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Rev. J. P. T. Lind.

ROCK ISLAND EMPLOYEES' MAGAZINE

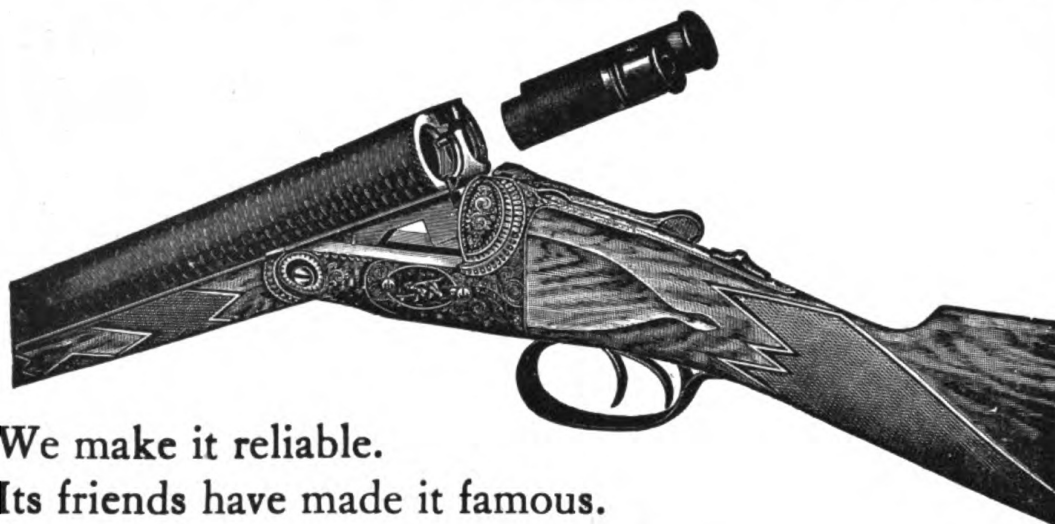
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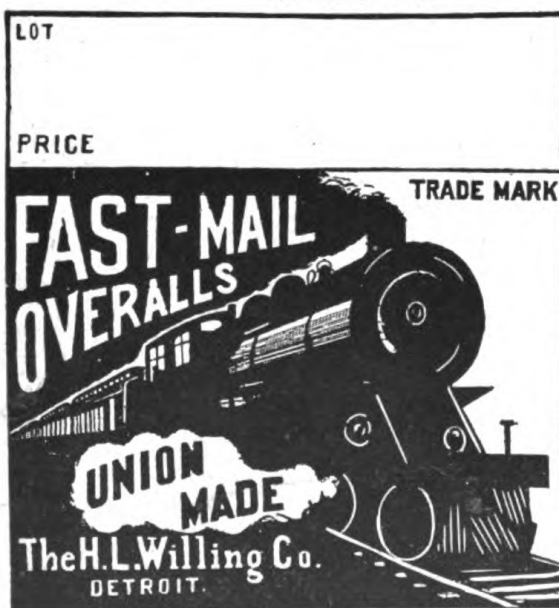
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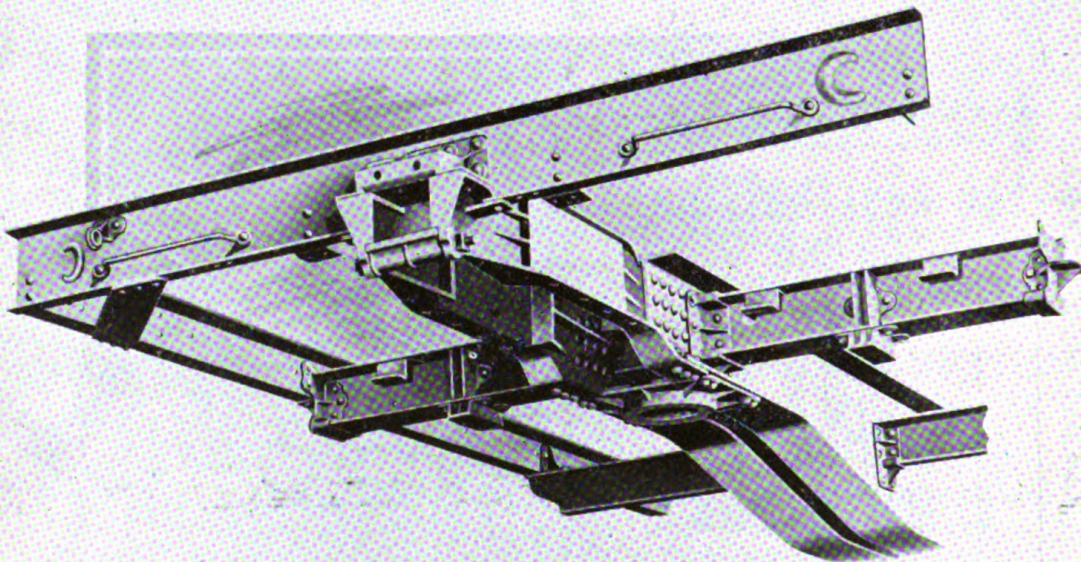
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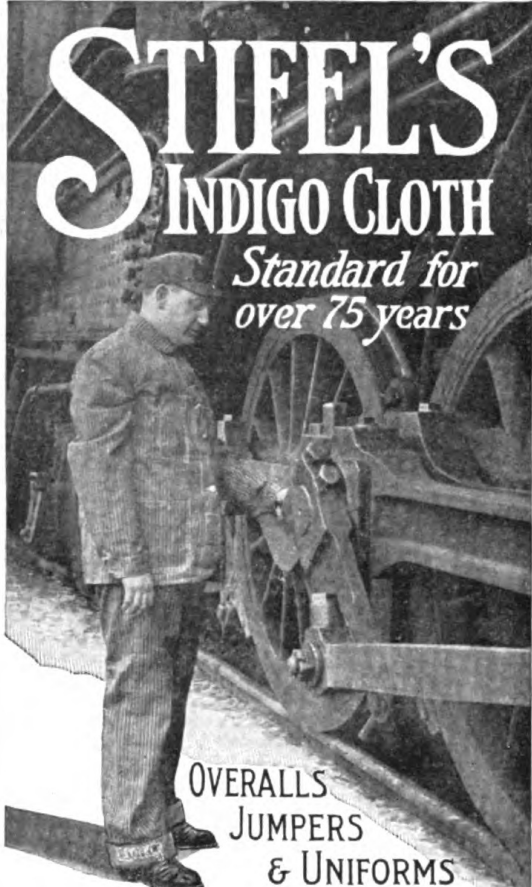
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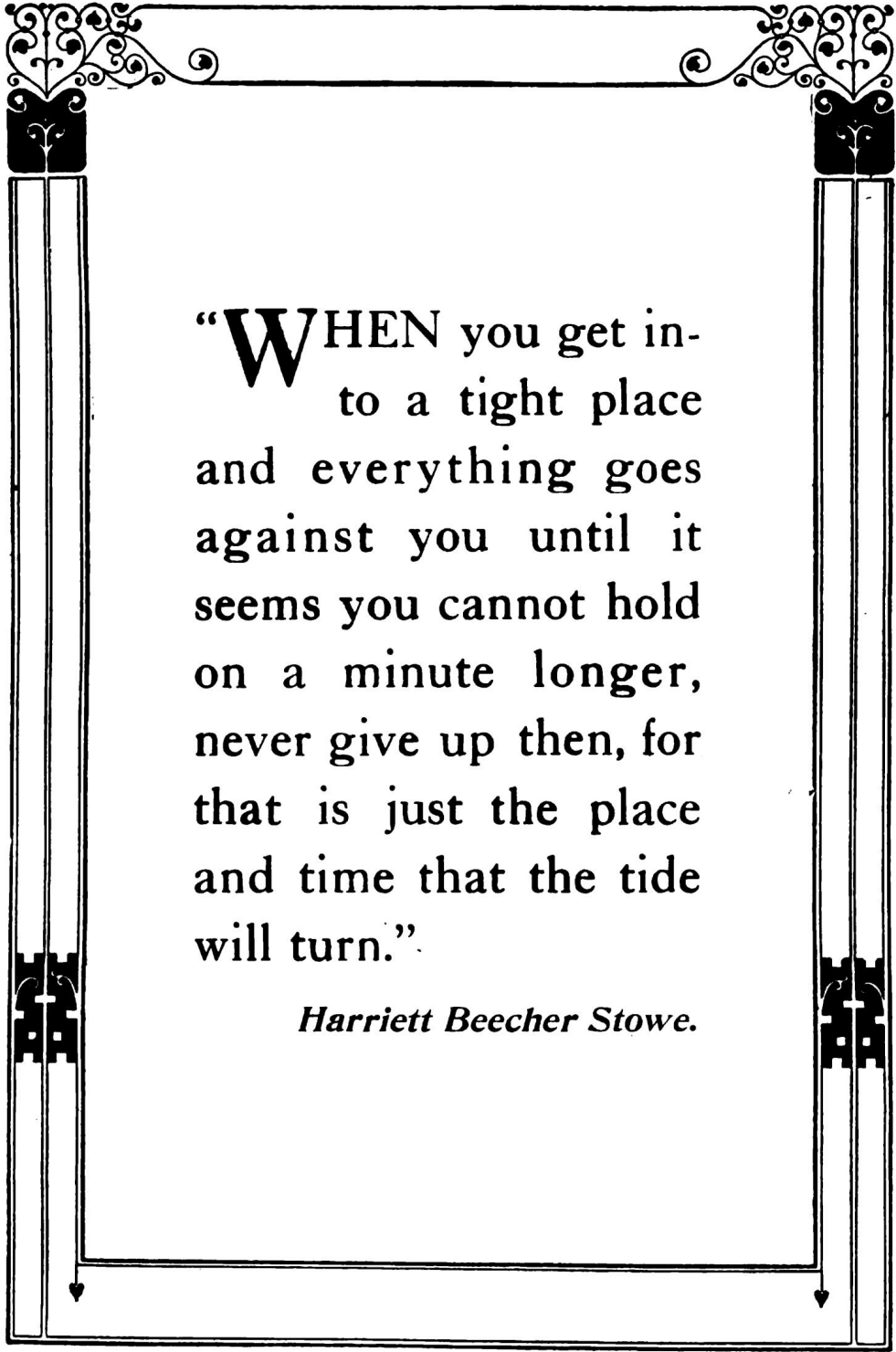
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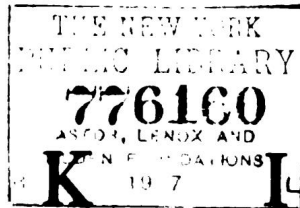
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to a tight place
and everything goes
against you until it
seems you cannot hold
on a minute longer,
never give up then, for
that is just the place
and time that the tide
will turn.”

