaeton, an impetuous youth, implored the father to let him drive one day. He could do it, he knew. It looked so easy. And you remember how he found the task greater than he could perform, how the steeds became unmanageable, and how both chariot and driver plunged headlong to the earth below.

I ask you, Mr. Average Man, Mr. Representative Citizen, Mr. Man Up a Tree, who has not been reasonable about this matter? Why not let men do that which they are qualified to do? Instead of handing over the railroad chariots and the great iron horses to our favorite sons, why not leave them in the hands of the experienced fathers? Why not give "the reins to them who can drive"?



WHAT REGULATION TAUGHT ONE REGULATOR.

I came into office with decided leanings towards the anti-corporation view of public utility questions. Some of my good friends among the corporation lawyers in Buffalo were kind enough to say that I was too much of an anarchist to be of much use as a commissioner. Want of knowledge as to the precise point involved I have found in many cases to be the principal cause of the prejudices I then entertained. Experience has taught me that there is another side to these questions, and one not lightly to be dismissed.

For instance, I held the view, as I imagine many another person holds the view, that the New York Central Railroad is grossly over-capitalized, and is paying dividends on a large amount of what is popularly known as water. When it came to my knowledge as a part of the evidence of a long investigation in the Buffalo, Rochester & Eastern case that the estimated cost of that company's 300 miles of railroad from Troy to Buffalo, planned without adequate allowances for terminal yards and facilities at either end, and touching but one or two large centers of population, was approximately one hundred millions of dollars, I came to the view that the New York Central, with its four tracks running through the heart of so many great cities of the State, with all the attendant advantages to freight and passenger business, and with approximately

500 miles more trackage, including the vast and valuable terminal facilities of New York City, might possibly on a valuation measure up to a capitalization of five times that of the B., R. & E.

MANAGER'S CONCILIATORY.

I have changed my mind also as to the attitude of most corporation managers towards the public. I had expected to find it recalcitrant and objurgatory, which is a Latinized and "more tenderer" way of saying that it was made up of kicks and damns. I have found it almost uniformly, when expressed in the presence of the commission, conciliating and willing to abide by the results of a fair hearing. The difficulty with me has been not so much in getting the corporations to do what I thought was right as to determine in my own mind what under all the circumstances of certain cases was right.

I am fully aware that this is not the popular view of public service corporations, nor do I wish to be understood as having discovered wings on the shoulders of the managers thereof. I say that a better knowledge of the conditions under which their business is carried on brings one to a more just appreciation of some of the difficulties under which they labor. I know well that there are many—very many—particulars in which the service which they are rendering may be improved, as I know well that there are very many particulars in which the business of every man in this room might be improved if an inquiry into it were started by a commission armed with power. Such a commission would be at once met with the objection that its suggestions required too much of an outlay to carry them out, and would be asked how it proposed to provide the funds for the improvements recommended. Let us be reasonable as well as critical. Let us realize that the management of one thousand men on a street car line is no less difficult than the management of an equal number in a factory, and that there are times when you have to do the best you can with the material with which you have to work.

"STRAIGHT" STREET MORE POPULAR

I believe that in the past ten years a great change has come over the minds of men who are in the management of public utilities. There are still some left who cling to the old "public-be-damned" idea, but they are fast being supplanted, and the up-to-date railway or electric light official stands ready to listen to any reasonable complaint that may be brought to his attention, and, what is more to the point, to turn a deaf ear to proposals which call for abhorrent and forbidden methods in their accomplishment. I am not innocent enough to believe that all the dark, devious and easy ways of "getting there" have been wholly abandoned; but I do hold the view that the street called "Straight" is a much more popular thoroughfare than it used to be, and that the directors and agents of the corporations over which we have control are walking it with much cleaner consciences and with great gain to their self-respect.

RISKS OF INVESTMENT

I have intimated that one great difficulty with certain corporations is the lack of means to carry out the improvements to service which their operating men admit would be advisable and desirable. On this point some figures from our last annual report may be illuminating. Out of 78 steam railroads reporting to the commission in this State, only 27 paid any dividends for the current year. Out of 364 electric railroads, light, heat and power, and gas corporations, 237 paid no dividends. In 1909 it was 237 out of 310, so that conditions are improving some; but the figures are significant. They are contradictory to the general impression that dividends are the foundation upon which all public service corporations are erected, and they have a sobering effect upon an official who starts in with the idea of building Rome—or even Schenectady—in a day.

The consideration of them has not swayed the mind of the commission where conditions have become intolerable or even irritating; but they have at times prevented the attainment of ends which otherwise might have been ordered.

I know that these views are not wholly popular, and I know that in certain quarters the idea prevails that a public service commissioner should be pictured with a knot of thongs to lash the sides of all the hated corporations, irrespective of their merits or deserts. In my view that savors too much of "Bonnybrook Fair." I like the expression of President Taft, who quietly reminded his hearers on one occasion, as I recollect it, that the phrase "all the people" means just what it says, and that "all the people" included also the corporations, which are made up of people just as much as a municipality is.

EVEN-HANDED JUSTICE

The Public Service Commission is organized to hand out justice as near as it can determine it, both to shippers and to carriers, to consumers and to producers, and if it has attained some success in its work of the last five years, it has done so by a strict adherence to that view, and not by spectacular brandishings of the "big stick." It has accomplished more good by getting both parties before it, pointing out the strength or weakness of opposing views, and then appealing to that sense of fair play which is inherent in every man, than it ever has by a display of the tremendous powers which the law undoubtedly confers upon it.



TUNES THAT MIXED BADLY.

A COMBINATION of musical temperaments, unmusical tempers and unrequested coincidences nearly started a riot on a Rock Island train coming into Kansas City the other day. The fat drummer, as usual, was sitting in the two front seats. Three seats behind him sat the tall, thin man. The fat drummer, plainly, was happy. After several broad smiles and some subterranean chuckles he felt impelled to whistle. Casually, or otherwise, the tune he picked out was, "My Wife's Gone



to the Country." He whistled the first four bars with great feeling. Then he stopped, his face gone suddenly turkey red.

The crowd listened, and shrill above the noise of the train detected the sweet cadences of another whistler. It was the tall, thin man and he was avidly ripping off the chorus of "I Wonder Who's Kissing Her Now."

The train crew separated them.



THE MAN WHO SMILES.

By Alan Dungan, Wilton, Iowa.

The man who smiles and the man who frowns,

They met on the street one day.

Said the man who smiles to the man who frowns,

"Hold, brother, one minute, pray.

I've noted you oft on the crowded street
From morn 'till the sun goes down,
And your very sight, quite casts a blight
On the happiest man in town,
Now what is the reason, tell me,
Your wear that eternal frown."

Said the man who frowns to the man who smiles,

"Oh, why should I be gay?

I work and strive, to keep alive
For a pitiful sum, called pay.

"Yes, I work from early morn 'till night
Just why, I cannot see.

For I spend what I make, for bread and cake;

What joy in life is for me?"

Said the man who smiles to the man who frowns,

"This world is a good, old place,
And I'm glad, not sad to be alive,
So I wear a smile on my face.

"You say you strive to keep alive;
Why, so do I, my friend,
But the joy of life is in that strife,
And I hope to strive to the end.

"You say you are poor, as poor can be,
Then glance at that cripple there.
Broken of limb; oh, pity him
For he is the one who is poor.

"While you are rich, and know it not,
For you have more than he;
He may have wealth, but you have health,
Now complain no more to me."

The man who frowned, he turned around
And thought a long, long while,
Then went his way, 'mongst the sad and gay,
And on his face was a smile.

A NICKEL A DAY.

By G. H. Young, Conductor, Ind. Ter. Div.

If you want to save a nickel for the company every day,

You will find it very easy if you just do this way:

Get right down to business, always work, never play,

Show the Boss you're willing and besides you want to stay.

If your job begins at seven, never let yourself be late

Just because the other fellow doesn't have to come till eight.

His job may be the easy one, but don't begrudge or hate

Him, or any other one, because of your own fate.

Don't think because the Boss is out, that he will never know

Exactly what you are, or not, for your work will show

Your little deeds, your little acts, so like the seeds we sow,

Will ripen into bigger fruit if they are allowed to grow.

If you will go each day to work with a willing smile,

The public finds to deal with you is not a tiresome trial,

You'll be ahead of the other man a great big country mile

That never says: "I thank you, sir," and frowns most all the while.

If a smile is worth the trouble, and you'll find it always is,

Then force one if you have to, for it gets the company "biz."

So if you save your nickel, and your partner loses his,

You'll go round him in a jiffy, in a hurry, in a "whiz."

Don't look back to see what's doing, always open wide your eyes,

Go and go, and keep on going, get around some other guy,

Some other guy that's losing, just from keeping out of style,

In this way you save your nickel by a margin of a mile.

PHONETICALLY.

Upon a certain occasion General Sherman was the guest of honor at a banquet after which a reception was held. Among other people who filed in to shake hands with him, General Sherman noticed a face that was very familiar, but which he could not place.

"Who are you?" he asked in an apologetic aside, as he welcomed the guest heartily.

The man blushed and murmured behind a deprecatory hand: "Made your shirts, sir."

"Ah, of course," exclaimed the general loudly, and turning to the receiving committee behind him, he said:

"Gentlemen, allow me to present Major Schurtz."

THE SINGLE CENTER SILL.

By K. M. Boyd, of the Bettendorf Axle Co.

The Summer moon is rising in the Shadows of the night,

And the silent freight yard's shining in a flood of silver light.

An Engine Bell is ringing on the Main Line far away,

And the many twinkling Switch Lights mark the passing of the day.

A heavy Freight is waiting by the lofty Water Tank,

Which looms up in the darkness on its frame work long and lank;

The Engine Crew are watching, so the Signal they may sight

Which will send them swiftly flying through the Shadows of the night.

That Engineer is happy, when he opens her up wide,

And he firmly grasps the lever of the Throttle by his side,

For he knows the cars behind him will cause no midnight fears,

And the panting of the Compound is music to his ears.

For all those cars behind him have a Single Center Sill,

And Hydraulic Driven Rivets every Vacant Crevice fill;

And their massive Cast Steel Draft Arms will hold the Draw Bars right

As the Train goes swiftly flying through the Shadows of the night.

So he opens wide the Throttle at the bottom of the grade,

And the deep toned whistle echoes o'er the quiet hill and glade;

He can feel the speed increasing and knows that all is right,

As his Train goes swiftly flying through the Shadows of the night.



ON WHOM IS THE JOKE?

Three of us, all men, went into the dining car. It was late, and, excepting our party, the diner was unoccupied, and the waiters were stacking chairs, removing tableware, etc. While waiting for one of the party to finish supper another member thought that it would do no harm to have a smoke. He had taken about two puffs when one of the waiters pounced on him and informed him that he could not smoke in the diner. "Why not?" said he. "Because," replied the waiter, "we have to sleep in this car."—From "A Line O' Type or Two" in the Chicago Tribune.

ELECTRICAL COURSE — ELEMENTARY ELECTRICITY — QUESTION BOX

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The questions in this issue are those which apply to subjects covered in previous issues of this publication.

The object of this is to give information to all concerned on such points as have occurred to them in connection with their work or which have been called to their attention from other sources.

It is our desire to make this Question Box of special value, and it is only by assistance and co-operation in submitting the different practical questions that this end can be accomplished.

Later issues of the Question Box will appear, and all interested should contribute one or more questions of practical value for it.

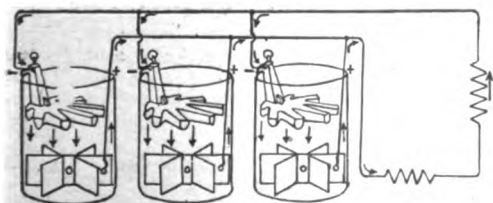
Send your answers to H. K. Lowry, signal engineer, Rock Island Lines, La Salle Street Station, Chicago.

*

- 1.—Should vent holes be in dry cells, and, if so, why?
 - 2.—Does the external resistance, when low, need a small amount of current from the cell, and, when high, a greater supply of current to pass that resistance in order to do the required amount of work?
 - 3.—Are the rough lumps of copper which form on the negative element of the gravity cell caused by hydrogen gas?
 - 4.—Is the word "oxide" connected in any way with oxidation? In what way is zinc oxide in the gravity cell connected with the zinc oxide plate in the BSCO and Gordon cells?
 - 5.—A gravity cell, set up about three weeks, has plenty of bluestone (covers the copper), plenty of water and a clear color, but on the zinc is a thin layer of the "dark brown mud." Being a new battery, would you attribute that formation to chemical action—the oxidation of the zinc in its earliest state—or that this battery has not enough work?
 - 6.—Could the zinc solution also be called the zinc electrode and the same with the copper solution?
 - 7.—At times there is a collection of bubbles on the positive element or zinc; is that also caused by hydrogen gas?
 - 8.—Why is the zinc the negative electrode in the Clark cell, when, according to the table given in the April issue, it should be the positive?
- E — V
I
- 9.—In the equation $\frac{E - V}{I}$ for finding the internal resistance of a cell or battery it is stated that the E equals the voltage on open circuit and V on closed circuit when it is furnishing the current. Does a battery have any voltage on open circuit? Is it not necessary to connect the poles of the battery to produce a current? If this open circuit voltage means the short-circuit voltage, how is it ascertained?
 - 10.—In the April issue it is stated that a short-circuit test of dry battery shows 12 to 20 amperes and the voltage 1.5. This indicates a lower internal resistance of this battery than that of a gravity cell. Inasmuch as the absorbent material in the dry battery is mixed with the electrolyte, it appears that this cell should have a higher internal resistance than the gravity cell on account of this absorbent material interfering with the flow of current through the electrolyte. Is the resistance offered by the absorbent material entirely neutralized by the depolarizer used?
 - 11.—In the assembly of the Edison R. R. cell there are three terminals shown, two apparently being the copper terminals and the central one being the zinc terminal, instead of only two terminals. How is this battery connected?
 - 12.—A new track battery became weak. The bluestone was found hard and compact in bottom of the cell and it required great care to loosen it without fracturing the jar. No old solution had been used in its renewal. The track circuit is extremely short and but one train a day passes over it. Is this caused by faulty material?
 - 13.—Why is a large number of cells more desirable than a dynamo for generating current? In actual practice this is reversed. Both telegraph companies and railroads are now using the second system. Explain why?
 - 14.—What is the proper amount of solution from an old gravity cell to use in starting a new one?
 - 15.—Why is carbon used in a dry cell instead of a bar of copper?
 - 16.—What makes the bluestone in a gravity cell sometimes cake or freeze together?
 - 17.—Why does scale form on the zinc electrode when the battery short-circuited and none forms when it is discharged through a resistance?
 - 18.—In the solution of problem 23, April issue, the result shows that the battery would last 1,778 days. Would this battery, in actual practice, be effective anywhere near as long as this? Would this battery not deteriorate on account of local action, and how soon?
 - 19.—What kind of mechanism is referred to in April issue, where the method of determining the relative working values of dry cells is discussed?
 - 20.—In the June issue, problems six and seven show a greater current for 110 than for 220 volts on the same conductor of same gauge and resistance. Explain why this is? What keeps the current down and reduces it while the voltage is increased?
 - 21.—Does a two-wire transmission line consist of one wire carrying current from the power house and the other wire a return, metallic circuit, or do the two wires carry current from the power house with a ground return?
 - 22.—(a) The "copper loss" in a line is 36,000 watts, and there are four customers on this circuit, each consuming 3,000 watts; would the 3,000 watts consumed by each of them be included in the 36,000 and be considered as consumed by the conductors, or would this be additional power to be furnished by the power house?
(b) If the voltage of the circuit was increased from 600 to 1,200 volts with 60 amperes and the line resistance 20 ohms, would this increase in voltage burn out the apparatus if the wiring was of proper size to carry 60 amperes?
(c) Then, is it the increase in current and not voltage which would cause this trouble if the wire was of correct size to carry current?
(d) Does 36,000 watts represent the power from power house to run the circuit?
 - 23.—Is not annealed wire soft-drawn; that is, the wire heated and subjected to the drawing process, which prevents it from becoming so hard?
 - 24.—Does the expression "Elongation per cent in one foot" in the wire table mean the per cent that the wire will stretch before breaking when put under test? What is the meaning of "Turns per lineal inch, cotton covered"?
 - 25.—Why could not conductors used in cables be given a coating of celluloid lacquer

as an insulation to take the place of paper? This lacquer is claimed to have a high resistance.

- 26.—What advantages are gained by or what is the purpose of using condensers?
- 27.—Can the amperage of a circuit be more than the voltage or can you have a greater flow of current than voltage?
- 28.—If the "copper loss" is the amount of energy dissipated as heat in the circuit, what is the line drop?
- 29.—In a former issue is described the "Leyden Jar." It reads as follows:
"The capacity of a Leyden Jar depends directly upon the area of the plates, etc., and further on it reads: "The capacity is not determined by the thickness of the plates." Mention is previously made only of a jar and the tinfoil. What do the "plates" refer to?
- 30.—If the current in a circuit in which the resistance is constant depends upon the pressure, why should the rule that the current is the same in all parts of an undivided or series circuit hold true when there is a drop in voltage all along the line?
- 31.—Why does the Edison Mazda incandescent lamp of any given candle-power consume only one-third as much power as an ordinary carbon lamp of the same candle-power?
- 32.—What is meant by "The resistance of conductor is inversely proportional to the area of its cross section"?
- 33.—Is the Centigrade scale used very much in electrical work?
- 34.—Why are Tungsten lamps so much better than the ordinary carbon lamps? In what ways are they superior?
- 35.—After adding three more shunts to the multiple or divided circuit as shown in Fig. 4, May issue, with resistance of 5 ohms each, the total current with the seven shunts on this circuit is 154 amperes. Assuming that the voltage is the same, it does not seem reasonable that, with the addition of resistance, there should be more current flow. Kindly explain this.
- 36.—Is not ohm pronounced with short "o," as in on?
- 37.—Electrolysis affects lead-covered cables through sections having a difference in potential of but a few volts. Does this mean two lead-covered cables carrying current having a difference in voltage, which causes a chemical action, or is it caused by current through the earth from the higher potential line? If both cables carried the same tension current, would there be any electrolysis upon the lead covers?
- 38.—In the charge of a 2 M. F. condenser there would be .000002 coulombs if one volt was impressed across the terminals, and this would be increased to .000048 coulombs if the voltage were increased to 24. Would this increase the capacity of the condenser to more than 2 M. F., which is all it can hold, or would it charge the condenser quicker?
- 39.—It is stated in the April issue that connecting cells in series increases the current output, yet with the gravity cells connected in series the current output is limited by the internal resistance to $\frac{1}{4}$ ampere. This does not seem to be an increase over the current of the individual cell. Does not the increased internal resistance of the cells in series neutralize the increase in current which might be available?