Harriett Beecher Stowe.



ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

JULY, 1916.

No. 1.

AFTER MANY YEARS

By HELEN A. WINSLOW

A beautiful June day was drawing to a close. The sun had dropped behind the hills, going down in a blaze of gold-tinted clouds. A stillness pervaded the atmosphere, and Nature seemed to be lying down with serene faith and calm assurance.

Two equestrians were picking their way up a leaf-strewn mountain path, where the footfalls of the horses made scarcely a sound. The man turned to his companion, a woman, with a smile as he exclaimed: "I get a whiff of smoke! Dame Rodney has the kettle on and is preparing the good man's supper. We shall be in time for her famous hot rolls and broiled chicken."

"Indeed!" said the lady. "Do you mean to tell me that you find those delicacies up here among the hills?"

Their journey lay along the western slope of the Coast range of mountains, the numerous spurs and ranges of which inclose beautiful elevated valleys, called parks. Katherine gazed upon the scene in awe and admiration. The mountain range was broken here and fell away toward the west, giving glimpses of the silver sea, the broad Pacific. The horses struck into a gallop and soon brought their riders to a cottage nearly buried in roses, climbing, clambering and running riot on porch, pillars and roofs. Robert swung himself from the saddle and, lifting Katherine to the ground, advanced

up the path, where they were met at the steps by Mrs. Rodney, who expressed great delight at again meeting Robert, throwing her arms about him and giving him a close hug. Katherine fell back, a little amused at the warmth of his greeting. Robert failed to introduce his wife.

While the greetings and congratulations were going on there was a silent spectator of the scene. A man sat reading on the porch, entirely hidden from view by the luxuriant vines. Upon his first glimpse of Katherine his book fell to the floor, a gray pallor crept over his cheek and brow and he sat as if spell-bound. He, too, was a guest of the Rodneys.

Philip Rodney was a man past middle age, of strong and stalwart appearance, looked one directly in the eye. He had led a busy life, in the front of the battle during a long and prosperous business career. Having amassed a fortune, he decided to spend the evening of his life in quiet and retirement. No more beautiful spot could be found than the one he had chosen for his summer home, where he and his wife remained most of the year. An occasional visit to San Francisco and Chicago sufficed to keep them in touch with the outside world. Mrs. Rodney was sweet and fair to look upon, and took Katherine to her heart at once.

Dinner was announced, and Mr. Rodney, giving Katherine his arm, led the

way to the dining room, a great octagonal room, the glass windows of which stood wide open. The guests being seated at table, Mr. Rodney looked about as if missing some one. Mrs. Rodney asked, "Where is Mr. Carrington? He was reading on the porch when the bridal party arrived."

"He may have gone on one of his solitary rambles, and will not return before the small hours," Mr. Rodney replied.

Richard Carrington was a man who had walked in the shadows, and been acquainted with sorrow for many years. Married in early life to one whom he worshiped, he was bereft of wife and child at one blow. The mother had passed away when the child came, and the baby girl had been stolen through the perfidy of the nurse.

Mr. Carrington had spent much time and money seeking for his lost child. The glimpse he had of Mrs. Robert Tremain upon her arrival called up the face and form of his lost wife so vividly that he was sure his quest was ended and that he had found his child.

On the following morning, long before the household was astir, Robert and Katherine had gone for a gallop over the hills, and they appeared at breakfast with sparkling eyes and cheeks that glowed with the ruby of health. The silent, grave men who sat at Mr. Rodney's left started and changed color when he was introduced by his friends, and as Katherine took her seat at the table left his gaze for a long moment resting upon her.

Then, seeing Robert's look of surprise, his eyes fell to his plate and he devoted himself to his breakfast, taking no part in the conversation that followed. After finishing his meal Mr. Carrington rose from the table and asked to be excused, then leaving the room.

"A peculiar man!" remarked Mrs. Rodney, when he had passed out.

"A fine-looking man," said Katherine.

"Fine looking," rejoined Mrs. Rodney. "What, with that gray head?"

"I think it is beautiful," said Katherine, "but I wish he did not look so melancholy. It makes me quite sad to see him."

"How old should you think he was?" asked Mr. Rodney.

"About fifty," said Mrs. Rodney.

"About thirty," said Katherine, and both in the same breath.

"A wide difference," remarked Robert. "Philip, you must decide the point."

"Impossible! I wouldn't venture to tell that man's age within ten years at least. Wife has him old enough, certainly. I am not sure but I should set him as low even as Mrs. Tremain. Age never turned his hair gray—that is certain."

One evening, as the family was about to retire, Mr. Rodney remarked to Katherine that she would be amply repaid if she would be up in time to see the sunrise. Katherine resolved that she would, but when she opened her eyes in the morning a flood of daylight was pouring into the room and a scene met her gaze which at once put to flight every regret at having overslept herself, since nothing she thought could be more glorious than that which now lay outspread before her. From the surface of the rocky platform upon which the house was built far out to the distant horizon nothing was to be seen but a sea of snowy clouds, overshadowing the earth and hiding it from view. Vast, solid and of the most perfect whiteness, they stretched on every side, forming an unbroken curtain dividing the heavens from the earth. While most of the world was thus shut out from the clear light of morning, the mountain tops were rejoicing in an unusually brilliant and glorious dawn. Katherine gave one long look, then hastened to dress herself and go out upon the porch. The house was perfectly still, no one seemed yet to be stirring, and she stood for some time entranced, almost breathless, with awe and admiration. At length she heard footsteps, and, looking up, saw Mr. Carrington.

There was opened before them the great book wherein God has written, in the language of mountain, and tree, and sky, and flower, and brook, the things which make truly wise those who pause to read.

"You have never seen anything so beautiful in your life," said Mr. Carrington. He did not seem to question her; he spoke as if he knew.

"It is an old story to you, I suppose," said Katherine.

"What makes you think so?" asked he, smiling. "You are wrong, however. I

never was here before, but I am too old a traveler to carry any enthusiasm in my eyes as you do."

When the breakfast bell rang Katherine was all enthusiasm for the wonderful experience.

"Oh, Robert"—turning to her husband—"I wish our home was here."

"It may be, some time," he replied, "when we get tired of business and the world."

Mr. Carrington shot a glance at Katherine, sympathizing with her mood, knowing in his heart that it was in his power to make the wish a reality. But well he knew, from his study of Robert Tremain, that the proud spirit and the ambitions of the man would never allow him to become a pensioner upon anyone's bounty. When should he tell them? When could he claim his child, for such he now knew Katherine to be beyond the shadow of a doubt?

After breakfast the Tremains planned their usual ride, and when Robert came with the horses, mounted and leading Katherine's, she was waiting on the porch, talking with Mr. Carrington, who followed her down the steps.

"Allow me," as he held out his hand for her to mount. The dainty foot rested an instant in his broad palm as she sprang lightly to the saddle. Robert, with his hand still on the bridle rein, cautioned his wife to keep the horse well in hand, as he was feeling unusually fine. As they rode down the slope and were shut from view by a sharp turn in the road, Mr. Carrington, who had been watching them, feeling somewhat uneasy as to the behavior of Katherine's horse, resolved to spend the day afield. He turned towards the house for his hat and books and to tell Mrs. Rodney that he might not be back to luncheon.

As Robert and Katherine proceeded on their way her horse still seemed nervous and excited. Robert advised the curb. "Oh, no," said she, "he will soon quiet down," but her husband kept an eye upon him, riding close to his wife's side for a mile or two. Then they both forgot that "Selim" was ever anything but docile and manageable and gave themselves up to the enjoyment of the hour. The easy rhythmic motion of the horses as they kept step side by side, the cloudless sky, the exhilarating air

and the magnificent views opening out before them helped to make the day one long to be remembered. After pursuing this path for a long distance the horses slowed down, showing signs of weariness. Robert looked at his watch, exclaiming: "It is time to turn back! We can take another road and see a quick-silver mine, and leave the Indian camp for another day. What say you, Katherine?"

"As you like, Robert."

All went well until within a short distance of the mine, when Katherine's horse, startled by the noise and whirr of the machinery, broke into a mad run and dashed down the mountain, Katherine keeping her seat. Robert's frantic efforts to overtake and head off the frightened animal were useless.

At the foot of the steep hill a swift-running, deep stream of water spanned by a stone bridge flowed down from the mine. Katherine saw the danger and exerted all her strength to stop the horse and save herself from being thrown over his head upon the stone bridge or into the raging flood, which was tumbling and hissing down its steep course.

"Oh! My God!" came from the white lips of Mr. Carrington as he sprang up from the roadside and threw himself in the path of the flying steed. He caught the horse by the bridle, and by exerting all his strength succeeded in checking and finally stopping him, but not before Katherine had been thrown to the ground and rendered unconscious. Making sure that she was not killed, he snatched a drinking cup from his pocket and ran to the stream for water.

When he returned Robert had dropped down by the side of Katherine, white and breathless. He implored Mr. Carrington to tell him that she was not dead. "No, no," said he; "see, she is regaining consciousness." He dashed the water over neck and brow and, with a little shiver, Katherine opened her eyes, and on seeing the two men bending over she hastened to say that she was not hurt.

"Thank God!" exclaimed Mr. Carrington, fervently. "You had a narrow escape, my child."

"By what right, by what claim, sir, do you call my wife your child?" asked Robert.

"The right of a father. Katherine is my long-lost daughter."

"What proof have you?"

"I have unmistakable proof here," taking from an inner pocket a gold miniature case containing a picture of a beautiful woman painted on ivory, which he passed to Robert.

The face was a face to go with one through the years—a generous, loving mouth, and red lipped, full arched, a brow full and broad, with brown eyes that had a wide, questioning gaze.

As Robert's eyes left the picture and rested upon his wife he felt that Mr. Carrington spoke the truth. Katherine was the perfect image of the portrait he held in his hand.

"This lady was your wife, and Katherine's mother?"

"Certainly; can you doubt it?" exclaimed Mr. Carrington.

Robert passed the picture to Katherine. She still sat upon the ground. During the few moments that had succeeded the accident the words, "My child," had been continually ringing in her ears and haunting her imagination.

She rose to her feet and, approaching her father, held out both hands to him. He opened his arms and pressed her to his heart. "I thank God!" said Mr. Carrington, with fervor. "My darling Katherine, my much loved child, for such you indeed are." When he released her she turned to her husband, taking him by the hand, led him to her father, saying: "You must be dear friends for my sake." Whereupon the two men clasped hands and congratulated the other upon the joint possession of the fair girl at their side.

And now, amid retrospections, thanksgiving for the present and hopes and aspirations for the future, the afternoon passed rapidly away. The sun was casting long shadows and the sunset hour was near. Robert caught Katherine's horse, which was cropping the grass by the roadside, and placed her in the saddle. He threw the bridle rein of his own horse over his own and walked to the side of Mr. Carrington. Thus the two proceeded till they reached the Rodney home, where their host and the wife awaited them on the porch, remarking as the little party approached that they were

getting anxious, fearing an accident or that something had happened.

"There was an accident, and something happened," said Robert, as he turned away with the horses.

Katherine, taking Mr. Carrington by the hand, stepped in front of Mr. and Mrs. Rodney, presented him as her father. "Your child?" said they, both in the same breath. "Yes, my child," answered Mr. Carrington, "restored at last to her father."

Then followed an account of the runaway and Mr. Carrington's opportune appearance on the scene. When Robert came back and joined the group they were listening to Mr. Carrington's story of his marriage, the abduction of his child and the long years he had spent searching for her.

Katherine could remember being in an orphans' home, where there were many children, and that one day a sweet-faced lady came and took her away to a beautiful home, where everything was pretty, and she had dear little pets and beautiful playthings. Mrs. Clinton, her foster-mother, was a woman of culture and refinement, and Katherine was carefully and tenderly reared, and grew to womanhood possessing all graces of mind and heart.

The call to dinner sounded twice before anyone paid any heed to its summons. Robert, taking Katherine's arm, led the way to the dining room, remarking as he went that, with all the excitement, fright and surprises the day had held, he felt the need of refreshments.

They made a merry party at table. Mr. Carrington, usually reserved and silent, talked very entertainingly. He related a great many amusing things he had seen and heard during his extensive travels. So rich and varied was his conversation, so powerful his command of words and his gift of expressing and giving force to his thoughts, that his listeners sat entranced with delight and admiration. His host and hostess marveled at the utter transformation of the man. But when either of them chanced to intercept one of his benignant, fatherly glances which he frequently cast upon his daughter they ceased to wonder.

As the days went by Katherine and

Robert enjoyed the company of Mr. Carrington in their rambles. He led them to many and interesting places which in their flights on horseback they had overlooked. Katherine was never weary of the glorious prospect, upon which she gazed with ever-increasing delight. An excursion which she and her father made on foot the cleft in the heart of the mountain, where a narrow stream leaped a distance of two hundred feet into the valley below, fixed itself in memory as something refreshing to recall, amid the heat and commotion of city life.

Time sped on, and Robert began to talk of returning to Chicago. Another surprise awaited them. As they were all sitting on the porch one evening, watching the sun sink into the ocean, Mr. Car-

rington spoke of his old home—the long-deserted mansion house in ———, a suburb of the “Crescent City.” This massive and venerable habitation had been closed during all the years of his wanderings. It was the ancestral home of many generations of Carringtons, and it was Richard Carrington’s dearest wish now to restore the old-time elegance and grandeur of the place and make of it a fitting home for his dear child, her husband and himself. With this desire uppermost in his heart, he hastened their departure.

In after years Katherine’s wish was realized when another rose-embowered cottage stood near the Rodney home, where she and her family spent many happy months.

FAITHFULNESS

By JENNIE WILLIAMS,
Station Matron, Rock Island Depot, Little Rock, Arkansas

Faithfulness or fidelity to duty is one of the surest elements of success.

Few there are who do not hope to succeed in life and approach as near as possible to the pinnacle of success or the heights of their ambition; but many there are, after years of wavering between the portals of success and the depths of failure, who find themselves carried swiftly to the rocks and quicksands of disaster. This result may be attributed to their unfaithfulness to the task set them or the line of work assigned them.

They have not learned to
“Awake to duty while the sun is shining;

The time of labor will not always last,
And no regret, repentance or repining
Can bring again the buried past.”

One should learn the lesson of faithfulness or fidelity to duty.

Sometimes, alas! they fail to see the wisdom of keeping their feet firmly on one round of life’s ladder until they can safely reach the next higher.

A great deal of labor and its result is lost to the world by want of faithfulness to duty.

Every day sends men and women to their graves who have remained in obscurity because of their lack of confidence in themselves and unfaithfulness

to the line of work marked out for them.
“Heaven is not reached by a single bound,

But we build the ladder by which we rise

From the lowly earth to the vaulted skies;

Then we mount to its summit round by round.”

Faithfulness is the key to the dwelling of success; and stability of purpose goes hand in hand with it. Separate these two characteristics and life will be a failure.

Those who put forth their best efforts will always be rewarded.

Faithful hands and hearts are the masterpieces of God’s handicraft.

Job’s patience won the approval of the Creator.

Our Savior particularly mentions the reward of faithfulness:

“Be thou faithful unto death and I will give thee the crown of life.” And again: “Well done, thou good and faithful servant; because thou hast been faithful over a few things I will place thee over many. Enter thou into the joy of the Lord.”

All things come to those who are faithful, trustworthy and energetic.

One who works faithfully wastes noth-

ing, for he makes good use of all opportunities.

All leaders are steady workers.

Some of our own great men are examples of success gained by faithfulness to what they put their hand to.

Witness Abraham Lincoln. He had not the advantages of the present-day schoolboy, but he had determination and faithfulness, and from a poor boy splitting rails he mounted step by step till he was intrusted with the helm of the nation. Fidelity to purpose gained him this honor.

Benjamin Franklin, who was unknown to fame, lived to stand before kings, all through his faithfulness and diligence to business.

In holding responsible positions people must protect their health. This is very easily done if we allow ourselves to be guided by nature in regard to such simple things as eating, sleeping, etc. We should at all times be kind to everyone, generous and helpful to those in need.

Instead of it being a sorrow, it has been an inspiration to me to be of some help to the unfortunate.

My motto in life has always been, "Be cheerful, kind, and always keep smiling."

Indeed, it has been said that cheerfulness is the only quality in which the counterfeit is as good as the genuine article. Though one's heart may be breaking with sadness, he can give a kind word and a pleasant smile to others, and may succeed in not letting them know of his own sadness.

Then in the end I find that politeness and courtesy kindly shown has its value oft unknown.

"Seek to make *your* life such a reservoir of helpfulness, of peace, of joy, that no one can meet you without taking away some blessing."



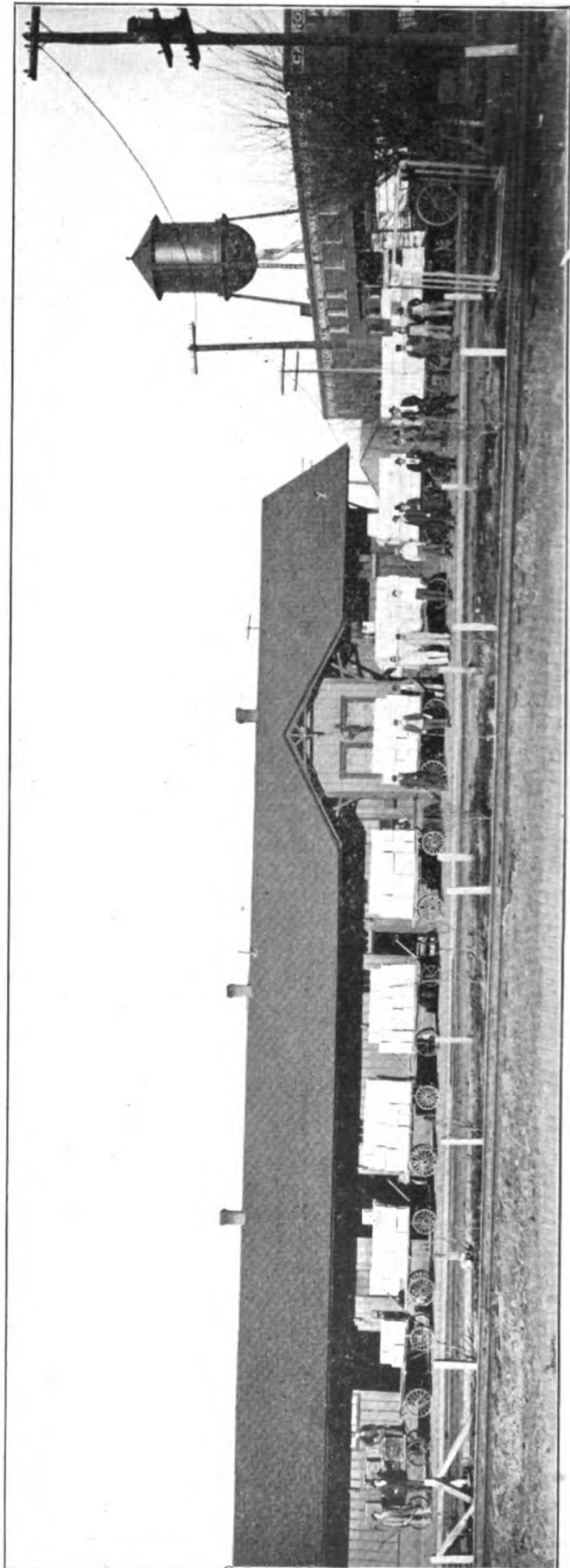
CONSCIENCE FUND INCREASED.