DIRECTION OF CURRENT THROUGH CELLS IN MULTIPLE.

- 40.—Show the direction of the current flow and the course it is supposed to take when passing through the electrolyte and connections of cells in parallel.
- 41.—Why does one wire have a larger resistance than another of the same material but of larger diameter?
- 42.—What is the difference between one ampere-hour and one watt-hour?
- 43.—Is there more "copper loss" in a bare wire in air than one covered with insulation, the wires being the same size and length?
- 44.—Which wire has the greater resistance, the bare wire in air or one covered with insulation of the same size and length?
- 45.—Why is it the greater the resistance the more heat developed?
- 46.—Does increasing the area of the plates increase both the life and voltage of a cell?
- 47.—What is the number of K. W. hours required to operate 78 arc lamps connected in series, if they require 6.6 amperes and 70 volts per lamp and are burned for 1,743 hours?
- 48.—Do two 8 candle-power, 110-volt lamps consume as much power as one 16 candle-power, 110-volt lamp, if the filaments are both the same?
- 49.—Is the power that returns to a battery or dynamo of any use in sending the current out again?
- 50.—Is a condenser a form of storage or secondary battery?

DOWN\$15,902.03.

The following figures will show that those who have been working to stem the tide of loss and damage to freight are meeting with some success:

Average per month for the
year ended June 30, 1914.\$115,478.12
Month of July, 1914..... 99,576.09

Down\$ 15,902.03

This means a good start and is just \$15,902.03 saved in the treasury of the company.

Can we not make future months substantially less than July? Of course we can.

F. NAY.

THE TENOR MAKES A KICK.

An opera repertoire company was taking "Shank's mare" into a small Ohio town, where they were billed to play "Romeo and Juliet." The tenor approached the manager, who strode moodily ahead on the ties.

"Boss," he said, "I've got to have fifteen cents."

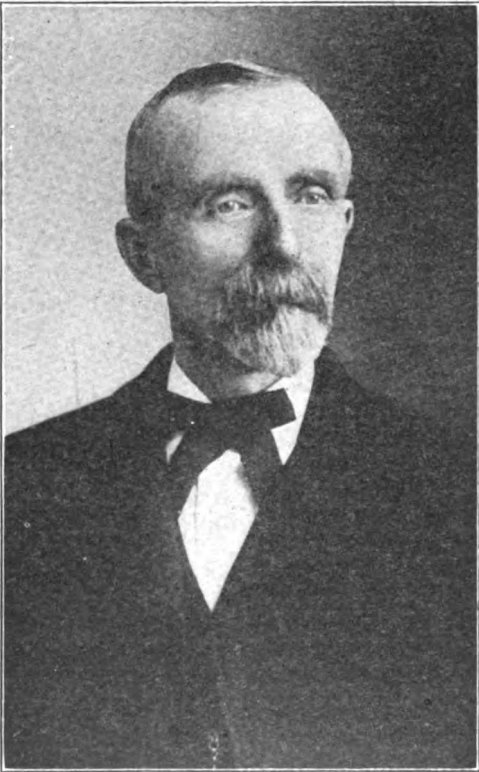
"Fifteen cents!" growled the manager. "You're always yelling for money! What do you want fifteen cents for?"

"What do I want fifteen cents for?" he repeated, bitterly. "I want it for a shave, that's what I want it for. I can't sing Romeo with five days' black beard on my face."

"Well," said the manager, "you won't get no fifteen cents. We'll change the bill to 'Othello.'"

W. P. CASSIDY IS PRESENTED HONORARY BADGE OF MEMBERSHIP

W. P. Cassidy, one of the oldest members of Division No. 159, whose home is at Muscatine, Ia., met with the members of Division No. 159 Sunday, August 2d, at their regular meeting for the purpose of receiving his honorary badge of membership in the International Division of Engineers. They had special bulletins out for the occasion and had a splendid turnout of members. At the regular time in the business routine of a meeting, the chief engineer presented Brother Cassidy with the badge. The scene was a touching one, when the



W. P. Cassidy

old brother tried to respond, but could not on account of being so overcome; but after he regained himself, he spoke to the Division and thanked them for the badge and also requested that his thanks be sent to the grand office for the same. An account of his life on the railroad written by himself is given as follows:

"I commenced firing a stationary engine at Williamsport, Pa., in 1855, which was then called "Catawissa and Elmira Railroad." One Mr. Isaac Berrigan was the stationary engineer and a Mr. Davis was

master mechanic. Mr. Berrigan got an engine to run on the road and he had me go and fire for him, the winter of 1855 and '56. But in a few months business slackened up, and as I did not want to go back to the engine house, I went west as far as Chicago, but found nothing for me to do there. Went from there to Joliet, Ill., got a position as fireman on a branch of the Michigan Central; stayed there until the malaria fever drove me out. In 1857 or 1858 I came to Iowa. In the fall of 1860 I was hired by A. Kimball, superintendent and master mechanic of the Mississippi and Missouri railroad; then built to Iowa City, and being graded for the road west of Iowa City. I fired extra until 1862, was then sent to fire for C. H. Davis on the Washington branch of the Mississippi and Missouri railroad. The road was then being built west of Washington; also west of Iowa City. In 1863 I ran extra west out of Davenport. I forget what time the railroad took possession of Mississippi and Missouri railroad. I commenced running regular in 1864. I cannot give dates as to assignment of regular runs. I ran out of Davenport until the road was built west of Grinnell, then I was transferred to the Chicago Southwestern branch of the railroad lines. In 1872 or '73, I entered into the service of the Burlington and Minnesota and Northern railroad at Muscatine, and I am here since with the exception of one year between Burlington and Cedar Rapids and Albert Lea. I was retired on the pension list by the Rock Island railroad on June 1, 1910. I figured out in time, that I was in the railroad service 54 years—engine service 46 years—3 years and 8 months in pension service."



A guest in a Cincinnati hotel was shot and killed. The negro porter who heard the shooting was a witness at the trial.

"How many shots did you hear?" asked the lawyer.

"Two shots, sah," he replied.

"How far apart were they?"

"Bout like this way," explained the negro, clapping his hands with an interval of about a second between the claps.

"Where were you when the first shot was fired?"

"Shinin' a gemman's shoes in the basement of de hotel."

"Where were you when the second shot was fired?"

"Ah was passin' de Big Fo' depot."—Everybody's.



A GOOD LOSER.

One of the passengers began fumbling nervously through his pockets, and finally turned them all inside out.

"Where is your ticket?" asked the conductor, when he came to the nervous man. "You can't have lost it?"

"Can't have lost it? Thunder!" replied the nervous man, sarcastically. "I lost a bass drum once."



DRY FARMING CONGRESS TO MEET AT WICHITA.

The passenger traffic department has just issued a handsome folder in color descriptive of the International Dry Farming Congress, which is to be held in Wichita, Kans., October 7 to 17. In connection with this gathering will be held also the International Congress of Farm Women and the International Soil Products Exposition. All indications point to a good attendance and it is expected that Rock Island Lines will bring a large share of the out-of-town visitors.



Patronage will be drawn especially from the western half of Kansas and Oklahoma, Western Nebraska, Eastern Colorado and the Panhandle of Texas and New Mexico, these sections comprising the best of the dry land area of the United States. Every farmer in sections of light rainfall will find it to his benefit to attend, as the world's greatest experts in dry farming will speak or read papers, and there will be open discussion of the problems that are met in developing agriculture on the semi-arid

lands.

The gathering will, however, also be of interest and benefit to farmers from the humid sections of the country, and from irrigated districts, because the conservation and control of moisture—which is the principle of dry farming—is at the basis of all agriculture.

Agents should call for a supply of the Dry Farming folders, as they contain full information about the program, the entertainment features, etc. Application should

be made to L. M. Allen, Passenger Traffic Manager.

MORE ABOUT PACIFIC COAST FARES FOR 1915.

In the August number, reference was made to the fares proposed for the expositions to be held at San Francisco and San Diego next year and in all probability, the following round trip fares will be in effect during the same period to North Pacific coast points, namely, Portland, Ore., Seattle, Wash., Tacoma, Wash., Victoria, B. C., and Vancouver, B. C.:

Chicago, Ill.	\$62.50
Peoria, Ill.	59.25
St. Louis, Mo.	57.50
Memphis, Tenn.	69.85
Little Rock, Ark.	69.85
St. Paul, Minn.	50.00
Minneapolis, Minn.	50.00
Omaha, Neb.	50.00
Council Bluffs, Ia.	50.00
St. Joseph, Mo.	50.00
Kansas City, Mo.	50.00
Oklahoma City, Okla.	58.00
Lincoln, Neb.	50.00
Topeka, Kan.	50.00

Usual diverse route arrangements and correspondingly low fares will apply from all other points.

For more complete information, see Passenger Traffic Department Circular No. A-1336.

Winter tourist excursion fares will be available, effective November 1st, 1914, to March 31st, 1915, with final return limit of May 1st, 1915. Tickets will be on sale to all southeastern and southwestern resorts.

The usual low, one-way, second-class colonist fares will be in effect September 24-October 8, 1914, inclusive, to Pacific coast and intermediate points.

Early in February, 1915, very low round trip fares will be in effect to San Francisco, Oakland, Los Angeles and San Diego for the annual meeting of Western Fruit Jobbers' Association, Los Angeles, fare from Chicago will be \$62.50; St. Louis, \$57.50; Peoria, \$59.25; Memphis, \$57.50; Missouri River gateways, Omaha to Kansas City, inclusive, \$50.00; Saint Paul and Minneapolis, \$63.85. Correspondingly low fares from all other points. Tickets will permit of stop-overs at various points and will be limited to expire March 20th, 1915.

DEALING WITH THE PUBLIC.

It is astonishing, in view of the tens of thousands of passengers handled daily by the Rock Island Lines, that so few letters expressing dissatisfaction or voicing a well founded complaint are received, while, on the other hand, many of our patrons are so well pleased with the service received that they voluntarily write letters of commendation.

Of complaints which have foundation in fact, by far the greater number are the outgrowth of indifference or actual discourtesy on the part of unthinking employees. Everyone of us, in his dealings with the public, should consider himself the guardian of a trust—namely, the reputation and standing of the company with the traveling or shipping public. These are affected, to a greater or less degree, by the attitude of each employee in the conduct of his daily duties.

The average passenger deals only with two classes of employees—the ticket agent and the trainmen. If he meets with courteous attention and a genuine desire to make the journey, in all respects, a pleasant one, on the part of such employees as he comes in contact with, the passenger will call that a "good road" and give it his future patronage.

Every employee should also remember that, in accepting service with the company, he does so with the understanding that courteous treatment of the public is as much of a requirement as his ability to perform any of the other duties of his position.

Everything reasonable should be done to avoid complaints. The Golden Rule should never be forgotten and our patrons should be treated as the employee himself, would wish to be treated. A pleased patron is the best advertisement and it is up to the employees, individually and collectively, to make the Rock Island Lines the best advertised road in the U. S.

PRACTICAL CO-OPERATION.

Given by Bankers.

The following extract from a letter written by E. J. Bodman of the Union Trust Company, Little Rock, Ark., to H. M. Cottrell, Agricultural Commissioner, is typical of the co-operation given by the banking fraternity to the development work carried on by the Rock Island Lines:

"I am so well pleased with the last issue of the Southwest Trail and feel that it will be of so much benefit to our farmers, that I am running an advertisement double column by four inches, in two issues of the Weekly Arkansas Gazette, suggesting that farmers communicate with you enclosing a two-cent stamp, requesting a copy of this paper. I hope this will attract the attention of many and that the benefits derived will be apparent."

It is hardly necessary to say that such practical assistance in the educational work carried on by the company is highly appreciated.

ISSUING TICKETS.

The greatest care should be taken by ticket agents to issue tickets correctly and in accordance with the route called for by the passenger, if covered by the tariffs.

The first care of the ticket agent should be to ascertain, fully and completely, the exact route desired by the patron. The tariffs should be examined carefully to ascertain if the route called for is an authorized one and if a rate is quoted via such route. If a regular route, ticket should be properly made up, properly limited, proper class punched and stamped. When delivering ticket to passenger, the ticket should be read to him, coupon by coupon, indicating the junction points and the railways via which ticket reads, the limits, etc. If this is done, passenger can never afterwards say he did not know what route he was getting, and thereafter can have no cause for complaint.

Use greatest care in issuing skeleton tickets, and do not employ any routes or junction points not covered by tariffs or chart of forms. Railways do not interchange passenger business at every junction point, and many expensive mistakes have been made in this particular.

Dating stamps should be kept clean, and ribbon should not be allowed to become dry and old. See that impression of stamp is clear and distinct at all times.



FALL COLONIST FARES.

Fall Colonist Fares will be effective September 24th to October 8th, 1914, inclusive. Fares will be approximately the same as those in effect last spring.

There is more or less movement to California and the North Pacific Coast during the fall months by that class of people who make it a point to stay in California all winter, and ticket agents should endeavor to bring the dates of sale and low rates of fares to the attention of prospective passengers.

Rock Island Lines provide through tourist car service to California through Colorado and by way of El Paso. Daily tourist car out of Chicago on No. 3 by way of Kansas City, El Paso and Tucson to Los Angeles and San Francisco, offers without question the best tourist car service to and from the Pacific Coast. These cars are steel, electric-lighted and embody the very latest improvements.

By way of Colorado we operate personally conducted excursions five days each week. On Tuesdays, Thursdays and Fridays cars leaving Chicago are operated Rock Island Lines to Denver, D. & R. G. to Ogden, Southern Pacific to Los Angeles, via Oakland pier. Cars leaving Chicago on Wednesdays and Saturdays are operated Rock Island Lines to Denver, D. & R. G. to Salt Lake City and Western Pacific to San Francisco. The Sunday and Monday cars out of Chicago are operated via same route as the Wednesday and Saturday cars but are not personally conducted.

DINSMORE PARTY PLEASED.

Members of Yellowstone Party Give Words of Appreciation.

The Yellowstone Park excursionists, conducted by W. P. Dinsmore, returned last week. All are emphatic in their words of appreciation.

The following statement signed by thirty of the excursionists was received by Mr. Dinsmore, Monday:

Denver, Colo., July 21, 1914.

Mr. Walter Dinsmore, The Rock Island Lines, Sibley, Iowa.

Dear Sir: Desiring to express to you in some definite form our appreciation of your services in conducting the "Dinsmore Party" of 1914 through the many places of wonderful scenic interest in Colorado, Utah and Yellowstone Park, we beg leave to present this formal letter bearing our signatures, and carrying with it our individual thanks for your efficient and thoughtful care in providing for our every want and anticipating our every desire.

You certainly planned a trip of rare interest and value, every detail of which you have attended to with judgment and care and we are glad indeed to have been under your management and entirely free from every worry and annoyance incident to travel.

To our friends and acquaintances we will say, "go with Mr. Dinsmore whenever opportunity offers and each of you will also become his royal friend and enthusiastic admirer." Mr. Dinsmore certainly deserves all the good things that may be said of him.

In testimony whereof, we gladly attach our signatures, extend our well wishes, and express the hope that we may again be members of a "Dinsmore Party."—Sibley (Iowa) Gazette.

NOTES.

The August issue of the Southwest Trail deals with the subject of Pit Silos and is receiving wide distribution in the territory devoted to dry farming. A general dry farming number is planned for this month, because of the expected influx of new settlers into Eastern Colorado, as a result of the great land sale at Colorado Springs and Limon.

Preparations are being made by the Agricultural and Immigration Department for a big movement of settlers to Southeast Oklahoma during the coming winter, on account of the sale of the Segregated Coal and Asphalt lands, which center around McAlester, Haileyville, Coalgate, Ardmore, Wilburton and other Rock Island points. This sale was expected to take place early in the fall, but the latest advices from the federal authorities are that it will probably be held late in December or early in January, 1915. Circulars descriptive of these lands will be furnished agents and others on application to the Passenger Traffic Manager.

St. Joseph, Mo., is preparing to again break the attendance record at agricultural gatherings by arranging an exceptionally strong program for the second annual Interstate Agricultural and Industrial Congress, dates for which are December 9th to 12th. Over 3,000 actual farmers attended the first session, held last winter at which there was a total out-of-town registration of 6,700. Five or six thousand farmers are looked for at the coming session, which will draw patronage from Nebraska, Iowa, Kansas and Missouri, and it is hoped to make the total attendance upward of 10,000.

ELEVATOR FIRE AT WALCOTT, IA.

On the morning of the 6th of August at about 2:30, the large elevator and transit house of the Stockdale & Dietz Co. burned to the ground at this place, destroying building and with the exception of about 10 cars destroyed the entire contents, which consisted of about 50,000 bu. of wheat, corn, oats and barley. This was one of the chain of ten elevators owned by this company, the rest being in the heart of the grain country in Northwestern Iowa and Minnesota. The building was either struck by lightning or a short circuit in the electrical wires. The fire started in the basement of the building and when the alarm was turned in by the Ex. 2565 east, the basement and the first story of the building was in flames. Due credit must be given the train and engine crew for had it not been for them perhaps most of the town would now be in ruins. By continuously blasting his whistle the engineer soon aroused the people and in about 15 minutes the fire department arrived and soon had three streams playing on the fire. For awhile it seemed as if the local department would not be able to keep the blaze under control and the Davenport department was notified and a switch engine placed a flat car for loading a chemical wagon but when about to load same the fire was under control and they were notified they would not be needed. This transit company handles about 1,000 loads of grain a season, all of the grain being destined to this station for milling in transit, and ships out about 1,500 cars a season. Most of the grain is now being reconsigned to New York. Mr. Maack, general manager of the company, states that they will rebuild with a capacity of about 200,000 bushels. Our depot caught fire as the elevator is only 50 ft. from the station, but was put out again. This is the third time it has been on fire, each time by an elevator fire. Only the paint was scorched and a few windows broken by the intense heat, but all records, freight, express, etc., had been removed.