(The following communication speaks for itself.)

May 18, 1916.

Enclosed \$2.00 to pay Rock Island Railroad for a tool I used for personal use and now cannot be replaced by me. Kindly acknowledge receipt in Magazine, so as to enable me to know it was received.

AN EMPLOYEE.



Station Clinton, Oklahoma, Showing Shipment of Eggs Over Our Line by American Express Company.

ROCK ISLAND RAILWAY CLUB.

The value of the Rock Island Railway Club was demonstrated at its monthly dinner, held in the Fraternity Room of the Great Northern Hotel on June 13. A large number of the company's employes were addressed by some of the high officials of the road in intimate talks dealing with topics hitherto unfamiliar, perhaps, to many of those present, and with sound counsel to the younger men, the speeches not being unmingled at times with good humor and wit.

Mr. George H. Crosby, secretary and treasurer, the first speaker, read an instructive paper on the inner workings of the Treasury Department and, in the latter part of his talk, struck a note which the following speakers seized. This keynote dealt with loyalty to the company. That this loyalty is an existing thing was shown by the speech of Mr. James H. Aldrich, who is connected with the Rock Island's city office. He made a vigorous exhortation to the members of the club to boost and expand the interests of the road.

Mr. H. E. Riley, chief clerk to the freight traffic manager, sang a solo and was forced to respond to an encore. His advice about "the little girl between" probably came too late to be of any help to many of the feasters. Some of the bachelors, however, smiled appreciatively.

Mr. W. F. Dickinson spoke on "Railway Regulations," but before warming up to his subject he paused a moment to expose the oily machinations of the club's membership committee. What those insidious methods are will be revealed to those interested if they will send a written request with a stamped envelope to the editor. Mr. Dickinson is the company's general attorney, and he spoke very interestingly on the difficulties of the carriers under the numerous governmental regulations.

Mr. Jacob M. Dickinson, the receiver of the company, had the floor twice, the first time when called upon by the president, and later in response to a vote of thanks tendered him by the club for his recent words of appreciation and encouragement to all employes and his authorization of the general wage increase. He emphasized the value of service and the

pleasure which a man in his declining years derives from the knowledge of having served well and faithfully.

The meeting adjourned with a hearty verse of "America."



"LONESOMENESS."

BY F. M. D.

The cooing of the gentle dove
Seems but the echo from above
Of some soul sighing for its love.
"That's Lonesomeness."

When soft the twilight shadows fall,
When you hear the whippoorwill's call,
There's nothing left to us at all
"But Lonesomeness."

Then when you hear the robins sing,
Or when you hear the church bells ring,
And if no joy to you they bring,
"You've Lonesomeness."

Then when each day old friends you
meet
With not a cheerful word to greet,
Your poor, sad heart must own defeat
"To Lonesomeness."

When one you love is far away
Your heart but yearns for one all day,
And then at night your dreams still say,
"Just Lonesomeness."

When you long for things that are past,
For the days too happy to last,
Then indeed, dear, all that thou hast
"Is Lonesomeness."



Topeka Freight House and Garden.

Original from

NEW YORK PUBLIC LIBRARY

NEW SCHEDULE GOVERNING ISSUANCE OF COMPLIMENTARY ANNUAL PASSES TO EMPLOYEES

Effective at once, Rock Island employees and their wives will receive complimentary Rock Island Annual Passes, as set forth in the following schedule, which has just been issued by the Chief Executive Officer:

SCHEDULE GOVERNING ISSUANCE OF COMPLIMENTARY ANNUAL PASSES TO EMPLOYEES

Class of employee.	Class of pass to be issued—				
	Appointment.	One-year.	Five-year.	Ten-year.	Fifteen-year.
Chief clerks to general officers.....	Self System (Exch.)	.....	.....	.....	.....
	Wife System (Exch.)	.....	.....	.....	.....
Asst. chief clerks to general officers.	Self System	.....	.....	.....	.....
	Wife System	.....	.....	.....	.....
Other general office chief clerks.....	Self System	.....	.....	.....	.....
	Wife System	.....	.....	.....	.....
General office clerks.....	Self .....	.....	.....	System .....	.....
	Wife .....	.....	.....	System .....	.....
District office clerks.....	Self .....	.....	District .....	.....	System
	Wife .....	.....	.....	District	System
Division office chief clerks.....	Self System	.....	.....	.....	.....
	Wife System	.....	.....	.....	.....
Division office clerks.....	Self .....	.....	Division	District	System
	Wife .....	.....	.....	District	System
Freight and passenger dept. agents.	Self System	.....	.....	.....	.....
	Wife System	.....	.....	.....	.....
Station agents	Self .....	.....	Division	District	System
	Wife .....	.....	Division	District	System
Chief clerks and cashiers large stations	Self .....	.....	Division	District	System
	Wife .....	.....	Division	District	System
Conductors	Self	Division	Division	District	System
	Wife .....	.....	Division	District	System
Engineers	Self	Division	Division	District	System
	Wife .....	.....	Division	District	System
Brakemen	Self	Division	Division	District	System
	Wife .....	.....	Division	District	System
Firemen	Self	Division	Division	District	System
	Wife .....	.....	Division	District	System
Flagmen (train)	Self	Division	Division	District	System
	Wife .....	.....	Division	District	System
Collectors and train auditors.....	Self	Division	Division	District	System
	Wife .....	.....	Division	District	System
Switchmen, yard foremen and yard masters	Self .....	.....	Division	District	System
	Wife .....	.....	Division	District	System
Telegraph managers and wire chiefs	Self System	.....	.....	.....	.....
	Wife .....	.....	System .....	.....	.....
Telegraph operators	Self .....	.....	Division	District	System
	Wife .....	.....	Division	District	System
Local division line repairer.....	Self Division	.....	Division	District	System
	Wife .....	.....	Division .....	.....	.....
Foremen store department.....	Self District	.....	.....	Division	System
	Wife .....	.....	.....	District	System
Division foremen all departments...	Self .....	.....	Division	District	System
	Wife .....	.....	Division	District	System

Where position requires traveling, employe will, of course, be furnished such transportation as is necessary upon appointment.

System passes will be issued to officers and officers' wives upon appointment.

Pensioned employes and wives will be furnished with same class of annual pass as received when pensioned.

All employes, not otherwise provided for in above schedule, holding what is termed a "traveling position" over more than distinctively local territory, will, upon appointment, be given a system annual pass for wife, the following list of employes coming within this provision:

Service Inspector.
District Car Inspector.
District Safety Supervisor.
Traveling Refrigerator Inspector
Claim Adjuster.
Demurrage Inspector.
Traveling M. C. B. Clerk.
Insurance Inspector.
Pilot Engineer.
Special Agent.
Supervisor Station Service.

Traveling Accountant.
Fuel Inspector.
Transportation Inspector (Freight Claims).
District and System Foremen (All Depts.).
Tie Inspector.
Gas Engine Inspector.
Heating Inspector.
Bridge Inspector.
Inspector of Weights.
Scale Inspector.
Tonnage Inspector.

Traveling Secretaries to Officers.
Chemist.
Dining Car Inspector.
Traveling Auditor.

Store Inspector.
Air Brake Instructor.
Traveling Car Agent.
Material Inspector.

Annuals for wives will, where desired, include children of the employe, twelve years of age and under. Other members of the family will be granted annual passes for specific or special reasons only.

An employe located at a point on two or more divisions shall have the privilege of selecting the connecting division over which a division pass will be issued, excepting those issued for one year's service, which will be made to include such division or territory as required for company account.

The position or class of service of an employe will govern, at all times, the annual transportation he may be entitled to under this schedule.

Number of years' service as required under these rules to be figured from date of employment and must be *continuous*, as applied under rules governing pensions.