WAS "JUST AS GOOD."

"Good morning madam," volunteered the cheery salesman.

"Good morning," echoes the pleasant looking matron. "Have you something choice in real Irish lace?"

"Well—er—no; but here is something just as good at seventy-five cents a yard."

"Just as good?" doubtfully.

"Yes, indeed. In fact," confided he, "superior to the real article. How much do you wish, please?"

"Just a yard," with suspicious slowness. "Here's your money."

"But, madam," in confusion, "you have made a mistake. This isn't money."

"No?" agreeably.

"Why, no. It's a matinee ticket."

"So it is. But it represents seventy-five cents, and while it isn't actual money, it's just as good."

Salesman collapsed.—Grocer's Review.

THE 1909 OFFICE BOY.

A well-known lawyer is telling a good story about himself and his efforts to correct the manners of his office boy. One morning not long ago, the young autocrat blew into the office, and, tossing his cap at a hook, exclaimed:

"Say, Mr. Blank, there's a ball game down at the park today and I am going down."

Now, the attorney is not a hard-hearted man, and was willing the boy should go, but thought he would teach him a little lesson in good manners.

"Jimmie," he said, "that isn't the way to ask a favor. Now, you come over here and sit down, and I'll show you how to do it."

The boy took the office chair, and his employer picked up his cap and stepped outside. He then opened the door softly, and holding the cap in his hand, said, quietly, to the small boy in the big chair:

"Please, sir, there is a ball game at the park today, if you can spare me I would like to get away for the afternoon."

Quick as a flash the boy responded:

"Why, certainly, Jimmie; and here is fifty cents to pay your way in."

GENTLE SARCASM.

The tax commissioner of one of our western states, in remarking on the amount of state and county taxes paid in his state on different classes of property, says: "There are some things that seem ludicrous. For instance, in 1910 Crook county paid a total state and county tax on clocks, watches, jewelry, gold and silverware of the magnificent sum of 2 cents. That county was evidently entirely destitute of clocks, jewelry, gold and silverware, but someone must have owned a Waterbury watch, and outside of that the entire population of the county were dependent for their reckoning of time upon the sun by day and the stars by night. Since that time, however, the citizens of that county appear to have invested quite extensively in that class of property, as for 1912 the total amount of state and county taxes paid is \$9.05. I would suggest that our State Historical Society get the name of the owner of this watch and if possible the timepiece itself to be deposited among its archives."

—Chicago Record-Herald.

Some men are mean enough to sue themselves.



Clerical Force—Superintendent Shops—Silvis, Ill.



LISTED STOCKS AND A PANIC.

What is the advantage of the listed security in a time of storm and stress such as has just been experienced? This is the question that has forced itself on the minds of holders of stocks and bonds during the week, following the slaughtering of values by frantic foreigners impelled to this action by the general European war.

*

From Monday, July 27, to Thursday night, July 30, when the New York stock exchange closed, the shrinkage in values aggregated over \$1,000,000,000. Seasoned stocks and bonds were dumped madly, unreasonably, by frantic, hysterical Europeans. American securities suffered in those eventful four days as was never known before. Not that the intrinsic worth of the securities sacrificed were any less valuable than they had been the week before, but in war apparently the only thing that escapes unscathed is GOLD, Gold survives when all else has crumbled and decayed. Therefore in the mad scramble to put one's self and one's house in order and survive the shock of war and the destruction of property and values, security holders sought only one thing wanted only one thing and that was: GOLD.

*

Stock exchanges are marts of trade for the buying and selling of securities, just as boards of trade are marts for the buying and selling of commodities. In normal times their importance and value are incalculable. The great bulk of buying and selling, therefore, is always conducted in the exchanges. But in crises such as the one through which the financial world is passing the great-

est shock is felt and falls upon these exchanges.

Thus stocks and bonds listed bear the brunt of the furious onslaught. Because there are always chances of their being quickly transferred into gold or its equivalent, they are hurled recklessly, regardless of values, into the seething maelstrom, where values quickly melt and vanish.

*

Considering the seriousness of the scare, it is with a feeling of relief that one turns to those securities not listed. Dullness rather than weakness was the characteristic. The machinery was not at hand to effect sales in volume. In consequence, the values suffered little, if at all.

*

Such melting of values, however, can only happen in a panic. A panic is a state of mind. "At such times suspicion, apprehension and alarm," says William C. Van Antwerp, one of the directors of the New York stock exchange, "takes possession; reflection and sobriety are crowded out, men do and say irrational and unreasoning things, incidents trifling in themselves are exaggerated into undue proportions and all kinds of difficulties are conjured into the imagination." Fortunately panics are of short duration.

*

Can anything be done, then, to protect one's property in panic periods? Yes, keep cool. The wise men in such times rise above the common, and by keeping their heads, keep also their securities that are bought and paid for.—*Investment News.*



Buttermilk will insure much softer and lighter hot rolls than plain milk.

*

If a glass jar refuses to open, set it top down in an inch or two of hot water.

*

If potatoes are being cooked for salad, boil them with the skins on. They will be less soggy.

*

When making sauce remember that one ounce of butter and half an ounce of flour will thicken one cup of fluid.

*

To prevent rust and have a black, shiny gas stove, enamel the whole stove and instantaneous heater with stovepipe enamel.

*

After washing a china silk dress do not hang it out to dry, but roll it up in a towel for half an hour; then iron on the wrong side.

*

In making a fruit cake pour half the batter in the pan before adding the fruit, then the fruit will not be found at the bottom of the cake.

*

A sure way to prevent eggs from sticking to the pan or breaking is to add a spoonful of flour to the grease in which they are fried.

*

Discolored bronze should be thoroughly cleaned of dust, then apply a mixture of two parts warm water and one part muriatic acid. Wipe dry with a chamois skin.

*

When watering hanging basket take a small can, punching a hole in the bottom just large enough for water to drip slowly. Fill and place in hanging basket. Refill this every morning and you will not have the trouble of your fern

baskets drying out, as the water has a chance of slowly soaking into the earth instead of all running off as when it is just poured in baskets.

*

Bacon is much more delicate and soft if it is first parboiled until the fatty part is almost cooked, then lay each piece out separately on a cloth to drain and fry quickly until a very light brown.

*

An excellent wash for cleaning painted walls is made by dissolving two ounces of borax in two quarts of water. Add one teaspoonful of ammonia, use half of this mixture to a pail of water and use no soap.

*

Tomatoes picked when just ripe and firm and attached to the stems will keep almost indefinitely with no noticeable loss of freshness if covered with brine made by dissolving a teacup of salt in a gallon of pure fresh water.

*

If a piece of waxed paper is placed under the centerpiece on a polished table it will prevent the linen from adhering to the table in hot weather, as well as prevent a stain from cold water or an overfilled vase or rose bowl.

*

Lettuce, parsley and all other green things may be kept deliciously fresh if first washed in cold water, shaken and then packed in a tin pail that has a very tight cover, so that the air may not penetrate to them, and set in a cool place.

*

To cleanse and restore white enamel furniture that has become soiled or discolored treat it thus: Melt one tablespoonful of bicarbonate of soda in one quart of boiling water; when cool wash the furniture with the solution, using an old flannel cloth for the purpose.

MERITORIOUS SERVICE

Mr. O. F. Hill, Engineer, and Mr. Fred F. Lenz, Fireman, Chicago Terminal, have each been given five merit marks for their quick action on July 15th, when an intoxicated man wandered upon the tracks at 47th street, and deliberately sat down on track No. 4, about the center of the bridge. Fireman Fred F. Lenz, on switch engine, was first to discover the man's peril. It was then too late to reach the man in the bridge, so he grabbed his lantern, ran up the track and succeeded in getting the train stopped before it reached the man, who surely would have been ground to pieces, had it not been for his prompt thought and action. Engineer Oliver F. Hill was on the suburban train and made an excellent stop, considering the short flag he received.

Messrs. B. Coulter, Conductor, R. B. Cox, Brakeman, W. A. Reed, Brakeman, G. H. Jolly, Engineer, R. A. Ashly, Fireman, all of Missouri Division, have been credited with ten merit marks each for their assistance on August 1st when there was a carload of stock in our yards at Centerville, and the pump was broken down, the owner of the stock had no way in which to water it; that he went to the depot, and in the absence of agent, left word that unless water was gotten to the stock, it was on our hands. These gentlemen got hold of some pipe that was on hand at the station and improvised a pipe line from the depot to the yards (a distance of about 400 ft.), supplying the stock with water.

Mr. B. W. Howard, Brakeman, Fort Worth, has been given ten merit marks for his good work on June 18th, when fireman on train No. 98 was injured at Bridgeport, and the regular fireman was taken from No. 83's engine, in order to take 98 into terminal, and that on account of this move, leaving train 83, without a fireman, he volunteered to fire the engine on 83 from Bridgeport to Fort Worth.

Mr. R. V. Nasnec, Conductor, and Mr. M. D. Horsefall, Brakeman, of Cedar Rapids, have been commended for their assistance on extra 2529 of Aug. 5th, after Fireman B. Walters was taken sick. Conductor Nasnec fired this train to Cedar Rapids and Brakeman Horsefall acted as conductor and ran train to Cedar Rapids short handed, thereby saving a considerable delay to important freight.

Mr. Chas. Rublick, Fireman, Pratt, Kan., train No. 4 of Aug. 6, had considerable trouble with hot boxes on mail car and standard sleeper, but with the assistance of the engineer and himself was enabled to go into Pratt only seventeen minutes late. The company appreciates very much the assistance rendered by you in caring for hotboxes.

Mr. J. S. Bainum, Engineer, Pratt, Kan., on train No. 4 of August 8th, had considerable trouble with hotboxes on mail car and standard sleeper but with the assist-

ance of himself and fireman, was enabled to go into Pratt only seventeen minutes late. The company appreciates very much the assistance rendered by you in caring for hotboxes.

Mr. T. R. Kimble, Brakeman, Pratt, Kan., is to be commended for his good work on July 1, when Engineer McDonald and Fireman McAmes, train No. 33, were injured and unable to work, fireman was secured from train No. 80 at Waldeck he fired No. 80's engine from Waldeck to Herington.

Mr. Geo. Keene, Conductor, Pratt, Kan., is to be complimented for his good work on July 1, 1914, when Engineer McDonald and Fireman McAmes, train No. 33, were injured and unable to work he took charge of No. 83's engine and handled train to Hutchinson from Ramona.

Mr. O. R. Griffin, Agent, Ramona, Kan., has been commended for his services in repairing car C-31403 loaded with wheat for New Orleans which developed a leak at his station and about 25 bushels leaked out on the ground, which he shoveled back into car and made necessary repairs.

Mr. J. M. McBowell, Conductor, Herington, Kan., is to be complimented for his work on June 14th, when the engine house at Cline coal chute was discovered afire. He rendered valuable assistance in extinguishing same, which resulted in averting damage to the coal chute.

Mr. G. L. Cox, Operator, Cline, Kans., is to be complimented for his good work on June 14th, when engine house at Cline coal chute was discovered afire. He rendered valuable assistance in extinguishing same, which resulted in averting damage to the chute.

Mr. P. D. Combs, Engineer, Mr. J. F. Roach, Fireman, Mr. H. Sanders, Conductor, and Mr. S. R. Dilley, Brakeman, of St. Louis Division, were each given ten merit marks for their efforts in making repairs to engine which prevented delay to important train.

Mr. V. B. Eubanks, Engineer, Amarillo, is to be commended for his good work on train No. 44, July 16th, his fireman took sick at Glenrio, and, to avoid delay to this train he fired the engine from Glenrio to Adrian, or until the fireman was able to resume his work.

Mr. J. F. Slaughter, Agent, Naysville, has been credited with five merit marks for brake beam dragging on car in train 2/95 when passing his station, and notified the dispatcher at Amity, so that the train might be stopped and brake beam removed.

Mr. T. O. Mann, Brakeman, Pratt, Kan., is to be complimented for his good work on July 1st, when Engineer McDonald and Fireman McAmes were injured he fired No. 33's engine from Ramona to Waldeck where a fireman was secured off train 80.

Mr. A. G. English, Mr. F. G. Nichols, and Mr. B. Faber, all of Des Moines, have

been commended for their prompt action in extinguishing fire on Des Moines River Bridge which they discovered while on work extra 1405 July 29th.

Mr. L. A. Bickford and Mr. P. Van Maren of Des Moines, have been commended for their very hard work on August 8th in extinguishing fire on Public Square which had been set by engine of train 91.

Mr. R. Gregory, Valley Junction, Ia., has been complimented on his alertness and interest in taking engine to fire which had been sent in east end of yard at Chariton, Aug. 11th, and extinguishing same.

Mr. C. H. Plumb, Conductor, Fort Worth, has been credited with ten merit marks for his valuable assistance in clearing the main line at Mile Post 430 on the occasion of derailment of Extra 1703.

Mr. W. O. Morrow, Section Foreman, St. Louis Division, has been given ten merit marks for discovering brake beam dragging on car in passing train probably averting a serious accident.

Mr. L. R. Beggs of Des Moines, has been complimented for his vigilance and efforts in putting out fire set by engine on train No. 86, $\frac{3}{4}$ of a mile east of Croton, August 11th.

Mr. H. Swift, Conductor, Herington, Kans., has been credited with ten merit marks for unusual service performed in handling trains at derailment near Horton July 14th.

Mr. D. Hartigan, Engineer, Topeka, has been given ten merit marks for handling train into terminal with engine after frame had broken, engine 604, train 78, July 7th.

Mr. W. D. Green, Conductor, St. Louis Division, has received written letter of commendation account assistance rendered passenger crew in rebrassing sleeping car.

Mr. C. E. Howard, Section Foreman, Des Moines, has been complimented for observing brake beam down on train 83m August 10th.



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

Mr. Goldie Ward, Porter, Caldwell, Kan., recently secured for our line two colored passengers from Ft. Worth to Kansas City, who intended to go via another route.

Mr. Carl Osterstrom, Rate Clerk of Des Moines, through his personal efforts the company was able to secure a party of six round trip tickets to Denver, which would have otherwise used another route.

Mr. E. J. Munsey, Conductor, Trenton, on July 7th, was instrumental in securing routing of a car of stock over the Rock Island from Turney to Kansas City, which otherwise would probably have moved via another line. He also had orders to pick up a car of stock at Turney, and found on arrival there that it had been billed via the Rock Island and had just gone forward in a Burlington train. He took up the matter with the operator and had the car set out

at Kearney, where it was picked up and taken to Kansas City. Mr. Munsey has been credited with five merit marks for his watchfulness.

Dispatcher Brandt of Fort Worth, deserves special mention for his efforts in securing routing of twenty-six woodmen from Bowie to Galveston.

Mr. E. D. Snyder, Conductor, Amarillo, on July 14th, on train No. 44, through his solicitation the company secured the sale of one and one-half fare tickets to Joplin, Mo., using our line as far as McAllister, the passenger intending to use another line.

Mr. Chester Floyd, Revising Clerk, Amarillo, was instrumental in securing two passengers over our line to Forrest City, Ark., after they had decided to use another line.

Mr. Marcus Legg, Flagman, Amarillo, has been very zealous in securing ticket over our line from Amarillo to Wister, Okla., final destination of the passenger Fayetteville, Ark., after party had contemplated using another line.

Mr. C. B. Eubanks, Engineer, Amarillo, has been instrumental in securing passengers over our line from Tucumcari to Hot Springs, Ark., after the passengers had decided to use another line out of El Paso.

Mr. W. R. Sears, Switchman, Oklahoma City, met two of his friends on arrival of Frisco train No. 407 at Oklahoma City, night of August 19th. These two people were enroute to Kansas City and when Mr. Sears found them they were in the hands of an employe of another line who was making every effort to induce them to use this line out of Oklahoma City. Mr. Sears heard part of the conversation and after talking with the passengers, persuaded them to transfer to the Rock Island and purchase two tickets over our line to Kansas City. Mr. Sears deserves special mention for the interest manifested.



APPOINTMENTS.

Effective Aug. 12, Mr. W. D. Lefebrier was appointed car foreman at Peoria, Ill., vice Mr. S. E. Nell, promoted.

Effective Aug. 1, Mr. H. Krabbenhoft was appointed night foreman, Rock Island, Ill., vice Mr. F. Meredith, resigned.

Effective Aug. 5, Mr. C. A. Harvey was appointed agent at Phillipsburg, Kan., vice N. W. Hubel, resigned.

Effective Aug. 1, Mr. W. A. Inwood was appointed chief dispatcher and division operator of Nebraska Division, with headquarters at Fairbury, vice Mr. W. C. Cavanaugh, resigned.

Effective Aug. 1, Mr. J. Keenan was appointed yardmaster at La Salle, Ill., vice Mr. J. E. Trevillian, assigned to other duties.

Effective July 1, Mr. Peter Olson was appointed temporary car foreman at Inver Grove, Minn.

Effective Aug. 12, Mr. S. E. Nell appointed car foreman at Rock Island, Ill., vice Mr. B. Flaherty, promoted.

Effective Aug. 1, Mr. E. D. Sheehan was appointed chief dispatcher and division op-

erator, with headquarters at Goodland, Kan., vice W. A. Inwood transferred.

Effective Aug. 15, Mr. F. L. Park was appointed trainmaster of the Colorado Division, with headquarters at Goodland, Kan., vice J. S. Jones, transferred.

William L. Schildmiller, formerly of New York City, has just entered upon the duties of billing clerk at the Silvis Division and his associates wish him plenty of luck at his new job.