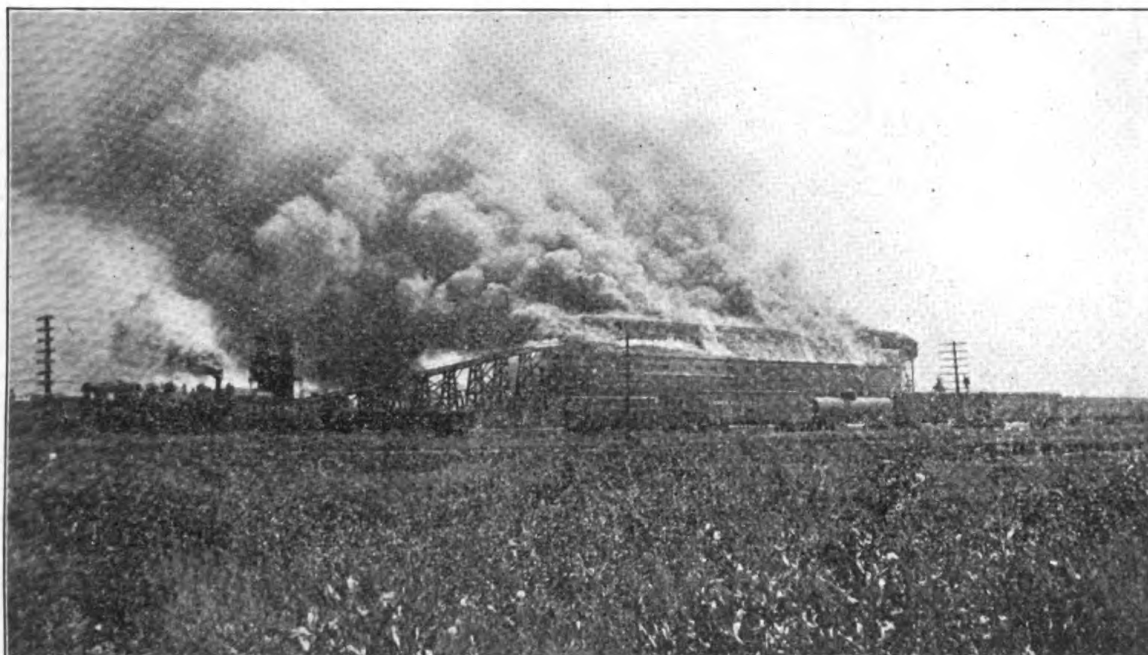


PREVENT FIRE LOSSES

REMEDY THE DEFECTS—DELAY MAY CAUSE DISASTER

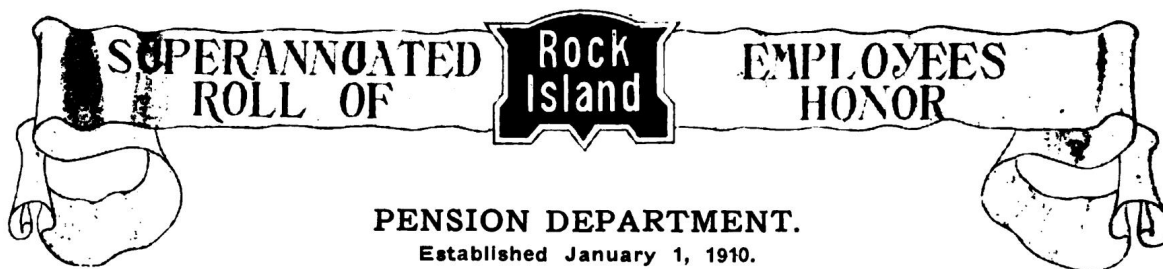
ARE YOU DOING YOUR PART TO PREVENT A FIRE IN THE
PROPERTY WHERE YOU ARE EMPLOYED?

ARE YOU PREPARED TO FIGHT A FIRE LIKE THE ONE SHOWN BELOW?



Silvis Coal Chute Destroyed by Fire May 26, 1916—Loss \$22,000.00.

The Insurance Department earnestly solicits your co-operation in the reduction of our fire waste and any suggestion along the lines of fire protection or prevention in connection with our properties will be given careful consideration by P. Hevener, Superintendent Insurance Department, Chicago. Let him hear from you.



EMPLOYEES PENSIONED DURING MAY AND JUNE, 1916.

- Benj. Franklin Johnson, Station Agent, Kechi, Kansas.
Age, June 27, 1916, 70 years.
Length of continuous service, 28 years.
Monthly pension actual, \$16.70.
Monthly pension allowed, \$20.00.
Pension effective, July 1, 1916.
- Benj. Irvin Graham, Section Laborer, Wapello, Iowa.
Age, April 30, 1916, 70 years.
Length of continuous service including period out of service account sickness,
October 12, 1911, to August 12, 1913, 25 years.
Monthly pension actual, \$6.56.
Monthly pension allowed, \$20.00.
Pension effective, June 1, 1916.
- Gust Chalstrom, Section Foreman, Maclay, Iowa.
Age, March 7, 1916, 53 years.
Length of continuous service, 31 years.
Monthly pension actual, \$17.60.
Monthly pension allowed, \$20.00.
Pension effective, December 1, 1915.
- Lewis Tobias Smith, Passenger Conductor, Missouri Division.
Age, May 20, 1916, 70 years.
Length of continuous service, 36 years and 9 months.
Monthly pension, \$31.95.
Pension effective, June 1, 1916.
- James Hanley, Section Foreman, Knoxville, Iowa.
Age, May 15, 1916, 70 years.
Length of continuous service, 39 years.
Monthly pension, \$20.20.
Pension effective, June 1, 1916.
- Thos. Hamilton Simmons, Commercial Agent, Cedar Rapids.
Age, May 28, 1916, 67 years.
Length of continuous service, 29 years.
Monthly pension, \$81.80.
Pension effective, July 1, 1916.
- James Howard, Joint Yard Conductor, Leavenworth, Kansas.
Age, April 16, 1916, 65 years.
Length of continuous service, 47 years.
Monthly pension (R. I. prop.), \$37.00.
Pension effective, July 1, 1916.
- Allen John Gruver, Section Foreman, West Union, Iowa.
Age, March 5, 1916, 60 years.
Length of continuous service, 41 years.
Monthly pension, \$20.25.
Pension effective, March 1, 1915.
- Michael Deniher, Car Inspector, St. Joseph, Mo.
Age, January 4, 1916, 61 years.
Length of continuous service, 26 years.

Monthly pension actual, \$18.75.
 Monthly pension allowed, \$20.00.
 Pension effective, December 1, 1915.
 Martin Karman, Hostler; Decorah, Iowa.
 Age, June 11, 1916, 63 years.
 Length of continuous service, 25 years.
 Monthly pension actual, \$14.58.
 Monthly pension allowed, \$20.00.
 Pension effective, January 1, 1916.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners, January 1, 1910, to July 1, 1916.....	\$352,683.78
Total employes pensioned, January 1, 1910, to July 1, 1916.....	317
Total pensioned employes who have passed away	90
Total number of employes on pension roll July 1, 1916	227

IN MEMORIAM.

Name.	Occupation.	Location.	Died.
John Murray Johnston.	Loco. Engineer	Stuart, Iowa	4-20-16
Pension effective, May 1, 1914; \$50.25 per month; pension ceased, April 30, 1916; total pension received, \$1,206.00.			
Robert Small	Loco. Engineer	Trenton, Mo.	4-29-16
Pension effective, November 1, 1915; \$72.10 per month; pension ceased, April 30, 1916; total pension received, \$432.60.			
Albert C. Engstrom...	Coach Painter	Chicago, Ill.	2-29-16
Pension effective, January 1, 1916; \$20.00 per month; pension ceased, February 29, 1916; total pension received, \$40.00.			
John Concannon	Cross. Flagman	Keokuk, Iowa	5-13-16
Pension effective, January 1, 1910; \$20.00 per month; pension ceased, May 31, 1916; total pension received, \$1,540.00.			
Moses Elliott Sipher...	Loco. Engineer	Cedar Rapids, Iowa	5-6-16
Pension effective, June 1, 1911; \$30.05 per month; pension ceased, May 31, 1916; total pension received, \$1,803.00.			



Benjamin Irvin Graham, Section Laborer, Wapello, Iowa, whose application for pension was approved May 9, 1916, was born April 30, 1846, in Eliot Town-



Benj. Irvin Graham.

ship, Louisa County, Iowa, near the present site of Oakville, where he resided all his life, with the exception of one year

spent in Des Moines County. He lived on the farm until he was seventeen years of age, when he enlisted in the Union Army, in Company "B," Eighth Iowa Cavalry, on August 10, 1863, and served until the close of the war. Mustered out at Macon, Georgia, and received his discharge at Clinton, Iowa, August 13, 1865. At the close of the war he returned to the farm, where he remained until 1886, when he moved to Wapello, Iowa. He first entered the service of the B., C. R. & N. in 1888 and was in continuous service of the B., C. R. & N. and Rock Island lines as section laborer at Wapello, May, 1891, to date of retirement.



Gust Chalstrom, Section Foreman, Maclay, Iowa, whose application for pension was approved May 9, 1916, was born in Tuna Kalmar Lan, Sweden, on the 7th day of March, 1863. Went through common and high school and

three years in seminary and university. Took pharmacy examination in the spring of 1881. Emigrated to Chicago in 1884, where he was employed as prescription clerk for two months, when he moved to Des Moines and later to Ft. Dodge, Iowa, being employed in the same position at the latter points. Took sick with hay asthma and was compelled to seek outside employment. He first entered the service of the S. C. D. M. &



Gust. Chalmstrom.

Ft. D. as section laborer at Gowrie and Moorland in 1885. Promoted to foreman at Moorland, which position he held until December 31, 1904, when the M. & St. L. Ry. took over the D. M. & Ft. D., at which time he was transferred to Greenville Crossing, and in August, 1905, took charge of Section No. 810, Maclay, Iowa, remaining in that capacity from that date to date of retirement, November 15, 1915.

Waiter—Well, sir, how did you find the beef?

Diner—Oh, I just happened to move a potato and there it was.

THE GREAT DEMON.

By Harrison Howe.

Screeching, rushing, thund'ring by
At speeded rate, with ponderous
weight—

Alive with super-motive;
There runs a Demon leaping high
With deadly gait and timely fate—
The modern locomotive.

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

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

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

He opens up the gates of Time,
And comes there out with glorious
shout
The pent up stores of Power
To force Invention in its prime—
The old to rout and bring about
Man's rightful earthly dower.

So screeching, rushing, thund'ring by
At speeded rate, with ponderous
weight—

Alive with super-motive,
Goes this Great Demon leaping high
With deadly gait and timely fate—
The modern locomotive.



"Jimmie, your face is dirty again this morning," exclaimed the teacher. "What would you say if I came to school every day with a dirty face?"

"Huh," grunted Jimmie; "I'd be too perlite to say anything."

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

HAILEYVILLE AND THE INDIAN TERRITORY DIVISION—THEIR ACCOMPLISHMENTS.

Mr. Reader, have you ever been to Haileyville, Oklahoma, the headquarters of the Indian Territory Division? Has it ever been your pleasure to visit that splendid little town, in which the capital of the Indian Territory Division is located, and to meet that genial "bunch of good ones" who have made that terminal one of the most talked about places on the Rock Island Lines? If you have, you have enjoyed such a visit, if you have not, you have surely missed something worth while. There was a time, not a century since, when Haileyville was not the place it is today, but there is no use dwelling on the past, the present and the future are all interesting topics now before us. Haileyville has always been a busy, bustling terminal, everybody had to "play ball" or be "put out," no drones recognized, and as time sped on and as the needs of better conditions were recognized, a "bunch of good ones" was found to do the necessary things to make Haileyville a veritable garden spot—a garden spot in many respects, too. Upon the hill the Railroad Y. M. C. A. stands proudly, a monument that marks the very foundation of welfare work in that terminal. From this splendid "home" Old Glory waves proudly and upon certain occasions other flags appear, always under that "Emblem of the Home of the Brave and the Land of the Free." Not content with the building alone, with its comfortable appointments, its splendid dining room and kitchen facilities, evidenced best by a meal taken there, its genial and well liked, yea, well loved Secretary and his able and painstaking assistants, the "boys" wanted the grounds beautified. The campaign started, efforts proved availing, until today Haileyville's Rock Island Lines Park and walks, together with tastefully arranged flagpole, fountain and relics of earlier days of the railroad man, displayed therein, make one of the most attractive spots for the eye to behold, not alone in that part of the country, but a credit to any place along OUR RAILROAD.