Effective Aug. 15, Mr. P. F. Harris was promoted from night roundhouse foreman to day roundhouse foreman at Manly, Ia., vice G. T. Schroeder, resigned.

Effective Aug. 19, Mr. L. L. Hoffman was appointed night roundhouse foreman at Manly, Ia., vice P. F. Harris, promoted.

Effective Aug. 12, Mr. B. Flaherty was appointed general car foreman at Manly, Ia., vice J. E. Giesler, resigned.

Effective Aug. 14, Mr. A. Anderson was appointed boiler foreman at Manly, Ia., vice C. Lynch, resigned.

Effective Aug. 15, Mr. B. C. Ware was appointed master carpenter of the Kansas Division, with headquarters at Topeka, Kan., vice Mr. F. L. Park, promoted.

OBITUARY.

Mr. Newton R. Wilson, President of the Industrial Lumber Co. of Elizabeth, La., died on Tuesday, June 23d, 1914, in St. Louis, Mo. His loss will be keenly felt by all who associated with him.

Mr. Henry Laatsch, who has been in the employ of the Rock Island at La Salle Street Station, Chicago, for the past twenty years, as a building watchman, died at his home on August 4th, of cancer of the stomach.

SHOCKED THE SUPERINTENDENT.

He entered the superintendent's office in a kind of bashful, well-I-got-no-business-here sort of manner and quietly asked the busy man if the superintendent was in.

"I am he," replied that official without raising his eyes from the desk—"what do you want?"

"One of your trains killed my dog a few days ago and I thought I would stop in and—"

"Well, he had no business on our tracks; you should have kept him tied."

"Yes, I know," meekly responded the caller, "but I didn't, and he got on the track and was killed, and I thought you ought to—"

"But we won't! We don't pay for killing dogs on this road."

"Who said anything about pay?" replied the ex-dog owner. "I'd been trying for a month to get some one to drown that measly cur, and as the railroad has killed him for me, I thought you ought to be paid for the job. Here's two dollars."—Railroad Employee.



Here is a vaudeville crack not used on the Orpheum Circuit:

It seems that a monologist was annoyed by a baby in the audience crying. It was a little bit of a baby, but it made a big row.

Finally, the "act" stood it as long as he could and then addressed the mother thus: "Madam, can't you keep that baby quiet?"

"No, I can't"

"Well, why can't you?"

"Because my dress is buttoned behind."

And the trap-drummer crashed the cymbals just once.

LIST OF EMPLOYES PENSIONED.

Name.	Occupation.	Location.	Effective.
Andrew Opal	Platform Cleaner.....	Des Moines, Ia.....	5-1-14
Samuel B. Keester.....	Car Carpenter.....	Val. Jct. Ia.....	6-1-14
Thos. Colliton	Sec. Foreman.....	Clermont, Ia.	4-1-14
Wm. Kay Wood.....	Car Mach. Shop F'man.....	124th St. Chgo.....	10-1-14
John McCarty	Bolt Machine Opr.....	Horton, Kan.	7-1-14
Christopher Dunn	Loco. Engineer	Kansas Divn.	1-1-14
George Tutbury	Blacksmith Foreman	Silvis, Ill.	7-1-14
Wm. S. Dochterman.....	Check Clerk	Cedar Rapids, Ia.....	8-1-14
John M. Johnston.....	Loco. Engineer	Iowa Divn.	5-1-14
Geo. P. Smith.....	Loco. Fireman	Cedar Rapids, Ia.....	2-1-14
James Peterson	Foreman Water Service.....	Bureau, Ill.	8-1-14

PENSIONERS WHO HAVE PASSED AWAY

Name.	Occupation.	Location.	Died.
Michael Leach	Joint Towerman	Joliet, Ill.	5-29-14
Christian G. Ginther.....	Frt. Truck Repr.....	Cedar Rapids, Ia.....	5-17-14
Michael Murphy	Cross. Flagman.....	Utica, Ill.	4-27-14
Thomas Henry Mylon.....	Pass. Conductor.....	Cedar Rapids, Ia.....	5-7-14
James Henry Meehan.....	Telegraph Operator.....	Rock Island, Ill.....	4-12-14
Timothy Madden	Station Agent.....	Lineville, Ia.	5-9-14



AMARILLO DIVISION. By "Sorghum Bill."

"Melons by the millions." The weather feature, "rains particularly," have swapped with the Arkansas country most too frequent for track conditions.

Messrs. Fatherson and Luer paid Amarillo a visit on business and it was a pleasure to meet both old-timers. Come again.

Conductor Strandberg has been off a greater part of the month and the vacation seems to have agreed with him.

T. H. Beacon, manager, and J. J. Johnson paid this Division a visit and seemed to enjoy the fine climate on the plains.

W. J. Rains of Glencoe is now ditching the great Cap Rock cut, taking the surface ditches first, which take care of an immense watershed and needs to be in first-class shape for the snow season.

W. E. Srote is working on some test holes on Cap Rock at an elevation of 4,000 feet. He struck water at 87 feet; about ten gallons per minute. At another hole 1,600 feet further west he hit same strata at 107 feet. He will go down in this hole some distance to locate another vein. All this is at Mile Point 814, where water is water, if we succeed in getting the quantity. If trying is any good we have the promise of that. To see if we cannot get some material to ballast Tucumcari east or the equipment to work out some pits of caliche east of Ama. Either are very welcome and in order.

Fred Verner has just finished two bunk houses of old car bodies, one at Royal and one at Yarnall, for laborers. This will help foremen to get some steadies settled down. They make quite a comfortable home and improve the property as well.

At Glenno, Tex., on the New Mexico line, there is the entire outfit for a 24x32-foot steel water tank, new style "H" Poake water crane and fittings to put up an up-to-the-minute water station. Mr. Luer figures to get started in the next thirty days on this job. Hurry, F. A., the wooden tub won't stand much longer.

Mr. Thompson, agent at Wildorado, and his family have been away on a vacation and all returned apparently in good trim. Thompson is an agent and he keeps a station, take it from me.

H. W. D. Hurt sure enough is back in Amarillo selling tickets. He left Ramsdell too soon. Why, the melons and chicken and quail are going to be right in order now.

Amarillo has less than one wooden or plank depot platform now; that much is at Groom where a little more filling will do away with the last vestige and a mighty good ridding of bad traps and lots of room saved and a much smoother station ground by getting that out of the way.

"Jimmv" Andress, agent at Benomle, has been taking a layoff for rest and recreation.

July 29 and 30 seemed to be the hottest days this year on the plains.

The wheat prospects on the Pan Handle are very good. The embargo on ports has put a damper on our business this month, but the wheat is in the country, between M. P. 727 and 729. On the north of the train you can count 162 stacks in sight. In fact they stand in colonies unthreshed. The farmers should realize at least \$1.00 a bushel for their wheat. There should be at least one or two more large ele-

vators built, say one at Conway and one at Sask. There is a good opportunity for some one with the money and ability.

W. T. McDaniel, section foreman, and wife took a month off. Both came back looking fine and report a good visit south, where it "isn't warm." Go north, Mac, next time.

Harvey Thurmond, section foreman at Vega, made a trip northwest. Wonder why, for he looked like a disappointed man on his return. Try it again, Harvey.

Earl McCurdy was relief foreman at Fuller for a month and done fine. He is a "chip of the old block," and a large one at that.

Will Lawler of Shamrock was out at Vega as relief man and made a good showing during the rainy spell.

Section Foreman C. F. Thomas of Yarnall lost his baby girl after all the sickness that had been in his family and himself. Hard luck will find us all some way some day it seems. Everybody done what was possible to do and Thomas expressed his thanks and appreciation to the boys on the line for the many favors shown him.

E. H. Moon, accountant, from Fort Worth, paid us two visits on business and it is more of a pleasure to work with E. H. than labor and his presence is always welcome. We try to have all the "dope." He seems to look and feel as good as ever. Mr. Moon is "there" on accounts.

Old Sorghum and his "Nelle," with Tommy Barnes on board, had the misfortune, or good fortune, to break a front guide arm axle on the No. 28 motor car near M. P. 747 on the 22d of July. Sorghum's "poor" old slats got out of line on main rod cent. Front end stayed in and lost one driver, while Mr. Barnes took to the road, but not on his feet. Of course the sand house committee handled the matter very promptly and wanted to find out if the "Pink Bulletin" was complied with. Of course he done like all the rest of the "air men," he never exceeds 10-mile order. Mr. Barnes has been in the shop to have his leg attended to. Seems as though a bruise he got in the shuffle got bad and had to have it opened up. He is doing very nicely at this writing, August 10, and we all hope for an early and complete recovery. We must have T. A. B. along with us. He is one of the few old-timers; hard to lose or replace.

Billy Williams of Fort Worth was a visitor during the warm spell. Same character as ever, all in a class by himself. Come again.

W. H. Davidson, right on schedule as regular as the watermelons ripen, and of course he never eats them, but pays us a visit about that time. He has been sick and does not look as rugged as usual, but he is there on stock claims and personally knows all the stock on the line. His price on roadmasters and engineers has fell off some. Old cows hold their own, and dogs and fowl get a special consideration. But an epidemic of killing cattle has hit us. It seems, and he will be busy. W. H. is a good old scout, anyway, and is always welcome.

Our flock of "pelicans" are doing fine lately. A few that have started to moult have been led back to the "pen" where they can rest in peace and shed their trimmings. I don't know where Mr. Denver got his bait, but he has tranned a fine bunch of birds now. If he can hold them up now is the big end of the game.

August 14 was the day of safety committees to meet and I judge there were some forty odd present. Besides the regular members were all

foremen east of Amarillo, who combined the meeting with a staff meeting, and considerable old straw was threshed over and new grains found. The boys have stood up well under the incessant rains and weed crop and will come out in fair shape at season's end. Of course Watts has his spring stock of show hogs well planted and the green and yellow all rattled off except what the cows ate. But they have taken root, anyway, and promise of a good crop of flags for 1915 is fine, but I would advise none to buy his variety of seed. Get them out, Watts, root and branch, they've been there long enough. At any rate, the meeting was lively and enthusiastic and with the usual lecture from Mr. Van Hecke, they all felt that their presence and work is fully appreciated.

Jas. Burrows of McLean has an order in and looking for his new 6-h.p. Mudge Engine for his handcar. Jim's success will mark the place and time for the departure of the hand car.

M. W. Ward of Lela is off on a vacation. Earl McCurdy officiating as section foreman in his stead.

Mr. Denton, agent at San Jon is back on the job again, better than ever.

Fred Dolton, agent Endee, reports fine alfalfa on his ranch south of Endee and has lots of plans in mind to do his part to make good. Fred is a live 'un.

C. J. Turpin, old time agent at Clinton, Okla., on the Pan Handle division, was in Amarillo the 14th. Looks fine and is still with the C. & O. W. Reports everything brisk with his little line and of course never forgets the "Rock Island." Hope it grows to be 1,000 miles long. Turpin, there's lots of room for expansion yet. On the 12th our genial paymaster on the C. R. I. G. made a trip in the 1913 over our division and paid off. Everybody likes to get their pay a day or two early. Only improvement that would be welcome to both men and public is that we would appreciate the pay car every month and pay in cash—the real "mazuma." There are many reasons for the above, many small places have no banks, men have to get checks cashed at discount or buy stuff to get them cashed or lose a day to go to where a bank is. Another is cash to the merchant is more satisfactory, another is where a man gets his cash he can divide it up to pay on several bills, where now the first to get the check is the one that keeps about all. What's left is so little that the other fellow is put off or cut out. Mr. Parkinson made his first trip and our first acquaintance and we appreciated his company. At McLean four big 40-foot water-mellons were put on board and at Tucumcari they were left on by mistake. Bet the El Paso division folks had mellow for dinner, supper, bed and breakfast. more mellons left Mr. Paymaster and welcome.

Good things come themselves most times, but here is one out of the ordinary:

A farmer from Missouri was driving through Arkansas and suddenly a bunch of hogs took a run across the road. Directly they came back a sailing, shortly they crossed back again. This led the old man to thinking. So he asked a native what was on with the hogs. So here's the explanation: "You see, when I come here I brought those hogs from Missouri with me and when I wanted to call them to feed I would hammer on the trough and they'd come right up, sir. But you see, down here the god darn woodpeckers knock on the trees and they got the darn hogs going so hard I can't stop 'em unless I move out of the country. They're running themselves to death."

Danvers says this is a fact and I guess he is right once more, and I'll bet Gilliland will say the same thing. He's the safety man.

ARDMORE BRANCH NEWS.

By G. H. Young.

It being something near one hundred and a dozen in the shade down the branch, we would like to know how hot it is over in Europe, where the papers say things are as hot as —?

It is a waste of space to just say business is

good, and yet there isn't room to tell just how good it is, so you will have to come down and see for yourself if you believe that the Branch isn't right up to date.

Ask Dr. Slats if you would know how much of anything to take—more especially tonnage. However, you may rest assured that he won't overload you with "home routes." What use they are to him we don't know, but if you don't watch him he will town slicker you out of two or three.

Ray Pence says if he would be as unlucky dodging cannon balls in case of war as he was keeping clear of some piling that came into his caboose the other day—why—well, you know Ray is a peaceable boy and don't believe in war, anyway.

A gasoline threshing machine while at work we will admit sounds like a flat wheel going down Wapanucka hill under an empty iron tank, but don't get scared and pull the air, just remember down the Branch there is lots and lots of the golden grain and it will be too much delay to stop every time you come to a threshing machine; in other words, try to get used to prosperity; you'll have to if you stick.

No, that's not the Mexican, French or Salvation Army making all that fuss that you probably hear, it is Happy Hatfield; and why not? The price of oil has promised to come up.

Mr. Gray, at Halleyville, the professor of tangoing, is waltzing way bills now at the freight house. But "Slats" won't wait for any hesitation when it comes to two-stepping up to the yard office with said bills. "Slats" keeps everybody on the turkey trot.

The section foreman at Olneys says this hot sun sure makes bilsters on his track. Yes, we know lumps in the track, even if caused by the sun, is noticeable if we happen to be on short time.

D. A. Sweet says the roadmaster should examine some of the cows along the Branch on the book of rules regarding right, class and direction. Yes, we have noticed some of the critters holding the main line against trains of all class in both directions without a flag out.

Like the Dago likes his garlic,
Like the sailor likes the breeze,
Like the chief clerk likes the steno,
Like the mouse likes his cheese.

We wonder what per cent farmer Mr. Kinsel is now. For there is a falling off when the August sun gets to making things different from the cool breeze of springtime. As we said, we wonder.

Walter Shields, the O. S. and D. clerk, says his business is fine. Now we don't know which way he means—for the company—as he is afraid of running out of a job, and yet it may be that he just naturally likes to work!

Georgie, dear, the day train crew disturber had a swell time with one of his knees that he got when he had a head-ender with a base ball. Did you see his knee? It looked like a young cantaloupe struggling through life and this hot sun.

J. E. H., the chief dispatcher, put a premium on ballast cars and ordered them to the gumbo pit on the Asher Branch, which means the track conditions of the Choctaw part of the Rock Island will be in position to get the cream of the world's fair travel. O you ballasted track!

Dan Dorris, better known as H. C., undertook to batch while Mrs. Dorris went visiting and he done fine until all the dishes got dirty, then you could notice the difference in the number of pie books he signed up for.

A certain man that opposed Engineer Blessing's political ambitions in the election held August 4 said that Bill put him in mind of a "white steer" at the stock yards that was trained to induce other cattle out of the cars by taking the lead. He said Bill would pull off that and other stock yard stunts around the shops at Shawnee, trying to get votes for his man. Well, they unload sheep in the same way, but use a goat instead of a steer, and with reference to some of Bill's candidates we might say poor Bill was the goat. And when Bill goes back to work we would advise brakemen having

to flag him out on the road to use guns instead of red flags, for mad steers and goats don't do right when flirled with, especially with red things.

J. "Andy" Gillson has got back from Kansas, where he spent two or three weeks visiting home folks and old scenes of his boyhood days. He advises he had a fine time, and one of the most fascinating pieces of scenery he witnessed was while waiting for a train at Peabody, Kans. We forgot whether he said it was a blonde or a brunette.

Don't get close to Sam Mills, Jip-o-Coleb or Bill Ketling, for they have had their nationality changed from just plain Sam, Jip-o- and Bill. It is Mr. now. Sure, they took the third degree and are now conductors. Each went to the telephone office and had the city directory changed to read accordingly. Better watch 'em.

If your caboose is your home two-thirds of the time why not keep it like a home?

The agent at Tishomingo says that Abe Lincoln was right about fooling all the people some of the time. Yes, everybody got fooled the other evening when Hugh Thompson came in on time. And Sam Aldredge said something about Al Jennings beating back.

The operator at Mausville says he never did like election times. You know it makes him sick to smoke.

The safety meeting held at the Y. M. C. A. in Halleyville was of great interest and was attended by a goodly number of the boys. Mr. Shedd was with us and gave a fine talk, which was interesting, helpful and greatly appreciated.

Fitzgerald says he is going to get him a rabbit's foot and see if it will change his luck. Don't forget, Fitz, to be effective the foot must be taken from the left hind leg (or should I say limb?) of the rabbit while the rabbit is asleep in a country graveyard, right at 12 o'clock midnight on the dark of the moon.

We see an ad in the paper that a man wants to swap a good cow for a windmill. What's he going to do with the windmill? There isn't enough wind to get it to going unless he could utilize this hot air about who is going to get the most votes or why he should have the most. Better keep the cow, Ezra; better keep the cow.

Won't some one please advise Operator Wycoff how much two tickets will come to if one would cost \$1.92. The good, honest boy short-changed himself out of one peso and will take up a collection among trainmen to get it back.

Have you seen the long face Dan Davis has these days? Reaches almost back to his neck. He says it is in connection with the swat-the-fly movement that he had his head shaved. As Mr. Fly makes his landing he slips by reason of such slickness and falls and breaks his neck. The trap works while you sleep, is patented, and demonstrations will be made on application.