In all of these desires and accomplish-

ments, one paramount idea possessed the thoughts and aims of those who are responsible for the appearance of station grounds and adjacent city property, and that idea was that SERVICE should be rendered both to self and to others. The "Prevent Injury" movement was early accepted as the thing necessary to draw men closer to themselves, closer to the "other fellow," and in all of the arrangements contemplated for welfare and betterment of men, property and mutual interests, the duty to conserve life and limb was never lost sight of, and the Indian Territory Division has always been recognized as a leader in that great life and limb saving movement. "By your works ye shall be known" found strict application to the efforts made, and the results obtained in the "Prevent Injury" movement, and because of the earnest work done on the Indian Territory Division, one of the Rock Island family had his attention directed to the achievements of that Division, to Haileyville with its evidence of interest and welfare desires, and through a desire to reward that Division, made it possible for the undersigned to present the Indian Territory with a safety flag to be displayed UNDER Old Glory on the days of meeting, announcing that the meeting was in progress and giving all a welcome. The one desire insisted upon by the donor was that his name be not mentioned, and it was not mentioned. The presentation of the flag took place at the noon hour, April twentieth, in the Y. M. C. A., Mr. H. F. Reddig, the "man responsible" for many successful accomplishments at Haileyville as well as on the Indian Territory Division, the recipient. Mr. Reddig not only looked pleased, but admitted his pleasure, and the flag was immediately given its proper place UNDER the Stars and Stripes on the flagpole in the park, thereby taking its place on the Indian Territory Division Safety Committee, an active member. The accompanying pictures will give a better description of the "Park Beautiful" and its surroundings than words can do. To appreciate Haileyville and the park, one must see it.

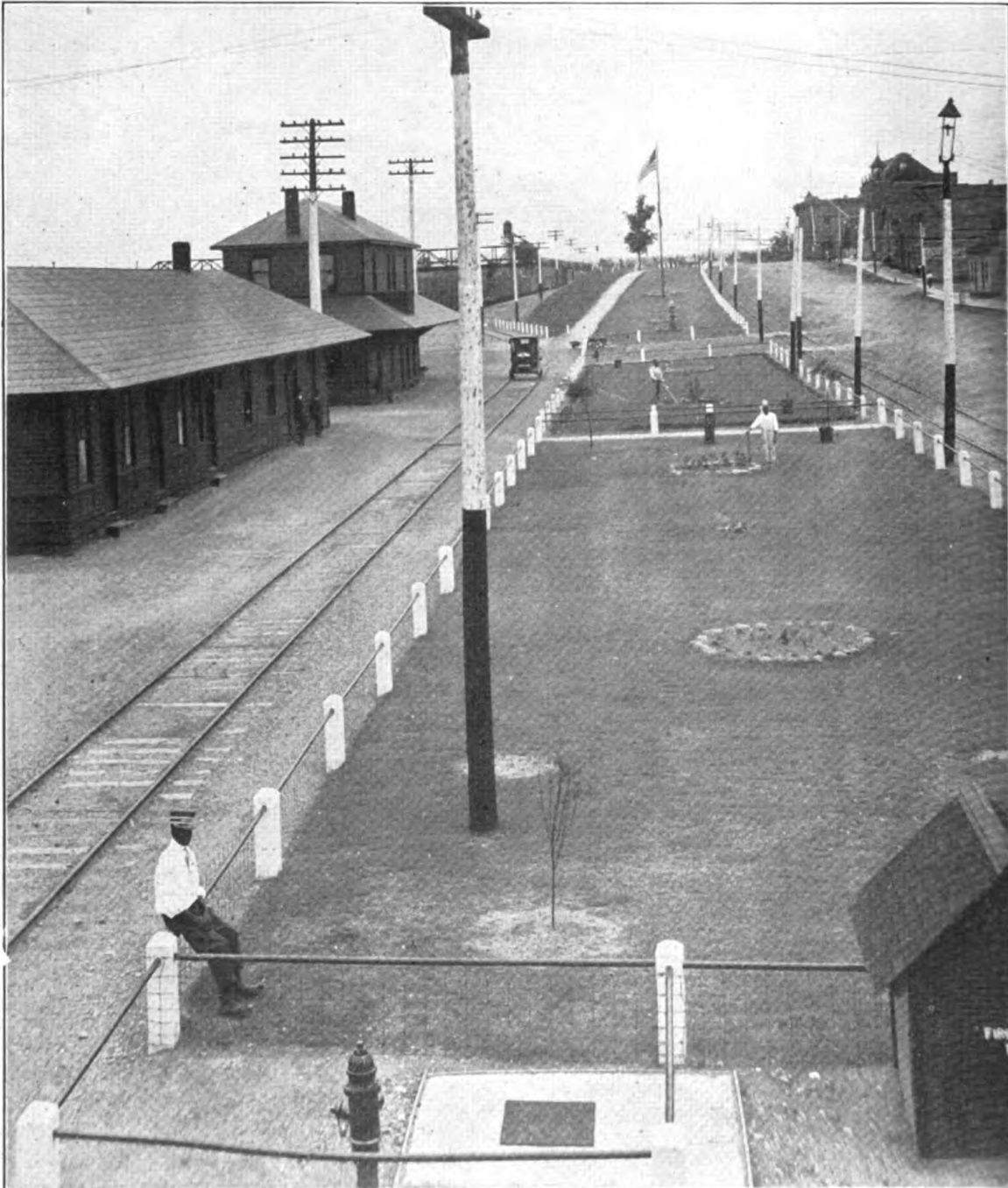
This occasion served as the third anniversary of the formal dedication of the Haileyville Railroad Y. M. C. A., which took place on March 8, 1913.

The Safety Flag carried with it these thoughts:
Under the Stars and Stripes, may this flag
ever wave,
Its admonitions followed, life and limb will
save.

Our former Vice President, Mr. F. O. Melcher, was always a warm friend of Haileyville, its railroad men and its citizens. Mr. A. B. Copley, now deceased, was a pioneer in the welfare movement that later proved so beneficial to the railroad "boys" of this town, as well as to

those who "laid over" there. Superintendent D. Coughlin, in charge when the "Y" was built, was another "booster" for the town, the railroad, and for everything that spelled better conditions, better men and better results. The good people of Haileyville have always manifested a great interest in the Rock Island Lines and its property within their limits, and have offered every attraction to the men who represent the interests of OUR railroad at that place.

May Haileyville's every effort to improve be crowned with success.



Rock Island Station and Grounds at Haileyville, Oklahoma.

Some Pertinent "Prevent Injury" Thoughts.

During April there were some exceptionally fine meetings held, among those deserving special mention, the following: At Peoria, Estherville, Fairbury, Limon, El Reno (two here, the Oklahoma and Pan Handle Divisions), and El Dorado, Arkansas. These meetings were exceptional in many ways, but the particularly noticeable and attractive feature was the attendance of so many visitors, the records showing an attendance of visitors to have been 17, 19, 19, 13, 30, 20, 40 and 34 respectively. A record that should be more than passingly noticed. To bring a visitor (or as many as you can bring) is to advertise the "Prevent Injury" movement. "It pays to advertise" (if you have the "goods," and we surely have them), these visitors attesting to that fact.

In the notice of the Division Safety Committee meeting one Division stated, "Remember we want and need you there and also want you to bring at least one visitor. Working for safety is the highest form of service. Safety men are humanity's greatest friends." A placard announcing the meetings, displayed conspicuously on meet-

ing days (and taken down immediately after the meeting is held) will do more to interest than some have any idea of. Try it and be convinced.

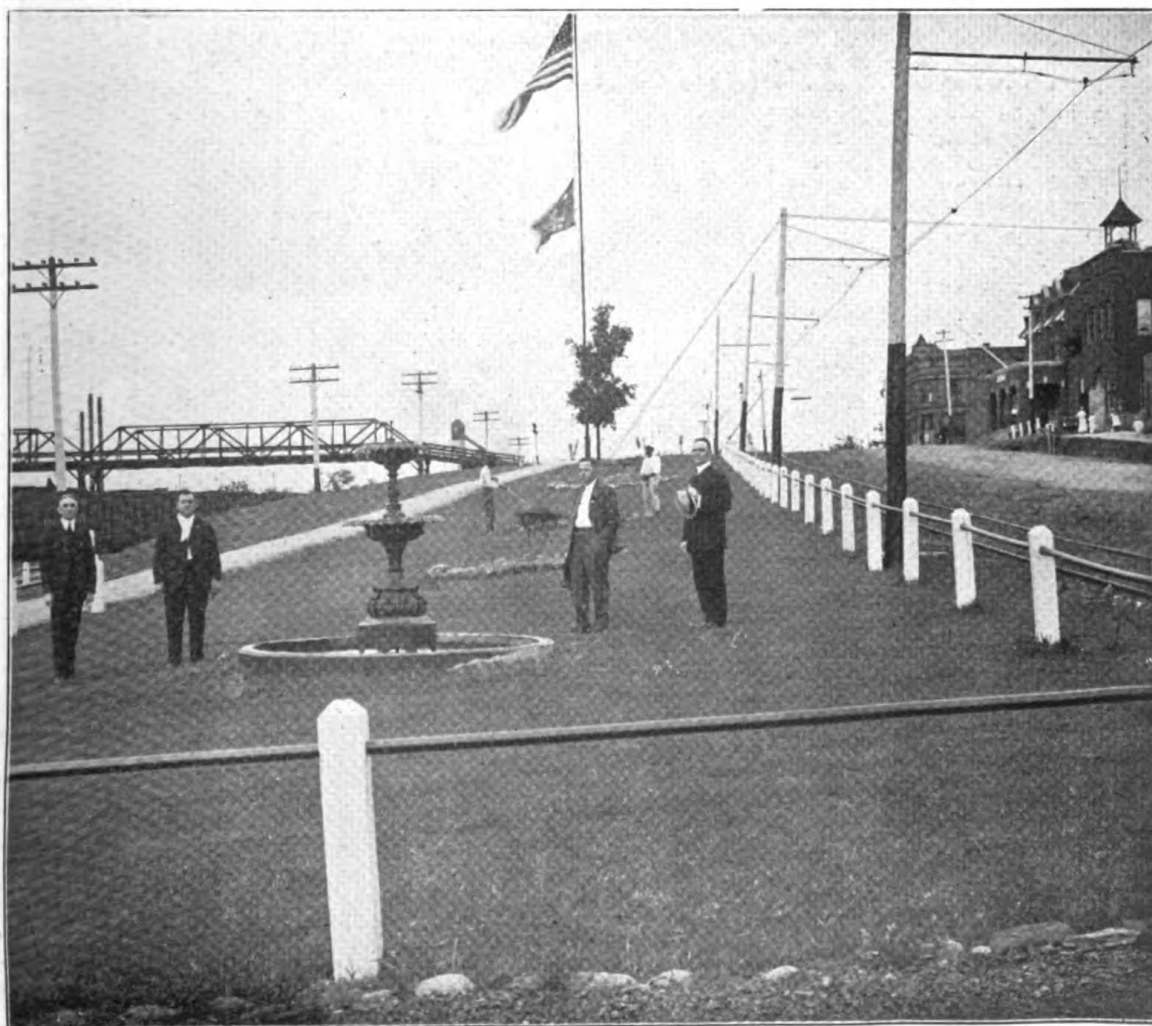
The ranking of the various Divisions and shops for the month of April, taking the number injured in comparison to every one hundred employed as a basis, shows the following:

FIRST DISTRICT—

- 1—Colorado Division.
- 2—Des Moines Valley.
- 3—Nebraska.
- 4—Chicago Terminal.
- 5—Dakota.
- 6—Iowa.
- 7—Missouri.
- 8—Illinois.
- 9—Minnesota.
- 10—Cedar Rapids.

SECOND DIVISION—

- 1—Amarillo.
- 2—Louisiana.
- 3—Indian Territory.
- 4—Oklahoma.
- 5—Kansas.
- 6—El Paso.
- 7—Arkansas.
- 8—Kansas City Terminal.



Station Grounds, Haileyville, Oklahoma.

- 9—St. Louis.
- 10—Southern.
- 11—Pan Handle.

Shops.**FIRST DISTRICT—**

- 1—Nebraska.
- 2—Colorado.
- 3—Minnesota.
- 4—Cedar Rapids.
- 5—Dakota.
- 6—124th Street, Chicago.
- 7—24th Street, Chicago.
- 8—Valley Junction.
- 9—Missouri.

SECOND DISTRICT—

- 1—Southern.
- 1—Pan Handle.
- 1—Amarillo.
- 1—Indian Territory.
- 2—Kansas Division.
- 3—El Paso.
- 4—Horton.
- 5—St. Louis.
- 6—Arkansas.
- 7—Kansas City Terminal.
- 8—Louisiana.
- 9—Oklahoma.
- 10—Shawnee Shops.

be seen the various means and methods to "prepare for peace and war" as well as the declaration that "preparedness is national 'safety first'." Our government realizes the necessity of self preservation, both in time of peace by getting ready for whatever might come, as well as to preserve health, strength and vitality that proper resistance may be offered against things wrong, unsanitary and unsafe. A visit to this exhibit will convince the most skeptical that our government are advocates of "safety first" and are doing many things to "Prevent Injury." It is worth while to see this splendid train and its load of good advice; it is entertaining as well as instructive.

Preparedness to "Prevent Injury" is a God given right as well as one of Nature's first requirements.

To work for safety is the highest form of service. Safety advocates are humanity's greatest friends.

Our conscience is the ultimate arbiter between right and wrong. The fellow of today, who is not in sympathy with the "Prevent Injury" movement, is, as we verily believe, fighting against his conscience.



Railroad Y. M. C. A., Haileyville, Oklahoma.

The shops on the Southern, Pan Handle, Amarillo and Indian Territory Divisions (Shawnee shops excluded from Indian Territory Division) stand tie for first place. No injuries having occurred in those shops during April, 1916. A remarkable record.

The National Government is touring the country with a "Safety First" exhibition train of twelve all steel cars provided by the Baltimore & Ohio Railway, in which may

"Man's inhumanity to man, makes countless millions mourn." The contract: We are our brother's keeper.

Valley Junction, Iowa, train yards and shop grounds, as well as the shops' interior, are 100 per cent from a "Prevent Injury" standpoint. On every hand is evidenced thought, action and care to "Prevent Injury." The work so persistently started by one who has since been located else-

where has been followed up vigorously by his successor and the staff, as well as every assistance having been given by the employees other than those in charge, and the Valley Junction of today is not the Valley Junction of some time past in many respects. "Prevent Injury" is not only preached, but practiced as the very splendid report of injuries occurring there during April bears evidence. We appreciate every effort of employees and management alike.

At one of the largest safety gatherings this country has ever seen, twelve hundred men in attendance from all imaginable industries and branches of business, and all interested in the best and safest methods under which to work and accomplish the greatest results for humanity as well as for industry, it was the consensus of opinion that the clean foreman was the efficient foreman.

The safety first and "Prevent Injury" movements rely very much upon the cleanliness of the plant or yard to accomplish the desired results.



FROM ONE WHO KNOWS.

(Note.) Following is a very interesting letter received by one of our ticket clerks whose father is a guard in a penitentiary in Kansas. This clerk during a visit to his father made the acquaintance of the writer of the following letter, which was sent in the spirit of advice and admonition. The convict was sent "up" for using some railroad money for his own investment, with the intention of paying it back before getting caught:

"I am going to write you a few lines, along with your father's letter, and a little advice, if you care to accept it. Won't cost you anything, but may be the means of helping you. I have been working as a telegrapher for 15 years and station agent. I believe I know a few things about the business.

"Now, as you are a young man, just starting out in life, and, like all other young men, your highest ambition is to climb to the top of the ladder, and there is only one way, and that is strict attention to business; and, above all, be honest in all of your dealings. Learn all of the details. If you have made up your mind to learn the ticket business, which is considered today one of the most important branches of the railroads, get your tariffs down and study them carefully. Master every detail, such as the different form of tickets used and the routings, so that when you are called upon you can be able to wait upon your customers without keeping them waiting too long while you look up the routing and fares. Keep your tariffs up in good shape, your circulars and supplements, see that they are properly taken care of, and, above all, the official railway guide. Get this book down, study it carefully. You will find

it a valuable asset to your office. You can't do without it. Be polite to the patrons of your line. Have a kind word for everyone. The reputation, and the business secured by your line is based mostly on the treatment that is accorded its patrons. Work to the interest of the line that you serve. There is always a place for a man that wants to succeed. By your close attention to duty, square dealing with every one, will bring you a reward which you will never regret. I am working with your father here as clerk."



PANAMA-CALIFORNIA INTERNATIONAL EXPOSITION, SAN DIEGO, CALIFORNIA.

The Panama-California International Exposition is now in full operation, with the exhibit buildings filled with the best of the exhibits from the San Francisco Exposition.

The Canadian exhibit occupies an entire building and is a marvel of beauty, excelling their efforts in all previous expositions.

The official French exhibit, which occupies the California State Building, is complete in every detail.

Russia, Brazil, Italy, Germany, Austria, Japan, India, Persia, Spain, Greece, Holland, Switzerland, Guatemala, Honduras, the Philippine Islands, Hawaii, China, Australia and many other Pan-Pacific countries are represented by large and comprehensive exhibits.

In the American section they have operative exhibits of a great many manufacturing industries of the United States. They also have three large exhibits of the United States Government, comprising the army and navy, the Agricultural Department, and, not having sufficient space in their buildings of last year's exposition, they have erected a new building, fifty by one hundred feet, to house the fisheries exhibit of the United States Government.

They also have an outdoor demonstration of tea planting and exhibit of same by Sir Thomas Lipton, also a large building complete with demonstrating machinery by the International Harvester Company of America.

They have buildings of the states of Utah, New Mexico and Montana, and an exhibit by Arizona. The counties of California are well represented by several groups. The seven southern California counties have a large and comprehensive

exhibit, a great feature of which is the model farm, demonstrating what can be done with five acres of citrus fruits and five acres of deciduous fruits, showing also a complete model bungalow, garage, caretaker's house, chicken yard—in fact, everything necessary to demonstrate to eastern visitors what can be done on five acres in glorious California climate. The counties of San Joaquin Valley, Kern and Tulare counties and Alameda county have separate buildings, all showing comprehensive exhibits from their sections of the State.

The building of the Union Pacific and Salt Lake Route attracted thousands of visitors during the Exposition period of 1915, and no doubt will be the mecca of many transcontinental tourists during the present Exposition period.

As a gift to the people of San Diego from Messrs. J. D. and Claus Spreckels, the Exposition enjoys a wonderful outdoor organ, concerts being given every day to large and appreciative audiences by Dr. H. J. Stewart, of national reputation.

One very unique feature is the Indian village exhibit of the Santa Fe Railway Company, where upward of one hundred and fifty Indians have their residence during the Exposition period, showing Indian life in all its various phases.

And the crowning feature of the entire Exposition is the grounds, the horticultural and floricultural features of which are a marvel to all tourists who visit this section of the country.



A. B. RAMSDELL APPOINTED ASSISTANT GENERAL MANAGER, FIRST DISTRICT.

Mr. A. B. Ramsdell has been appointed assistant general manager of the First District with headquarters at Des Moines, Iowa, to succeed F. J. Easley, resigned to accept services with another company.