Some one keeps moving the switches without notifying some of the engineers and it should be stopped. And other engineers that insist on stopping and starting the caboose while handling sixty-five cars should be held responsible if it is the cause of the rear brakeman or conductor biting the end of his tongue off or butting the stove drum.

Hiram says there is nothing better than corn bread and buttermilk, unless it would be butter-milk and corn bread.

At least Gen. Villa can say Mexico is not the only place where people don't know no more than fuss and fight, which is a pretty good argument after all in his behalf to those who have been shaming him.

It would be a pretty good plan to see if the next mayor or chief of police hunting for votes won't help take care of tramps riding on our trains, trespassing on the right of way, then getting injured or killed, and filling the court dockets of cases for damages against railroads. Think it over, then go and see what you can do to help get what is just to our employers. Won't hurt.

A man who washes his overalls and batches while his wife goes visiting generally hangs the washing in the front yard and comes on the front porch to eat, just to let neighbors see that he "stayed right at home the whole time,"

knowing that one or two demonstrations will suffice for all the argument he wants. He then can get by lots easier when the Mrs. comes home and happens to learn of him being out to the park, to a dance, and so on. It's diplomacy that works these days more than anything to keep down wars. This for your information, and you should be governed accordingly. Only be careful.

Automobiles are funny things sometimes, in fact so funny that with reference to their actions there is no more confidence to be placed in them than there should be in a "sent off and bought" egg that already has a history and generally makes more. And John Fox, conductor on 91-92, has reason to believe that his auto would take the first prize of all funny autos, for as Mr. Fox was putting dust in the eyes of the poor and less fortunate pedestrians without stopping to even say "Excuse me," he suddenly woke up to the fact that his honk honk wagon was in the middle of the street car track just over the hill that hides one's view of an approaching street car until it is too late to do nothing but join the bird gang. Now for reasons perhaps better known to his gasoline drinker she positively refused to chugg another chugg, and the next chugging that was chugged was when a street car came chugging over the hill and hit the pride of Mr. Fox's affections k-chugg.

It all happened so quick and without a hitch that it would remind one of a circus, trained and rehearsed to perfection.

But you have noticed it, no doubt, yourself. Another funny thing about a buzz kettle is that it always does fine when there is no one looking, and always pulls off such stunts as above mentioned right in a place where everybody can see and always looking. Out in the country she does fine, but get her in town she tries to embarrass the owner into using a Mexican machine gun on her. And the stage set for the above mentioned show was so near the Y. M. C. A. that everybody not only could see but was watching, and it came to pass that the whole multitude did behold the flying form of Prof. Cox as he all at once became aware of the fact that to stay with his d—, doomed car any longer would be suicide.

The poor car checked up short a wheel and some other little things that is necessary to make her run—and stop.

Zeb Moore was there, and he being an engineer was looked upon as being an authority on machinery, and all waited for his verdict as to why and what made the car stop. But Zeb shook his head, said the cause of the accident was the failure of Mr. Fox to comply with Rule 99, and we had to agree with him. Cecil Williams, Mr. Fox's regular brakeman, made a noise like he was sneezing, put his hand up to hide his face (when Mr. Fox could see him), turned around and remarked that revenge was sweet, and he hoped his conductor would remember it next winter when it came to having to go back and protect—and it snowing.



CEDAR RAPIDS, IA., NEWS ITEMS.

G. G. Pater, blacksmith foreman, spent two weeks' vacation during August with friends and relatives at Wichita, Kans.

For all the latest war news converse with supervisor of goggle department, "Bill" Bushnell.

Machinist "Jim" Schneberger, with his new flying Merkle, endeavored to put one over on one of the "speed cops," but the final outcome was \$10 and costs. You know the rest.

Material Clerk Ray Wetzel returned from his two weeks' vacation in Yellowstone Park and Colorado.

Machinist Fritz Steuber entertained his lady friend from Waterloo, taking her to the baseball game.

For good "weed," A. F. Havana, see Time-keeper Molony.

Machinist Charles Barta carries a continuous smile. Something is certain to break loose since his acquaintance with the lady friend from

Oklahoma City. Don't forget us on the A. F. Havanas, Charlie.

Cedar Rapids shop team cops another win from the Laurence Press Company of this city.
R. H. E.

Rock Island..7 0 0 1 0 0 2 0 1—11 13 1
L. P. Co.....0 0 0 1 0 0 0 0 0—1 2 3

Battery—Kennedy and Kennedy, for shop.
Timekeeper Molony is spending his vacation by going all the way to Solon for an outing in the country, with a side trip to Ellis Park.

Jerry Savel, the well known machinist apprentice, organized an apprentice baseball team, defeating the Shop Federal team to the tune of 11 to 4. The feature of the game was "Dutch" Chyba's pitching for the Apprentices.

Frankie ("Loovle") Kolda, our messenger, reports his first shave July 25.

Machinist J. F. Low is away on a 30-day leave making a tour of the wild and woolly west.

Blacksmith Heinle Schaefer was acting foreman while Foreman Pater was on his vacation.

"Tommy" Sullivan, erecting foreman, decided the cost of high living was not so bad as some make it out, from the way he departed for Waterloo recently, and from latest reports his pass is carrying an additional passenger. Success in your new venture, but don't forget the A. F. Havanas.

"Casey" Jenista, chief clerk to boiler foreman, is visiting his brother at Boone, Iowa.

See "Slippery" Charleton of the store department for buttermilk.

Miss Gallagher, stenographer, store department, on a vacation.

CHICAGO TELEGRAPH DEPARTMENT.

By M. W. S.

The week of August 17 was a momentous one for the office of superintendent of telegraph.

On August 17 we were apprised of the marriage of Arthur Hayne and Miss Ruby Ferrie Tuttle, which took place August 12, and a subsequent trip to Spooner, Wis.

We were not to be taken unawares again, however, and the boys were ready for action when they learned that "Little Jerry" would make the "high dive" on August 20 with Miss Otillia Bidas. Jerry appeared very much frustrated when called upon for an answer to the presentation speech delivered by our illustrious orator and his "words fail me" fell upon deaf ears. In his excitement to get away we understand he boarded an up-going elevator by mistake.

Our friend August tells of an elaborate wedding feast at the home of the bride's parents, which he attended that evening, and the cake he brought to the office next morning was evidence of the truth of his story, and we wish to thank the bride for remembering us.

The fact that the couple would secretly board No. 5 at Englewood station was well known, as plenty of spies had been thrown out. After decorating their birth with cupid, hearts, bells, signs and flowers, our party proceeded to Englewood, where we had the pleasure of meeting the bride, and assisting them on the train amid a shower of rice.

Mr. and Mrs. J. J. Bilek will spend their honeymoon in Colorado Springs and Salt Lake. We offer our most sincere congratulations and hearty good wishes to both couples and may every year bring them added happiness.

The high cost of living does not seem to cause our friend August to waver in his determination to release the single life. His frequent visits to Prairie avenue and his new bungalow in Fernwood would indicate another victory for Cupid amidst these stirring war times. Let us know of the date, August, so that we may have our staff of decorators on the job.

We are glad to see that our "Cubs" have resumed operations again, as it puts "Jack" in a better frame of mind for working and more

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When others sell "by the piece" they are hiding a price so high they dare not state it openly. Jewelers always buy by carat weight; yet Basch alone sells by this open method. You can't compare prices and values unless you buy "by the carat." Look at our "Ads" years and years back—diamonds always quoted by Carat Wt.



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No. 15D23— $\frac{1}{2}$ carat dia.
Complete \$48.75



No. 15D34—1 carat dia.
\$101.25



No. 15D24— $\frac{1}{2}$ carat dia.
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Address

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amicable to conversation. Here's hoping they win the pennant, Jack.

We are glad to have "Bob" back again with us after a short vacation. His tales of Kan-kakee and its attendant joy rides with fair maidens seems to smack of a good time spent there.



CHICAGO TERMINAL DIVISION.

Emil Frick reports good crops down in Barrington and lots of fishing and autoing in his new Ford after two weeks' strenuous running around Barrington and vicinity.

Keep your eye on Everling! He is going to get a red and black shirt to match that tie.

Bill Walpole has been promoted to assistant accountant. Go to it, Bill, you're just started.

Claude Walker was seen out in a new subdivision last Sunday buying a lot. Gettin' close to the time? What's her name, Claude?

Walter R. Peterson, division engineer's clerk, tried the "back to the soil" stunt and spent his vacation on farms in the vicinity of Malta and Allerton, Ill. He got a nice tan, all right, but you ought to see how his hands were calloused from pitching hay and indulging in various other sports. However, he feels like a bear.

John Jimmie Leercey, our old, short and dimpled clerk, is another one of our "back to the soil" enthusiasts and is arranging to spend his vacation on a farm in the wilds of Indiana.

Reaves is trying to locate a safe flat or a place free from burglars—since his last loss of \$800 worth of jewelry—this being the second trip of the robbers to Bill's place. We certainly feel sorry for Bill. Cohon was seen looking around Bill's house the night of the robbery.

Miss Marie Perry has been promoted from stenographer in general yard master's office to stenographer in superintendent's office, vice Miss Cora L. Gose, who was promoted to train master's clerk to take the place of Miss Evelyn "Babe" Parker, who resigned.

Michael H. Doyle, our congenial timekeeper, has resigned to accept the position of head timekeeper in superintendent's office at Trenton, Mo. We are sorry to see Mike go. Chance Dobbins has been promoted to head timekeeper.

Roy Healy, formerly with the Lake Shore, has accepted position of timekeeper formerly held by Mr. Dobbins.

William Walpole spent his vacation in the east, around New York and Atlantic City. M. J. Broderick is also spending his vacation in the east. Miss Lillian Sorgenfrel spent her vacation in Watseka, Ill. Miss Anna M. Feldkamp spent her vacation in Salt Lake City. Harold Freudenberger, our file clerk, spent his vacation in Denver. Morris Cohon, signal supervisor's clerk, spent his vacation and a good part of his salary in Colorado. Miss Gose spent her vacation in Philadelphia and vicinity visiting friends. Joe Everling spent his vacation camping in Wisconsin. Everyone reports in the same stereotyped manner: "Oh! I had a good time and am feeling fine." While we believe they all had a good time and that some had a better time than the others, we would like to know why they all feel so tired when they get back to work?

Hart Reaves, file clerk in Superintendent Walker's office at Little Rock, Ark., is visiting his brother Bill.



COLORADO DIVISION.

Miss Marie Miles, clerk, telegraph office, Goodland, left for an extended visit with friends in Grand Island, Neb. Marie, you missed a good county fair.

R. A. Manion, manager-wire chief, Goodland, left for an extended trip in the east. Relieved by G. W. Manion.

W. H. Creighton, first trick dispatcher, Goodland, left Aug. 19 for his annual vacation. He will visit home folks in Illinois.

W. H. Craven is our new storekeeper at Goodland. He says he is married, girls. No chance for you.

A. D. Williams is doing the extra dispatching at Goodland during the annual vacations.

H. Clewer, superintendent locomotive operations, Chicago; J. Benzies, supervisor, Valley Junction, and H. A. Houston, tonnage inspector,

Chicago, were in Goodland on business the fore part of August.

Mrs. M. M. Holtz has returned from an extended vacation with her folks in Missouri and is regular at Genoa. No more booming for Mattie.

Mrs. B. E. Garber, operator at Selden, is taking a three-months' vacation, part of which she is spending with the Mormons at Salt Lake City. Superintendent McDougal was in Topeka Thursday, the 13th, on business.

See the big smile on Conductor Howard's face since the diner cuts out at Goodland?

Conductor S. A. Miller is spending two weeks' vacation in Cincinnati, Ohio.

Now what do you think of your "Cubs," Jim? Nice way to do. Quit them just because they happen to lose a game or two.

Jim Griffin has been under the weather for the past three weeks, but we are glad to note he is again able to be around.

Conductor Roy Dickey has been assigned extra conductor at Limon.

Account increase in business Colorado fruit is now moving. Two more crews have been assigned to Limon-Pueblo freight run.

Conductor Mose Clampit and Engineer Heinle Yantis have been assigned to 85-86, between Limon and Colorado Springs.

A. Dear Williams has been assigned first trick at Limon, Poet T. J. Murphy relieving him at Colorado Springs. Williams says the change was made necessary on account of his health. Colorado Springs being too high for him. Not out of his class, understand, but the altitude. It only took him two years to find this out.

After looking over the July issue of the Rock Island Magazine, Curwin says he does not care how many crews they put on the Pueblo-Limon run, as he is going to California, anyway. We are improving very fast.

Day Baggage man ("hain't got time") Cochran recently left on his annual vacation for Steamboat Springs. We note from the columns of the Limon Express that Miss Marie O'Mallia left for the same point to visit Mr. Cochran's parents. Of course, this is a pretty good stall, but just the same we will expect the cigars from Mr. Cochran on his return.

Agent J. T. Osborne spent Aug. 3 in Colorado Springs carrying water for the elephants.

Of course, advice is cheap, but we cannot see how any one with the poetical abilities of J. T. Murphy can keep out of sight of the public.

Anyone desiring trouble will kindly mention the title, "engine foreman," to E. F. W. H. Altman.

Operator W. H. Pringle is spending his vacation in Alabama. He says he is a busy man, so busy that it took him two hours to mail a post card. Some business!

Frank Pickenpau has been assigned to day baggage job, relieving Cochran. Frank was on 27-28, between Limon and Kansas City, but he decided that Kansas City was entirely too fast for him.

F. L. Park is our new trainmaster since J. L. Jones was transferred to St. Louis division.

The division officials made an inspection trip over Colorado Division August 15-18.



COLORADO DIVISION.

By P. J. Quinn.

While it is not the intention of the writer to force his views upon the employees of the Rock Island, still there are a great many employees of the company who will take the following in the spirit in which it is written: Burnett S. Pepper of 2539 W. 33d avenue, Denver, has announced his candidacy for state representative on the Progressive ticket. Mr. Pepper is a Rock Island brakeman, and has been running on the Rock Island for twenty-five years, is well and favorably known not only by a great many of the employees of the road, but by the traveling public, and resident Denver people. He is a man of excellent character, is an ardent advocate of temperance, and is loyal to his company. Conductors say of Burt Pepper that no matter what information they require, Burt is ready to give it, and back it up with a record which he keeps of everything that occurs on his run. He is held in high esteem by the officials of the company and with the record he has gained by liv-

ing a good life would make an ideal representative of the people. Rock Island employes should begin to realize that they should have more railroad men in politics. With the adverse legislation at the present time, a railroad man could do a world of good. Nine-tenths of our representatives in our state and national bodies who are continually legislating against railroads, are not practical in their views, and have little or no knowledge of railroad matters and affairs as viewed by the employe. We should stand close together for Burt Pepper. The foregoing is written without the knowledge or consent of Mr. Pepper, but the occasion demands action—and votes.

ELDON, MISSOURI, NEWS.

S. P. Ayres, formerly agent at Versailles, Mo., has been appointed agent at Windsor, Mo., vice E. E. Nance, resigned.

L. H. Bolander, dispatcher, and brother, H. S. Bolander, operator, were summoned to Osage City, Kans., on account of serious sickness of their sister.

L. H. Davis, formerly agent at Chilhowie, Mo., has been appointed agent at Versailles, Mo., vice S. P. Ayres, transferred.

Brakeman H. C. Love and Brakeman Wm. Robbins have been granted a 30-days' leave of absence and have departed for Tucumcari, N. Mex.

Beginning July 21st, Trainmaster J. S. Irwin has been very busy re-examining all employes on the Book of Rules, Sight and Hearing. This work is being carried right along and it is expected that practically all of the employes on the St. Louis Division will have been examined by August 15th.

A. H. McCrary has been appointed agent at Chilhowie, Mo., vice L. H. Davis, transferred.

W. A. Bybee, agent at Lackland, Mo., has been assigned as night operator at Versailles, Mo.

P. M. Adams, night operator at Versailles, Mo., has been assigned to second trick at Windsor, Mo.

P. D. Schofield, agent at Pleasant Hill, Mo., is off on a three-weeks' vacation and is being relieved by Operator C. A. Allen.

Agent A. J. Rogers at Leeton, Mo., has been granted a thirty-days' leave of absence and is being relieved by Operator R. G. Watkins.

W. F. Kirk, trainmaster for the Missouri Pacific Railway at Falls City, Neb., and family are spending a week in Eldon with his brother, F. B. Kirk, dispatcher.

On account of numerous embargoes caused by the European war, shipments of wheat over the St. Louis Division are very light and none are being received from the West.

Personal Record Clerk has again laid siege to some of the fair damsels of Eldon. For awhile Bill would not look at any of them, but since his mail from other parts has quit coming, Bill has decided to start something at home.

Hark! Listen! In a few days the merry wedding bells will ring out, for the assistant to the chief dispatcher is about to enter the realms of married bliss. Congratulations will be in order later. Lay in the cigars, "Deac."

W. M. Maxwell, trainmaster's clerk, spent the second Sunday in July with friends (?) in his home town, Warrensburg, Mo. Max has looked very sad since coming back and there has been a very noticeable increase in his mail.

W. H. Slinkman, personal record clerk at Eldon, and brother, G. E. Slinkman, station helper at Belle, Mo., attended the wedding of their sister, Miss Maud Slinkman, to Henry Blankenship, at Gerald, Mo., 3 o'clock, Wednesday, August 6. The newlyweds will reside on a farm seven miles south of Gerald, which is owned by Mrs. Blankenship's father.

J. S. Irwin, trainmaster, has been transferred to the El Paso Division as trainmaster, with headquarters at Pratt, Kans. All the employes on the St. Louis Division are sorry to see Mr. Irwin leave and all wish him the best of success in his new position.

J. S. Jones, formerly trainmaster of the Colorado Division, with headquarters at Goodland,

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Kans., has been appointed trainmaster on the St. Louis Division. While we are sorry to see Mr. Irwin leave, at the same time we are glad to know that he is being relieved by Mr. Jones, and know that Mr. Jones will have the co-operation of the employees on the St. Louis Division.

EL RENO, OKLA.

Quite an attractive addition has been made to the depot park in the form of a petrified tree. The tree was discovered while sinking a coal shaft near Alderson, Okla., in one of the Rock Island mines, forty feet under ground. It is well formed and four feet in diameter at the base. The State Geological Bureau states that this is rather an ancient fellow, having grown from three to five million years ago.

J. F. Kimmerly is spending his vacation in Canada. We are all glad that he is not an Englishman—he might desert us.

Yea, the mighty stork has made a sudden call, and Mr. Vickers Lemon, Jr., arrived bright and early Saturday, August 15. Of course the cigars were gladly accepted by the many friends of Mr. Lemon and he is pronounced as among the wisest of the wise, for it is certain he will need some manly assistance when the war is over and the red-ball begins to move again.

J. H. Jacob has returned from his vacation, spent in Texas, and reports a pleasant time. He was the proud possessor of a newly-grown mustache when he left. But alas! it is no more. A fellow usually tries to wear a clean face when visiting his wife.

J. W. Braley has just returned from the high parts of Texas and says the only thing he needed to complete his happiness while there was a blanket. A pity he could not have had some of the Oklahoma sunbeams.

Geo. Purcell, cashier at the freight office, made a hurried trip to Kansas City in August. This is the second time since he has been here as cashier that he has been away.

Several of the freight house boys made a few Saturday night fishing trips in July and always came home with the fish. They failed to have any of the accidents that were reported by some of the boys in the general manager's office, as they always had their conveyance in which to return. Rate Clerk Snook was pronounced the champion fisher.

Mr. Nichols, tonnage inspector, spent two days at the freight office checking tonnage. Mr. Maxey, supervisor of weights, also made the freight office a short visit.

Miss Dix, stenographer at the freight office, spent two months working as sten. in the Oklahoma Division office while several were away on their vacations. Mrs. Beets did the stenographic work at the freight house during her absence.

A. L. Hoffman spent a few days in Mutual, Okla., visiting relatives recently.

C. O. Blake is spending a couple of weeks with parents in Ohio.

Miss Woodhouse is spending a well earned vacation in Colorado.

Mr. Futoransky has just returned from a trip in Colorado and reports a pleasant time, and he says he found a real place to fish in the Black River.

R. J. Roberts has just returned from a trip in Kansas and Ohio visiting relatives.

It is reported that W. H. Moore of the legal department has just lost his pay check. It is evident a little thing like a pay check worries him not in the least. He handles checks like a boomer-brakeman does a service letter. Anyway, Mr. Moore has the full sympathy of every employe in El Reno and we hope he will not be long in persuading Mr. Crosby to issue him a duplicate check.

Mrs. Hudgen, wife of the Frisco claim agent of Fort Worth, and two children are visiting Mrs. A. G. Morrison of this city.

Mr. and Mrs. R. E. Sloan entertained Saturday, August 15, with a five-course dinner in honor of Mr. and Mrs. Geo. Gentle of Des Moines, Iowa; W. D. C. Smith of Topeka, Kans., and Mr. and Mrs. J. L. Rhodes of El Reno. Mr. Gentle is traveling accountant for the first district and Mr. Smith is district accountant for second district.

The telegraph department reports business good in their department.

Mrs. Peacher and children have returned from an extended trip in Memphis and Clarksville, Tenn.

Mr. and Mrs. Bernard are spending two months' vacation in Colorado.

Miss Blanche Johnson, printer operator, left Monday, the 17th, for points in Iowa.

Harry Snodgrass, assistant wire chief, has departed for Buffalo and other eastern points.

It is reported that Miss Edna Sands spends most of her Sundays in Oklahoma City. We are wondering what the attraction is.

The El Reno relay office is receiving many visitors, who find a great interest in inspecting the new switchboard just installed. The printers are also considered a great curiosity, to say nothing of the operators.

E. W. Coughlin of the Oklahoma Division office resigned his position the 15th of August to take charge of a grocery business he recently purchased. The many friends of Mr. Coughlin hate to have him leave the Rock Island ranks, but we all wish him continued prosperity in his new venture.

Walter Bradley, recently file clerk in the Oklahoma Division office, has been promoted to enginemen timekeeper. Mr. Dallas Hardcastle has accepted the position as file clerk.

E. B. Chastain, timekeeper for the Pan Handle Division, is spending his vacation with relatives in Eastland and Galveston, Tex.

O. K. Curry made his periodical trip to Gainsville, Tex., Sunday, the 16th. He always returns with a smile that takes a week to wear off. Wonder why?

Miss Helen Burke, from Chickasha, Okla., has accepted a position in the storehouse at El Reno.

W. C. Maier, the fisherman from Germany, has been persistently going fishing each Saturday for the past three months. He finally caught a mammoth perch and got his yearly bait of fish. He says the duck season opens soon, but the ducks should worry, like the fish.

A. G. Morrison is spending his vacation in Colorado.

Is the 13th unlucky? If you think so just ask Bert Lloyd, chief clerk to the claim agent, and he will put the nil on it right away. Mr. Lloyd is the proud father of a big boy who arrived Thursday, August 13.

Mrs. G. W. Heyman, wife of our general foreman of the shops, was called to Denver the latter part of July account of the death of her father.

H. D. Walters, who is working in Oklahoma City as relief operator, was home for a few days visiting.

We are glad to see our blacksmith, Jack Kivett, back to work again after being off almost a month. We need Jack to help us out at the shop doing "First Aid" and Safety work.

E. H. Reville, our storekeeper, made one of his flying trips to Shawnee for some material during August.

Mrs. Ralph Woodward is visiting with friends and relatives in Houston, Texas, for a few weeks.

L. A. Thomas and Miss Helena Mutter were quietly married July 29th. El Reno as well as the shop boys wish them much happiness during their married life.

Mrs. J. N. Corlee has returned from a three weeks' visit with relatives in Peoria, Ill.

Mrs. L. F. Rhods has gone to St. Louis, Mo., where she will visit her son, Carl, and his wife.

We are wondering at the shop what has become of the Firefly Baseball Team. There was some good material in it, and there was some not so good. However, the last we heard of them they had a percentage of 1.000.

Engineer R. W. Thom and wife are spending their vacation, visiting relatives in Illinois and Indiana.

There were several new names seen on the firemen's and engineers' board at this point during the fore part of August. We hope to see them stay there and more appear.

Master Mechanic W. J. O'Neill of Shawnee, Oklahoma, was in El Reno Aug. 11th on business.

Bollermaker W. H. Warren and wife spent their vacation with relatives and friends in Georgia.

General Foreman C. J. Sharp and wife visited with relatives and friends in our city between trains Aug. 15th while en route to Colorado points, where they will spend their vacation. Mr. Sharp is now located at Shawnee, Okla., but was formerly general foreman of our shop here in El Reno.

J. A. Dobbins and family visited friends and relatives in Texas the middle part of August.

H. A. Blackstock and wife left Aug. 20th for a three weeks' visit with relatives and friends in Filton, Georgia.

Mrs. A. C. Artman and daughters, Bessie and Jessie, are enjoying a vacation in Galveston.

W. R. Burch and family visited relatives and friends in Ft. Worth and El Paso, Tex., during August.

Plover, duck and dove shooting has become the shop boys' pastime since Aug. 15th.

Machinist L. A. Pierce was married to Miss Fay Compton Aug. 11th. The cigars were freely passed after the occasion, but that did not seem to stop the young folks of the city from giving them a ride through the streets in the "horseless wagon."

Gus Busch and wife are spending a few weeks visiting friends and relatives in Chicago, Ill., and Keokuk, Iowa. Gus states that he had to miss seeing "Walter the Great" (Johnson) pitch against the White Sox, but if he had he would have seen him go down to defeat. We are wondering if he saw the games Cicotte pitched against Cleveland and St. Louis. We are sorry he failed to see any of the games played between his Athletics and the White Sox.

Business was never better at the shops than it was during the latter part of July and the first part of August, but the war in Europe put a kink in it. We are hoping that there will be some way found so that the embargo will be lifted and grain can be shipped.

FT. WORTH, TEXAS.

The following names of employees have been added to our Booster's List. During the past month more business for the Rock Island has resulted from a number of these tips. As an example of what may be accomplished from a little information at the right time one of our trainmen informed us that a certain party was going East within a few days, but he had about decided on another line. We immediately had our passenger representative see the party and secured a round trip ticket to New York City, via Rock Island to Chicago. Another case was where an employee heard his pastor announce that he was going away for a few weeks, and after the sermon the employee went to the pastor and asked him how he was going. He said he had been figuring with a certain road and he was requested to consider the Rock Island—result, the Rock Island secured the business.

Arthur Flake, Auditor's Office.

H. C. Helmig, Auditor's Office.

F. C. Abbott, Real Estate and Tax Office.

Olin Fields, Brakeman, Amarillo Division.

A. W. Haight, Conductor, Amarillo Division.

Geo. Grant, Lineman.

J. C. McNeeley, General Freight Office.

E. S. Steadman, Brakeman, Southern Division.

H. W. Walker, General Passenger Office.

E. D. Snyder, Conductor, Amarillo Division.

G. W. Ross, Master Mechanic's Office.

M. Hedley, Engineer, Southern Division.

Mrs. Grace Clark, Auditor's Office.

D. W. Goodman, Conductor.

T. C. Flack, A. C. P. A., Dallas, Tex.

Harry Lucas, General Freight Office.

W. H. Dick, Chief Dispatcher.

M. J. Dowlin, A. G. F. A.

C. M. Mills, Conductor.

Goldie Ward, Porter, Southern Division.

C. S. Wynns, Agent, Graham.

E. H. Elough, Agent, Bowie.

R. E. Brant, Dispatcher, Fort Worth.

John C. McNeeley, of our General Freight Office, accompanied by Mrs. McNeeley are spending vacation time in Colorado.

I. G. Thompson, Commercial Agent, Fort

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EYESIGHT is man's most valuable possession.

Its preservation is more important than any other thing except life itself.

YOUR occupation is one that is a risky one, especially for your eyes.

YOUR employers want you to wear proper eye protectors and will tell you the kind to wear that are best suited to your individual needs, or we will, if you will write to us and we will tell you where to get them or will supply you ourselves.

F. A. HARDY & CO.

JOHN H. HARDIN, President

10 S. Wabash Ave., CHICAGO, ILL.

Worth, has just returned from a vacation trip to points in the north and east.

T. H. Wilhelm, General Freight Agent, has just made a trip over the line, going as far as El Paso. Mr. Wilhelm reports everything along the line from end to end in first-class shape.

Frank Childs, of our Accounting Department, is at last able to be out of the house a little while at a time. Frank had the misfortune to come out second best in a one-round fight with an automobile, and for several days no hope was held for his recovery. We are glad to see him getting well again. Frank says you can't keep a good man down.

On the night of July 3rd the Rock Island operated a special train from Oklahoma City to Fort Worth, carrying members of the India Temple Shrine of Oklahoma City who came to Fort Worth to install the new Moslah Temple Shrine at Fort Worth and to initiate a large number of novices. Among the many weary delegates who trekked across the burning sands of the desert and were gathered in at the oasis of Moslah were our general passenger agent, Mr. George S. Pentecost, and our assistant general freight agent, Mr. Milt. Dowlin. To use the language of a watcher from the side lines, "They were some novices." Pentecost was forced to march in the parade carrying a doll parasol and pushing a real go-cart. Dowlin was either more or less fortunate, being placed in the panther cage and allowed to ride. Other Rock Island men who took prominent part in the ceremony were Geo. Ross of our master mechanic's office and H. E. Crowley, live stock agent. Mr. Crowley has been made recorder for the new shrine. Jack Emerick, T. P. A., Oklahoma City, accompanied the India Temple Shrine on their trip to Fort Worth and return. He was a decided success, too, as only one shriner got left at Ft. Worth.



HAMILTON PARK NEWS.

H. Kinney's Salad Dressing.

The war has broken out at last, all Europe is in arms, the horrors are increasing, and yet war for some has charms. The game of kings is on again, the war machines are nigh, the men they rush off to the strife, the most of them to die. Each monarch blames the other for the starting of this strife, but they do not give a hang for this awful loss of life.

Only a few short months ago I heard someone say, "Universal peace is here at last." He must have been acting in a play, for in less than the wink of an eye or the shake of a head, the flower of Europe's manhood, on the battle-fields lay dead. And still the game of kings goes on, while the roars of the cannons ring; foolish is the man who shouts, "Long live the king!"

War, nothing but war. That's the situation in a nut shell, if we may use that expression. While the actual fighting is taking place across the big pond, the hum of war talk can be heard all through the offices. Erwin Bostad is telling the story of how four armed Irishmen licked a German regiment, while Jno. Kilty modestly announces he is willing to join the German army if some German will give him five hundred dollars. In the meantime "Salad Dressing" will contain all the latest news from the front, gathered by our special correspondents.

SILVIS AT BAT.

Our deluded friend Warner of Hamilton Park, Can't wiggle his ears or laugh like a lark

For altho he was in Silvis many times,

He never tried to learn the natives' crimes.

Of course Joe is deluded for not learning Silvis ways,

Of wagging ears and mocking blue jays.

And Joe can't eat daisies or ring a blue bell,

But his common sense tells him Silvis is—
Blue Island.

No, Joe's name does not appear on Silvis pay rolls,

For he was special accountant while in the town of lost souls.

And as for the cinders that fall in like snow,

They would fall in even if the wind never did blow.

Now we won't blame Chauncy Oilcloth for writing that tale,

For if he was guilty he should be in jail,
But the author was ashamed to mention his name,

When he tried to sing his home town's fame.

But to the Silvis boys we take off our cap,

Even if they live in a postage stamp stuck on the map,

And Warner wishes them good luck by the score,

And we hope we will hear from them sometime some more.

Our editor recently received a query to this effect:

"Dear Editor:

"Understand there are some very nice girls in the Typing Bureau. There are a few of us that would like to interview these young ladies. Kindly advise thru your column if an interview can be arranged.

"MR. SMART ALEX AND FRIENDS."

We assure you, Mr. Smart Alex, that after visiting the Typing Bureau we were informed by the young ladies that yourself and friends are at liberty to arrange this interview any time before 8:45 a. m. or after 5:10 p. m. Also instructed to say that the department carries the 57 varieties, short ones, tall ones, fair ones, single ones and married ones.

We were also emphatically informed by Miss Lyda Egan that she did not wish her name to appear in the column. Thank you, Lyda, your name shall not appear. However, Bessie, couldn't you tell us why the Laura Jean Libbey's advice each noon, since Lyda refuses to answer?

In another section of the Typing Bureau Helen Rasmussen, the department prima donna, was entertaining an over appreciative audience of none, keeping time to a beautiful ditty entitled, "Too faint to transcribe."

Or perhaps, if Viola really cared to, she might explain why she passed up the date, August 16th, inasmuch as we all know she is fond of running (which sure is a good flesh reducer) also fond of taking kodak pictures. Nevertheless she has refused this day of real sport for—who is your friend from the wild and woolly west, Viola?

For the correct spelling of high brow words, for instance "surreptitiously" (Oh, you Freight Claim men!), May Morgan, is "Jake."

Since Jessie Olsen's recent trip to Peru, Ind., she has an unconquerable desire to go back. We wonder why.

We all know Maude Miller—but perhaps we don't know that she is an expert diver and swimmer—giving exhibits at the Washington Heights swimming tank—that's talent.

Are you fond of literature?

Miss Kohn is the official librarian of the Typing Bureau and does business at a good stand, the first desk in the second row of the office, with a full stock of reading matter, from George Eliot down to the "Chicago Tribune."

Your patronage is invited.

CANNED INTERVIEWS.

CHAS. CAESAR MORRIS.

Roy McMaster was sitting promiscuously in my sanctum sanctorum with a corn cob shillah between his teeth, puffing smoke in the atmosphere, when suddenly he precipitated the following question at me: "Well, Ed." (he always calls me Ed.), "what do you want this month an interview?" "Sure," I chanted, "getting interviews is my favorite pastime." "Good," remarked the butterstock, magnate, "I'll send Charley Morris in to you." Mac bade me adieu and pedaled his way out of my sanctum. A few minutes later a handsome young man entered, I thought he was Beverly of Graustark, but he introduced himself as Chas. Caesar Morris. Later I commenced to question him, so gather round everybody, little Charley will let you gaze at his horoscope while he bats out a sack cleaner.

"I was born in Chicago on May 15, 1890," he began. "At an early age I longed to be an actor and follow in the footsteps of Robert Mantell. I longed to shout 'The Curfew Shall Not Ring Tonight,' and 'A Horse! A Horse!

My Kingdom for a Horse!" but my face settled the argument by being turned toward 71st and Stewart Ave. just four years ago. I love the Rock Island. I love my work, also a certain little girl, she's a typist, the charmingest girl, but her name I'll never tell; my one trouble is my neighbors are too quiet, I love noise." "Suppose you tell me some of your likes and dislikes, Mr. Morris," I suggested, as he ceased speaking. "All right," he returned. "I like girls, even Harry Willis. I like wit and humor, even Abe Freedman. I like my lunch with plenty of bread and butter. My favorite paper is 'Salad Dressing' every month. My favorite color, green. But that ought to be enough, so I will bid you good-bye." With those words the human graphophone, a very likable chap, took a couple of eggs and beat it.

VIRGINIA FOX.

Virginia Fox, the pretty adding machine girl, when asked for an interview, went in a whirl, her eyes they did sparkle like a dish of ice cream, her smile is a pippin, her voice is a dream, she can tango, maxixe, and then hesitate, and cake walk the two step at an awful rate. She makes the Gibson Girl look like a nickle cigar, and as for Lillian Russell, she's prettier by far. She has a smile on her face all of the time, to her mere mention of frown is a crime.

"I was born in Chicago," was her greeting to me. "I never saw Russia or even Albert Lea. My adventures were not many, I haven't much to say, I have met a real hero like you see in a play. You see I was out in the park taking a row, when into the boat the water did flow, and for a moment or two I began to think that my young life would end in that watery drink. But a young Lochinvar came to my rescue so quick, that after my adventure I wasn't even sea sick. No, I am not engaged to my hero just yet, but you never can tell on a sure thing bet. My favorite photo player, I should say, is Crane Wilbur of the Pathe Play. My favorite story, Shakespeare wrote, Othello is the story that gets my goat."

And thus she closed this interview that I have been telling you.

Lillian Vock is looking for a soul mate. Why not consult our heart expert, Lillian?

P. St. Clair is a real benedict now, and loves his wife and home.

Florence Buzeno was a recent visitor at Manhattan Beach.

Mabel Carson will soon be a full fledged bride. Am I correct, Mabel?

Otto Reinert of the AFT was the recipient of a card from Alex Patterson recently, in which our former associate sent his regards to the boys.

Jno. Balun spent his vacation in New York; no use talking, the Gay White Way is a luring way.

Edw. Conrad, head of the Interline Switching Dept., returned August 3rd from a vacation spent at Jumper Beach, near Mears, Mich., 254 miles from Chicago. Ed. rented a summer cottage and installed his family in it, so his only worry was to swim and catch fish, the former was fine and the latter was great. He caught 10 black bass, three of which weighed 10 pounds dressed.

Jno. Burk, of the Accounting Dept., resigned July 31st. Good luck, Red.

Mr. Melville was married a few months ago and still no cigars have been floating around. Why hesitate?

Miss Richards has changed her name to Mrs. Tewksbury, and bade us good-bye. Miss H. Rapps has succeeded her.

We are glad to announce that Beatrice Carttracks, the great authority on "Hearts," has joined our staff. Miss Carttracks will answer any and all questions addressed to her, care of this column. Beatrice Carttracks says, "A heart broken in time, saves a matrimonial crime."

Joseff Warner will visit Silvis some time in September.

Wm. Peterson says, "I think 'Cracked Corn and Rolled Oats' would be a good name for your column."

Dutch Dankers, some times called "Carl," has

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submitted a name, but Major Bunkhouser refuses to censor it.

Chas. Caesar Morris suggests that we call our column "Funny Fun." Edw. Rudman says "Reveries," while Frank Werner suggests "Remnants—a la Wireless via Panama Canal." We have received countless requests that we retain "Salad Dressing" as our name. A decision will be made in our next issue.

"Oh, for the life of a fireman," is Julia Davies' favorite song. Never mind, Julia, remember no matter how dark the "Nickel Plate" may be Englewood.

Mr. Richards spent his vacation at Pike's Peak, trying to find out "Who paid the rent for Mrs. Rip Van Winkle?"

Jno. Hayden is looking very blue these days and all because V. B. is going home with a blond steno girl every night. Don't worry, John, Miss Cartracks mends broken hearts.

Ralph Webber submits "Kinney's Line Drives" as a suitable cognomen for our column.

R. E. Darnoc has submitted the following names: "Kay Kayisms," "Town Topics," and "Doc Yak's Column" (Kay spelt backwards), and the one best bet "Just for Fun."

Ed. Graf, the boy with the silvery voice, will become a benedict some time in the near future according to Dame Rumor.

Harry Mayer was married August 12th and is looking very happy.

Wm. Peterson, the hustling head of the tracing department, has passed us the following bouquet: "Webster has nothing on you." Thank you, Pete.

The Peoria boys of the A. of D. certainly have that town on the brain.

News items and suggestions are always appreciated. Address them to me personally, either care of A of FT or the Employees' Magazine.

Caesar had his Brutus, Henry VIII his Cromwell, Romeo his Juliet, Kilty his Agnes, but Spruht has not had his honeymoon.

Myrtle Koch left the AFT Dept. and is sojourning in the A of PT office at the present writing.

Oh, no—we haven't overlooked the Reilly Sisters. Boys, don't forget the date, September 30th, hour 5:10 p. m. We are to be favored with a heart rendering violin solo, "Trials of the Steno." Of course, you're invited.

The T. B. numbers among its several attractions a model office girl. Never yet attended the funeral of a grandmother or the wedding of a grandfather. Evelyn is always on the job with a smile, and in fact is more than anxious to fetch correspondence from the Freight Claim Dept., particularly from a certain desk on the south side of the room. Of course, there's a reason.

Ed. Holmes is like the Sphinx, silent as the grave. What do you think of those names, Ed?

Miss Beach denies the allegation, but as for Lillian, she "ain't mad at anybody."

HERINGTON, KANSAS, NEWS.

By Georgia M. Cullins.

John Brehm, wife and children, left the 28th for Omaha where they will visit for a week or ten days.

After the game last Sunday, August Wendtland says, "I am sure no first baseman."

Miss Lulu Cullins of Peabody and Mr. Mart Wainer of Florence were guests of the writer during the races the 28th.

John Burback has been laying off enjoying a visit from relatives and taking auto rides.

Mr. and Mrs. E. L. Whitney of Topeka were Herington visitors August 2d.

Wire Chief W. P. Hedrix, Hamp Smith, D. Lee, Wm. Martin and R. Smalley all went to Kansas City to attend the Eagles' convention held there.

Harry Stover and Joe Watson are posing as two pitchers in the car department.

Willard Raymond of Cedar Rapids was a Herington visitor July 24th. We are not particular about the color of their hair, but we are very fond of certain brands of chocolates, which reminds us that there are still several parties owing us candy on back dates. Nuff said.

Mrs. W. P. Hedrix and children have returned from Manitou and Colorado Springs where they spent a week visiting.

"September Morn" would make a good pitcher if he could keep his eyes off the grand stand.

Mr. and Mrs. George Skeleton, Jr., write that they are enjoying cool weather and a fine visit in Washington, D. C.

George McDonald and wife were called to Kansas City last week account of sickness of relative.

Jesse Austin, engine painter, has discontinued his trip to Lost Springs and turned his affections to Burns, Kan.

Roy Flack went to Ottawa to pitch for them against the Emporia State League team. On his return he says "They are sure some ball players."

Mr. Philips slipped one over on the boys. Layed off account of sickness, then had to acknowledge he was a newly wed. Here's luck and best wishes for a long and prosperous life for Brother Philips.

Some of the boys say John Rooney is some ball player. How about it, John?

Pres Cunningham has a lady friend visiting him from Kanderado, Kansas, a small town in the western part of the state.

Chester Cross is still making regular trips "East of the high school"—getting serious I suppose.

J. V. Trimble is working third trick at the yard office while Shanklin is taking his vacation. Hawkins is holding down first trick and Shaw is back on second again.

Miss Margaret Cronican has returned from her vacation spent in Colorado.

Mrs. Earl Kellogg has been enjoying a visit from her father who lives at Cottonwood Falls.

Mr. Wallace layed off one day claiming sickness, but if the truth was known his best girl was over from White City.

Mr. and Mrs. George Skeleton, Sr., and Mr. and Mrs. Harry Skeleton and children are spending their vacation in Arkansas canning peaches. They are camping out and report a fine time.

Engineer H. E. Hanne has his old run back on thirty-three and four again.

James Lee, car carpenter, is getting caught up with his sleep since his lady friend returned to Ellsworth.

A. M. Varner and Clyde Johnson are new employees at the yard office.

E. J. Baird, general yard master, has been laying off, and Charlie Gaines, assistant yard master, is filling his place.

Miss Viola McSween, night cashier at the Grier eating house, is spending her vacation at Lawton, Okla. Miss Mabel Goodwin of Moline, Ill., is filling her place.

Mr. and Mrs. George Miller, manager at Griers, are spending their vacation in Denver and Colorado Springs. Mr. W. H. Campbell is manager during his absence.

Milt Ruthruff is sure winning himself a home. Watch him every Sunday—he isn't working, boys.

Miss Elizabeth Glance is spending her vacation at Lincoln, Neb., and Miss Mary Fritzler at St. Paul.

We didn't quite get you "Stevie." What about Brakeman Evans and "Katie"? Call again.

Wm. Grable is the special officer now, relieving E. P. McFarland, who relieved H. H. Benson. Benson returned to his home in Chicago and is now in the employ of "Uncle Sam."

William Neville, stenographer in the dispatcher's office, spent Sunday, August 16, with "Ruthie" at Fairbury. We know he was beginning to feel homesick 'cause he gets his wires crossed every once in a while.

We would suggest that the gentleman that gets up the Hamilton Park News call the column "Krispettes." He's always there, Johnny on the spot." There's nothing old or out of date in his columns. They are short, sweet and right up to the minute. Our only trouble seems to be that nobody wants to be interviewed. Ask them anything and they will invariably answer, nothin' doin' kld, I'm not in the interviewin' line. Si non e vero, e ben trovato.

W. S. Austin left the 17th for Chicago. He has been relieved by F. Nelson.

We are certainly all glad to hear of the promotion of Master Carpenter F. L. Parks to

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trainmaster at Goodland and wish him the best of luck, though we shall miss him off this division. Mr. B. C. Ware of Dalhart succeeds Mr. Parks as master carpenter.

Mr. and Mrs. R. O'Rourke returned to El Reno the 14th. O'Rourke has been working relief at R. I. for a couple of months.

A funny little song some railroad men have a time singing, sometimes one wins, then again its some one else:

"WONDERFUL."

He's such a wonderful kid
And us folks never did
See his beat;
He has feet,
He has teeth by the score,
And he's getting some more.
He has ears and a nose
And a full set of toes;
He has eyes and some hair
And ten fingers, so there!
He can walk,
He can talk,
What d'ye know about that?
Isn't he great? Tell us flat,
Did you folks ever see
Any greater, by gee?
He can smell of a flower, (isn't he cute)
He can yell by the hour.
You can hear him a mile,
He can smirk, he can smile.
He can eat with a spoon,
He can laugh, he can croon.
Of course you may say
That all kids are that way,
But he is a wonder,
A wonder, by thunder.
But this, I opine,
He's a wonderful kid
Because he's mine.

Don't envy the ice man. He gets as hot as anybody else.

Baggageman Harry Haas is laying off and Glen Schrader is filling his place.

Pop—"Yes," all engines have cow catchers. Sure, Sonny." Sonny—"That's funny. I thought they only needed them on milk trains."



KANSAS CITY TERMINALS.

Edgar "Napoleon" Riggs of Mr. Shubert's office took his vacation the first two weeks in August. He had planned a trip to the Rocky Mountains and to the Ozarks, but we noticed him around town instead. What's the attraction in town, Ed?

Our poet, Miss Jane Cashin, has just returned from Denver, where for three months she has been employed in G. W. Martin's office. The following only goes to show the effect mountain air has on some people:

A TELEPHONE OPERATOR'S DREAM.

By Miss Cashin.

Last night when I fell to sleep
I had a dream—'twas oh, so sweet!
I dreamed I saw an angel fair
Coming down the golden stair.
"Come to me, dear," I heard her say,
"For you have well deserved this day."
I quickly from my bed did rise
To accompany the angel to Paradise.
We mounted all the golden stairs,
And there I saw a golden chair.
Before a switchboard beaming bright
There stood an angel dressed in white.
Stopping at the golden chair
The angel said, "Your place, my dear.
To answer angels day and night
Is only one of Heaven's delights."
But falling on my knees I said,
"Dear Angel, you have been misled,
For I would rather go below
Than spend my heaven in saying 'Hello.'"
The angel sadly bowed her head,
But on waking up—I was in bed.



MANLY, IOWA.

By G. A. G.

Train, enginemen and all others acquainted with Conductor Wm. Riley extend to him their deepest sympathy caused by the sudden death of Mrs. Riley.

Conductor W. J. Edwards is reported to be

very low at this writing and very little hope is held out for him. He is one of the oldest passenger conductors on this division.

F. C. Earl, former conductor on the line between Des Moines and Minneapolis, has taken a run between Cedar Rapids and Decorah. His place is being filled by A. M. Walters.

Former Passenger Conductor Lyon has taken a freight run between Waterloo and Cedar Rapids.

Marve Jaques has returned from a visit to St. Louis and Eldon, where we understand that he got married. How about it, Jake?

B. Flaherty is the new general car foreman at this place on account of the recent changes made in that department.

P. F. Harris, former night roundhouse foreman at this place, has resigned.

H. W. Walter is still filling the chief dispatcher's chair in place of R. M. Heath, who has not returned from his vacation.

The baseball special from Waterloo to Cedar Rapids, Sunday, Aug. 16, was well crowded, but, as usual, Waterloo got beat.

Brakeman C. G. Merritt and Conductor A. Peck, injured recently, are reported to be doing nicely. Both are at Mercy Hospital, Des Moines, and want the boys not to forget them even if it is only a postal card. Anything to cheer them up.

A. L. Clay has resumed work after being off a round trip account of sore eyes caused by the excessive heat.

W. Cramer and L. J. Evans have started on their vacations and we understand that they are both going to get married. How about it, boys?

Conductor F. W. Parris and wife are spending a few weeks in South Dakota and expect to visit some of the important points in Montana.

We understand the collision between two engines at the county fair, Mason City, Tuesday, Aug. 18, was a grand success and that it looked as though they were badly smashed up.

The regular monthly Safety Meeting was held at Manly, Wednesday, Aug. 19. The following members were present: A. E. Wallace, superintendent; R. C. Hyde, master mechanic; U. S. Rea and P. A. Murphy, trainmasters; C. H. Gruver and Geo. Tjaden, roadmasters; B. Flaherty, general car foreman; E. Martin, storekeeper; C. B. Wilson, master carpenter; W. Jones, engineer; E. J. McGowan, fireman; T. P. Jones and C. Capwell, machinists; Bert Rankin and G. L. Enbliss, boiler makers; Grant Williams, section foreman; O. J. Wulff, roundhouse foreman; J. W. Lang, general yardmaster; L. P. Gibson, claim adjuster. The following were visitors: C. A. Lawlor, conductor; C. T. Enquist, brakeman, and H. E. Pluemer, brakeman.

Several important questions relative to Safety First were discussed and the usual routine of business was transacted and everybody enjoyed the afternoon.

H. W. Walter is some chief dispatcher since Mr. Heath has been on his vacation.

Some of the boys fail to understand how it is that Will Cramer is not going to Albert Lea so often. What did she do, Will, give you a service letter?

Conductor E. Jannish reports a good time on his fishing trip and is ready to work until next summer.

Conductor Parris and wife expect to take a short vacation and visit friends in South Dakota.

Brakeman J. J. O'Neil, who met with an accident at Rockford a short time ago, has resumed work and is now working on the Short Line between Manly and Valley Junction.

E. Winette has taken a position as brakeman on the local between Manly and Inver Grove.

Dispatcher C. R. Hicks has returned to work after spending two weeks in Montana.

H. D. Haase, agent at Greene, is on vacation. He is being relieved by Extra Agent H. G. Mork.

T. J. Jones, machinist at Manly, and wife are on an extended trip through the west.

The new C. G. W. and C. R. I. & P. joint passenger station at Mason City is now under construction. It is located where the old depot stood. This will be a fine improvement for Mason City.

Ed Ross, "veteran agent at Shell Rock," and wife are on an extended visit in New Jersey and other eastern points. Mr. Ross is being relieved by Tom Gill, his operator.

Dispatcher Hank Walter and wife expect to

leave soon on a trip to Duluth, through the lakes to Chicago and various eastern cities.

I. F. Wilson, dispatcher, is on a trip down in Texas.

M. E. Beecher, agent at Holland, is back to work after a short vacation.

Marve Jaques, chief yard clerk at Manly, visited friends in Minneapolis the latter part of July.

J. L. Greene, formerly operator in M. A. office, is now working at Estherville.

Joe Cavanaugh and wife spent a few hours between trains in Albert Lea, Saturday, Aug. 1.

W. J. Cavanaugh and wife were called to Chicago, Aug. 7, on account Mr. Cavanaugh's father being seriously ill.

Thad Vall, the popular insurance merchant, was in Manly during the fore part of the month. It's hard to tell whether Thad is selling insurance or baseball teams.

MEMPHIS TERMINAL NEWS.

The steel for the new J. T. Harahan bridge across the Mississippi River at Memphis is beginning to arrive. The Pennsylvania Steel Company have established material yards near the east approach to the new bridge.

Assistant General Manager A. B. Copley made his first official visit to Memphis on August 7, and in company with Superintendent A. E. Walker, Commercial Agent F. C. Johnson and Local Agent W. L. Stout attended the Superintendents' Association meeting.

Local Agent W. L. Stout visited Little Rock on July 24 to be present at the schedule merchandise loading meeting held there.

Among our visitors was Assistant General Freight Agent J. E. Johanson, in company with his chief clerk, G. E. Schnitzer, on August 6.

A. C. Shields, division engineer, was in Memphis on August 8.

The record made by the warehouse force in reweighing L. C. L. freight showed very gratifying results, and the Kron automatic scales will pay for themselves within six months.

The telegraph office was moved from Adams street to the new local office at Fourth and Calhoun on August 8. L. C. Mitchell, telegrapher. This leaves J. W. Harper, disposition clerk, the last employee to leave the Adams street office, on account of the hold tracks not being completed.

J. W. Harper, in charge of the disposition desk, is very lonely these days. He is the sole occupant of the Adams street office, and with his family gone to the gulf coast, time drags on his hands.

H. V. Bray, general yardmaster at Hulbert, Ark., was called to Sapulpa, Okla., on August 7 on account of the death of his mother.

Miss Vernie Reid has resigned as stenographer and the position has been filled by Miss Ada Humphreys.

D. M. Henninger, outbound rate clerk, is spending a few weeks in Indiana and Chicago. He is relieved by R. J. Burns, chief bill clerk.

"Sweet Papa" (M. P. Nelson), bill clerk, made a flying visit to Oklahoma City in July to attend to some legal business.

T. E. Babb, O. S. and D. and delivery clerk, is in New Orleans helping investigate the bubonic plague troubles.

MOLINE, ILL.

By Joe Gstettenbauer.

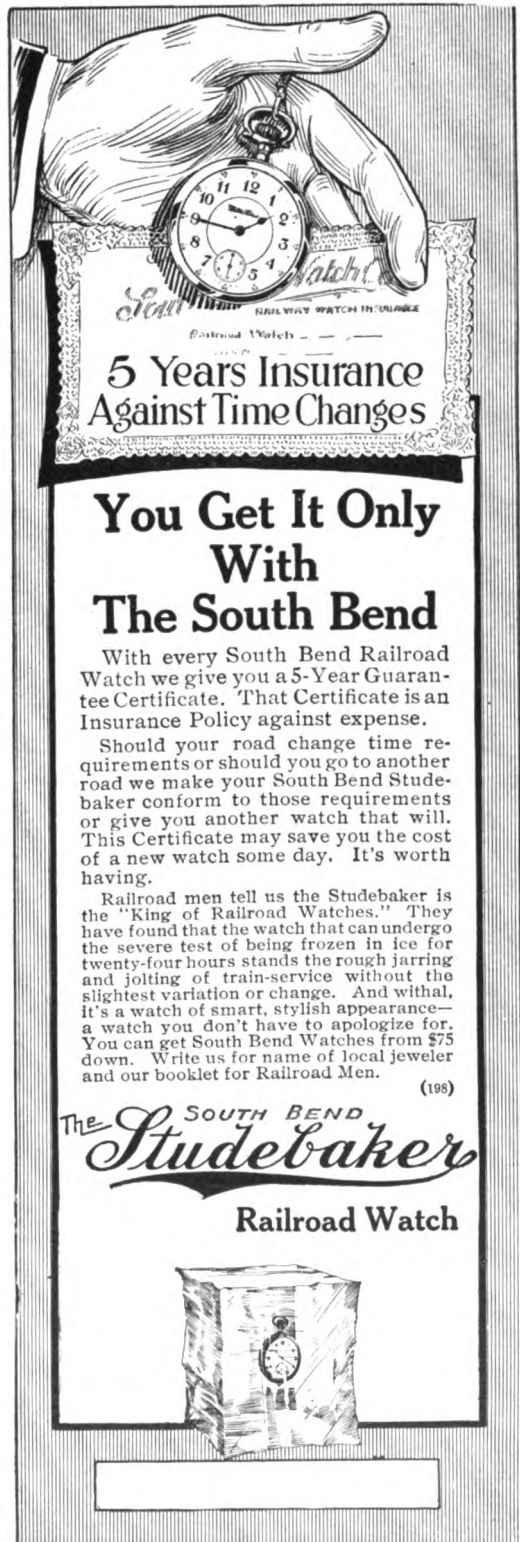
Bill Clerk Larson has issued a call for bids on a new overcoat for himself, same must be equipped with collapsible pockets and be fire and waterproof.

Recent visits to Geneseo by Clerks Arthurs and Hendricks seem to have increased the postal receipts of that burg some 20 per cent.

John Harris, the grape juice king, reports the loss of several bottle of the beverage from his cellar. This is hard luck, better change the labels and you will have company.

"Dutch" Meenan, R. I. switchman, has organized a baseball team, and can be seen out at 9 p. m. drilling the recruits.

The Clark brothers have disbanded in their Mutt and Jeff act. Jeff has joined Capt. Herman's Co. No. 4 of fire fighters. He has a pole cat skinned a mile in climbing ladders. Mutt still is everybody's friend and his business is making "bodies" at Wrights.



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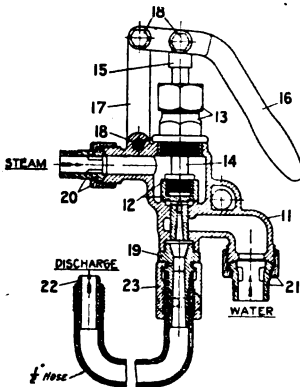
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Chicago, Atlanta, El Paso.

Car Repairer Wendt spent several weeks on the sick list the last month.

Several of our clerks have taken stock in a large Chicago mail order house, and this locality will soon have several new millionaires.

The war scare has infested Joe Colson and should the Irish navy be called out, he would be ready in a moment's notice.

On Monday, August 31, Clerk Larson sat up all night to welcome "September Morn."

The R. I. Southern have again established an agency here for the winter business.

The Marengo bugle corps, of which Clerk Colson is a member, has left on a tour of western states to give concerts at the various chatauquas. These artists have performed before the crowned heads of Europe, the bald heads of Muscatine and the "dead heads" of Squedunk.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. K.

Our friend, Engineer Mergen, is now "batching" it, his family having gone west July 19 for a vacation.

Conductor C. A. Wilkins returned from a trip to St. Paul and Canada on July 23 and is now on the local again.

On July 23 (two years from the date the Fairbury depot burned down) Phillipsburg depot was struck by lightning and was burned to the ground.

There have been a number of new faces among the operators in the Fairbury telegraph office during the past month and we are glad to welcome Messrs. Shortridge, Rollin and Furr. Mr. Shortridge comes from Grand Island and Mr. Rollin from Belleville.

Assistant Chief Dispatcher McGee and family have been spending their vacation in the south and report a pleasant time.

Miss Mabel Hamm is spending her vacation in Colorado and is having a fine time, but she says it is cold out there.

Any information in regard to cabs at Lincoln may be obtained from Miss Mabel Hamm and Miss Edith Kelso. It might be well to inquire before attending the state fair.

W. G. Graham is working as extra dispatcher and "Blondy" is taking his place as wire chief.

Wire Chief Stevens is spending his vacation at home and Operator Rice is taking his place.

We have a couple of bachelors on the accountants' desk at the present time, both wives having gone on a short vacation.

It is good to see Conductor Dabner on his run again after a visit with his sons in the West.

Conductor McDowell returned to work August 1 after a visit in Washington, D. C.

Roundhouse Foreman M. J. Contait and wife are spending their vacation in Colorado.

Engineer Manthy and two children have gone for a short visit to Ashland, Minn.

Engineer C. Scott has been off sick, but is now getting along nicely. He has our good wishes for his speedy recovery.

We are glad to see Conductor Cummins around again and hope he will soon be able to go back to work.

Conductor Bagley and family are spending a few days with Mr. Bagley's parents in Kansas.

August 1 F. G. Gardner tendered his resignation as private secretary to the superintendent. Mrs. Ethel Heldelke is doing the work on that desk and we are glad to have her with us again.

Effective August 1, Chief Dispatcher W. C. Cavanagh resigned and W. A. Inwood from the Colorado Division was appointed to succeed him. Mr. Cavanagh is one of the old-timers and has many friends on the division who wish him success in his new work. While we are sorry to have Mr. Cavanagh leave us, we want to welcome Mr. Inwood among us and he has our best wishes for success in his new position.

Effective August 1, J. C. Ready relieved Special Agent B. Judkins on this division, Mr. Judkins having been transferred to the St. Louis Division. Mr. Ready comes from the Wabash at Decatur highly recommended, and from reports given us by Decatur papers there will be "something cooking" when he gets on the job. Mr. Judkins has been on the division for the past four years and has certainly set a high mark for his successor. All of us extend our

best wishes to "Rock Island Slim" in his new field.

Towerman J. C. Richardson and wife are now enjoying the cool breezes of the Pacific Ocean. This is the first vacation Joe has had since he entered the tower in 1888. They will visit Los Angeles, Cal., and Galveston, Tex., before returning to their home in Thompson.

G. W. Fell and family enjoyed a week's visit in cool Colorado the first part of the month.

O. F. Carr, towerman at Meadow, is back on the job. Olo, you look O. K. now.

Earl Glover, rodman in Engineer Bragg's office, Fairbury, was sadly disappointed Monday night. Some sweet lassie, who is well acquainted with Earl, wired him, "I am on 39; meet me at Clyde." Earl rode all night and failed to see the lady. Earl, quit smoking; I believe you are dreaming.

PEORIA, ILL.

Lake View Park Crossing.

This Crossing is a very busy place these days. A big game of ball nearly every day, when from one to three thousand fans come to see one team get beat.

At the yard office things are getting very busy. Freight business picking up very fast. Joe Hull, yardmaster, and Denney Smith, his assistant, are both back from their vacations. Bob Armfield, yardmaster's clerk, is off on his vacation. Has gone to Denver, Central City and other points in Colorado. Last year Bob tried antifat to reduce his flesh; did not do much good. Now he will try mountain climbing and see what that will do. Jack Somers, the operator to the yardmaster, is the father of a 10-pound boy; this being the first born. Jack is as happy as if he had found a cockroach in his pie.

The yardmaster's office has been painted on the inside, the ceiling maroon blue, the sides variegated red and brown. Looks fine.

Billy Goldsborbo, night yard clerk, has gone to Pittsburgh, Pa., on his vacation. Some say he will try and bring Pittsburgh back with him. Others say it will be something that wears dresses.

Billy Lafever, who met with a bad accident last winter, is back on his job again as supt. of car shops. The boys are all glad to see Billy back again and we wish him success.

G. S. Pullin has charge of the Peoria yards as Div. Foreman. J. Dillon has charge of the Belt Line. John Bell, the Roadmaster, very busy all the time trying to get the roadway in good shape. City ticket office quite busy. Warren Cowles, Div. Passenger Agent, off on vacation for a few days. At the freight house all too busy to give out any news.

PEORIA, ILL.

By Jiminee.

On account of the great excitement and wonderful surprise they gave us, we failed to make it known to the readers of the magazine that "old man" Bill Stoner left the good fellows. Yes, left us, just for a wife, on July 24. Yes, sir; he quit us just as the notorious and flourishing F. E. O. Club was about to be founded. Bill took as his wife one of the most popular and jolliest girls in the city, Miss Alice Voorhees, and take it direct from us that a happier couple cannot be found in Peoria. Bill had it all planned out to surprise the crowd, but it proved to be a failure, for on the other hand the surprise was on the bridal pair. For just as they descended the church steps, showers of rice were poured upon them and the surprise on us proved to be reversed. However, poor Bill has been digging rice out of his hair and shoes ever since. Their honeymoon was spent in Chicago. Leaving here at 12:00 a. m. we all bid them farewell with the glad hand and the wish that all their trouble would be tiny ones, at the same time not noisy ones.

Strange to say, that following the footsteps of "old man" Bill, Eddie Arnholt and R. J. Spurek of the local office seem to be in the same boat.

Eddie is buying lavaliers, while R. J. Spurek is buying small banded diamond rings. You know, fellows, that these articles of jewelry were never made for men. Go to it, fellows,

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but remember that before you jump that you are married a — of a long time before you are single again.

Poor "Bill" Hobin also has been sick for some time, his whole trouble also seems to be worry over a girl.

John Erlou, cashier of the local office, is there on contributing articles to other magazines other than this one.

ROCK ISLAND, ILL.

By Joseph Hardy.

Some repairing has been done around the freight house, such as new platform in freight shed; also a new auto runway, which will afford better accommodations to the auto industries.

Rosco McGowen is taking a vacation, but did not inform us where he was going; we presume he knows where are the cows and chickens.

Henry Lear, chief clerk, in the commercial office, is on parole to Colorado Springs. All right, Hi, keep the car chasers off your mind.

The Indian is still running around ducking the motorcycle cops. Better be careful, Lud; remember the sad ending of Motorcycle Mike.

Skinny Harrison is subbing for Miss Dempsey, our dandy little abstract clerk, who is on her vacation. Meet anybody you liked better than yourself, Nettie?

Mike and Pully Russell are en route to Colorado Springs for their vacation. Our cards are missing and I think they went on a vacation with Russell brothers. Have a good time, boys.

Eddie Meehan, the car accountant of our office, has returned from his vacation. Ed says Bradford is some town. He was on the farm for a couple of weeks and says next year he is going to hire out for the whole summer. Better start sowing hair seed, Ed; you look half-naked with your hat off.

Our nifty assistant cashier, Miss B. L. Quinn, is home after enjoying her vacation half way around the world. Blue Grass, Keokuk, Sigourney and Lemonade Springs were among the cities visited by Lo.

Our cashier, A. W. Christenson, is also on his vacation. Al got pretty lonesome since his family went west and I guess he's tearing the ground up now looking for fish bait. Al is some fisherman. The "big" one never gets away from him.

Johnnie Killian, our popular O. S. and D. man, says camping is fine. He has his family at Suburban Island. The walnut trees are being cut down to make room for some other nuts.

H. A. M. spells HamBrew, also Harry A. Meron, who is exrecting any day to be wanted by Federal League teams if the switchmen team don't get his goat. He's going just about as fast as the brew is.

Carl Nelson wishes to announce since the coming of little Gene a larger house will be needed, so is casting and planning to buy, build, or vice versa.

Joe Suess recently returned from his vacation a benedict (that is, we think so), as a certain party saw him turning over his pay check to a fair maiden with whom he has been keeping company for some time.

Joe has also purchased a bicycle, but usually walks most of the way to work. Why not get a tandem, Joe?

Otto Suess has joined our force as seal clerk. Good luck to you, Otto.

Yes, on the square, we caught thirty-seven fish (not a fish story), but we didn't want to carry them home.

SILVIS NEWS.

By C. O. Anderson.

Carl A. Stoelting of the store department has been appointed district store inspector of the first district and all his friends wish him the best of success in his new duty.

One of our machinists, Herman Wilkens, has slipped one over on the boys, announcing his marriage to Miss Emma Goltz of Davenport last March, and has now gone to housekeeping at 1448 Leonard street, Davenport. The boys all wish to know why not housekeeping until such a late date?

Boilermaker R. M. Bell received a message Aug. 17 of the death of his father, who passed

away Aug. 17. Mr. Bell has the sympathy of all who know him.

Machinist Wm. McClure of the tool room is laid up with typhoid fever and we all hope for a speedy recovery.

Messrs. J. E. Brown, L. W. Smith and C. O. Anderson and families motored to Hillsdale July 31 for a few days' camp-out and report a fine time on the banks of Rock River.

The employees of the Silvis shops enjoyed a fine shop picnic given at Schutzen Park, Davenport, on Aug. 1, the day being spent in races and other sports and in the evening the Silvis Glee Club entertained the crowd; dancing was also enjoyed.

Master Mechanic C. B. Daly of Cedar Rapids visited Silvis shops Aug. 7.

Roundhouse Foreman J. M. Kerwin has returned from a vacation spent at Chicago.

Mrs. Fulk, stenographer in Mr. Mullinix's office, has returned from her vacation, spent at her home in the east.

Walter Hyler of Omaha has accepted a position in the assistant mechanical engineer's office.

Machinist Percy Nielsen is recovering slowly from an attack of pneumonia.

Machinist R. E. Combers and family are spending their vacation in the east, taking in Buffalo, Utica and New York City.

A pocketbook containing a sum of money was lost at the Silvis shop picnic Aug. 1 and was found by Boilermaker Crawford, who brought same to the shop on Aug. 3 and inquired if any one had lost a pocketbook. Through numerous inquiries the party was found who lost same, a Mrs. Wanda Durfee of Chicago, who was visiting her parents, Mr. and Mrs. J. Janosky of Silvis.

Our Dutch friend, Anton Smarsty, is taking a precaution on the high cost of living by wearing a pair of home-made wooden shoes. Those who are interested in wooden shoes should not fail to view the wonderful exhibition of footwork around the big slotter.

Our material clerk, Harry Rogers, and Miss Pichard of Moline were married Aug. 1. The bridal couple have the best wishes of all who know them. The boys all had a smoke on Harry and wonder who is next.

Our chief clerk, E. N. MacLeod, and wife are spending their vacation with Mrs. MacLeod's relatives in Indiana.

TOPEKA.

By Miss Nell Burleigh.

Curtis Whitney, collector, spent a couple of days in Kansas City the fore part of this month with friends.

Carl Bernander, freight checker, spent a couple of weeks among the Rockies. He also visited friends in Denver.

Mrs. Fred Bowlius and two children motored to Eskridge, Kans., the fore part of this month and spent two weeks with relatives and friends.

Joe Dubruil, clerk in the passenger department, left the 21st for Herington, where he accepted the position of timekeeper for the bridge gang. His place is filled by Wilbur Lowe.

Louis Dubruil, formerly clerk in the local freight house, now connected with the Wells-Fargo Express Company in St. Louis, spent a few days here the fore part of this month visiting old Topeka friends.

C. O. Huber, chief clerk to the claim agent, went to Chicago this month to spend a week-end with relatives and friends.

Mr. and Mrs. Guy R. Powell went to Colorado Springs the 8th of August for a couple of days' visit with relatives.

Miss Bird Tegart is spending her annual vacation among the Rockies of Colorado. Miss Tegart is stenographer in Paul Walker's office.

Luther Burns of the law department is spending a vacation traveling over the Southwestern.

Paul E. Walker, attorney for Kansas, has taken a cottage at Estes Park, Colo., where he will spend his vacation.

W. Cortright has been confined to the hospital for a month, but is slowly improving. His place at the depot has been filled by George Bell as station master.

Any person wishing to recover any lost or stolen articles is hereby advised to refer to Lew Collins, chief clerk in the law department. His

aptitude as a sleuth is wonderful, especially along equine lines.

VALLEY JCT. SHOP.

By the Shop Reporter.

Master Mechanic Embury and Road Foreman Bently spent their vacations in Denver and Colorado Springs.

J. C. Rhodes, formerly road foreman of equipment with jurisdiction over the Des Moines Valley Division, has been appointed road foreman over the West Iowa Division.

J. W. Finch, roundhouse foreman at Valley Junction, has been transferred to Council Bluffs, relieving J. B. Halliday as locomotive foreman at that point. E. F. Black, who has been assistant to Mr. Finch, has been promoted to the position of roundhouse foreman, and Fred Kester, machinist, has been promoted to the position as assistant roundhouse foreman, effective August 17.

Miss Josie Morrison, formerly of the general yard master's office, is now one of the master mechanic's force.

There must be some peculiar substance in the water of the Coon River, at least Hostler H. Fry was unable to return to work for a period of four days after a swim in its waters.

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Assistant Timekeeper Clyde Payne and wife departed August 10 for their vacation trip.

N. J. VerSteeg, material clerk, has also become a gentleman of leisure for the next ten days.

When a certain party returned from a camping trip in Colorado he was asked: "Did you see any bears?" and he replied: "No, but grandpa saw one just five minutes before I got there."

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