Mr. Ramsdell was born at Tama, Iowa, in 1873 and attended public schools at that point until he entered the service of the Rock Island Lines as stenographer and clerk in the operating department at Chicago, in 1891. In 1893 he was made stenographer and

chief clerk in the operating department which position he held until 1904. In February, 1904, he was appointed trainmaster of the Chicago Division and from then until 1909 was trainmaster on the Colorado, Iowa and Illinois Divisions, respectively. On December 15, 1909, he was appointed superintendent of the Chicago Terminal Division, and from that time until his appointment as assistant general manager he was superintendent of the St. Louis, Kansas and Illinois Divisions, respectively.

Mr. Ramsdell's raise has been the result of hard and conscientious work throughout his entire service with the Rock Island and his many friends are glad to see him in his new position.



D. COUGHLIN APPOINTED SUPERINTENDENT ILLINOIS DIVISION.

Mr. Daniel Coughlin, who was recently appointed superintendent with headquarters at Rock Island, Illinois, succeeding Mr. A. B. Ramsdell, promoted, was born in Carthage, Illinois, in 1869 and attended public schools at that point until he reached the age of 16 years. In 1885 Mr. Coughlin entered the services of the Rock Island Lines as station helper and the next year he went to the A. T. & S. F. Ry. as operator, bill clerk and chief clerk, and in 1898 was made dispatcher which position he held until 1899. In the latter year he entered the service of the E. J. & E. Ry. as dispatcher and remained with that line until 1900 when he returned to the Santa Fe Ry., where he then remained until 1906, during which time he held the position of dispatcher, night chief, chief and trainmaster. In 1906 he was appointed trainmaster of the Kansas Division of the Rock Island Lines, and from that time until his present appointment he was superintendent on the Indian Terminal and Missouri Divisions, respectively.



AN EXAMPLE HIMSELF.

"You are careful to set an example for your son?"

"I used to try to set him an example," replied the serious man, "but now I study him attentively to ascertain what kind of clothes I ought to wear, and the style of conversation that is considered smart.—Washington Star.

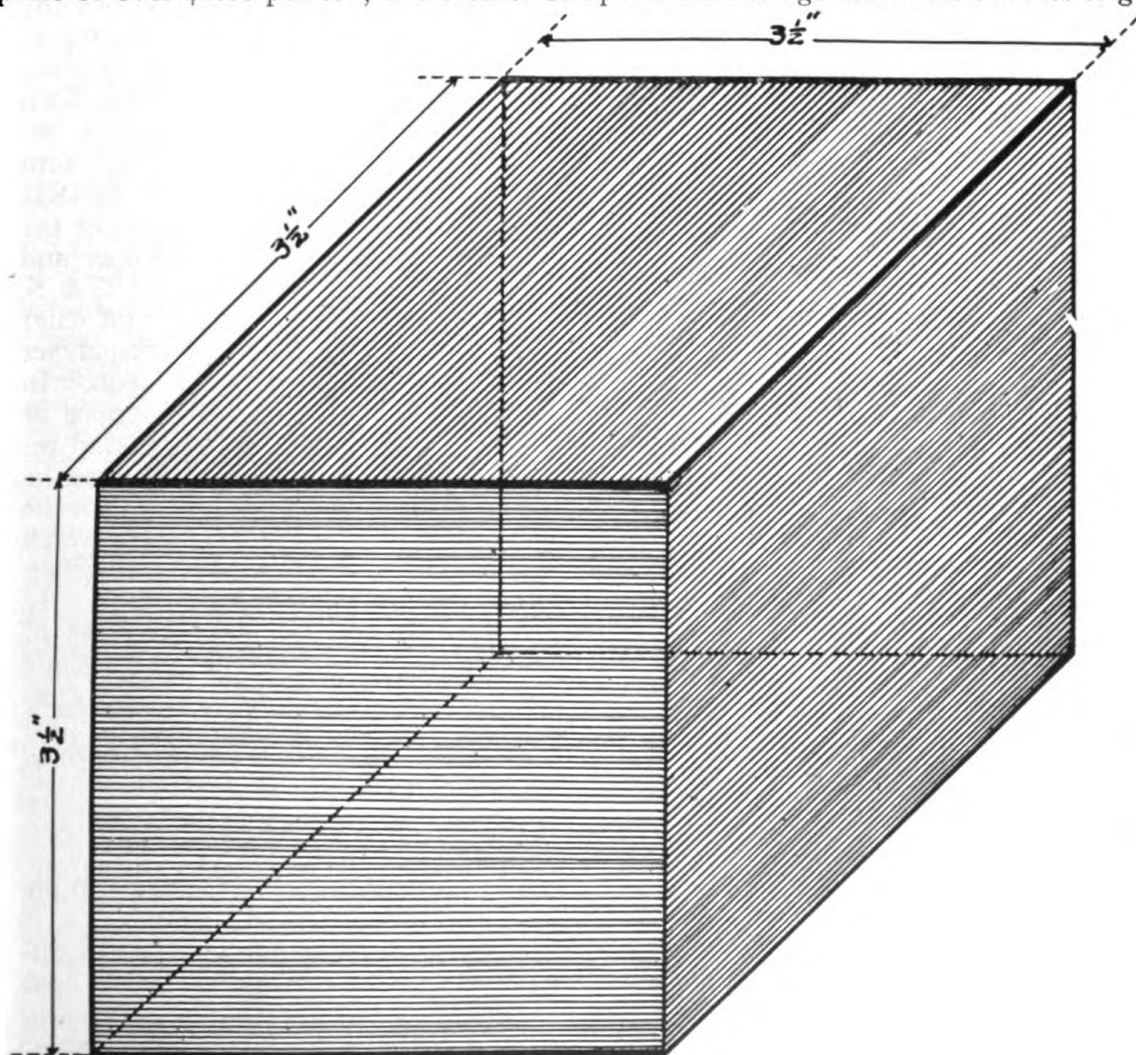
RECLAMATION OF FUEL

By H. CLEWER, Engineer of Fuel Economy.

During the past year very interesting articles have appeared in various magazines dealing on the savings to be effected through the reclaiming of material in and about terminal points where repairs to equipment are being made, outlining economies to be accomplished through using second-hand material, reclaiming serviceable material at a slight cost of overhauling, and disposing of material unfit for further use at scrap value.

This economic step on the part of the railroads has been productive of large savings. On our own line at all points visited by the writer the local forces exhibit considerable interest and enthusiasm in this direction. They are anxious to call one's attention to progress being made, and have facts and figures at hand to show the savings effected by reclaiming every piece of material, regardless of its value, and sorting and placing in reclaiming stations all second-hand supplies not reusable.

The movement is a splendid one and will undoubtedly accomplish results beyond expectations. It should be practiced and encouraged by all concerned. Amazement has been expressed that the same policy has not been followed in connection with the many hundred pounds of high-grade fuel now going to waste in and about our railroad terminals and coaling stations. This fuel, if reclaimed within a reasonable length of time, loses nothing in heat values, being worth its purchase price of over \$2.00 per ton, while other scrap material brings much less than its orig-



SCALE - FULL SIZE.

inal cost. Employees come in contact with our coal supply daily, and the conclusion can only be reached that familiarity has begotten carelessness, so that we have all overlooked wastage in an expensive commodity used in the daily operation of the road. One pound of coal, a cube of the size below, when properly burned on the grate surface of one of our ordinary freight locomotives, at freight train speeds, will furnish the power necessary to draw one ton of freight 16 miles. How many thousands of these cubes could be reclaimed in and about the terminal points daily and without any additional expense?

It would seem that the expense incurred for labor in reclaiming fuel in and about terminal points is nil compared with the possible savings to be obtained by having all the fuel picked up about the yards and returned to the coal chute or placed on locomotive tenders.

All of the good coke in cinder pits can be reclaimed and used in power plants, where it will render excellent results in steam making, rather than to load it in cinder cars for dumping along the right-of-way, to be lost forever. To reduce the amount of coal and coke finding its way to cinder pits, roundhouse foremen should see that all coal found in the ash pans when the grates are bedded to start the fire in locomotives (which averages 100 to 200 lbs. of coal per locomotive fired up, depending on grade of fuel used) is saved by dropping the pan at some point near the turntable or cinder pit, to enable return of the fuel to engine tenders for use. Employees who have charge of the herding of locomotives under steam should be instructed to use as little fuel as possible, particularly where locomotives are awaiting their turn at cinder pits where fires are cleaned and engines returned to the roundhouse.

The road foremen of equipment should instruct the enginemen to allow the fire to burn down approaching terminals to avoid green coal or coke being wasted when the fire is knocked.

A committee, appointed for each terminal, selected from the local forces, to assist in the conserving of fuel, would seem worthy of consideration and would doubtless be productive of excellent results.

It only needs the co-operation of our enginemen and firemen to place the Rock Island Lines foremost in the conservation of fuel. By the exercise of their best judgment in the careful handling of locomotives, and firing of coal in such a manner as to obtain all the heat units the fuel contains, following a savings policy in and about terminal points, will cause economies which will yield many dollars to the company. That a record of this kind can be attained which will redound to the credit of all our employees is possible by all keeping in mind these savings when handling fuel.

Won't all employees render their best efforts?



A. L. HALDEMAN APPOINTED ACTING SUPERINTENDENT, DAKOTA DIVISION.

Mr. Alden Legrand Haldeman, who was recently appointed acting superintendent of the Dakota Division with headquarters at Estherville, Iowa, was born in Dayton, Ohio, in 1876 and attended schools at that point and afterwards Miami University at Oxford, Ohio.

His first railroad position was in 1896, when he entered the employe of the Northern Pacific in the general freight and passenger department and from that time until 1902 he held various clerical

positions and at the time of leaving that company was secretary to the president. In 1902 he entered the service of the Rock Island Lines as stenographer to the assistant to the president and later he was clerk in the office of the first vice-president, third vice-president, and president, respectively until 1904. In this latter year he was made stenographer to the chairman executive committee and in 1905 he entered the office of general manager as special clerk. In 1906 he was appointed trainmaster of the Iowa Division and later held the same position on the Dakota Division, when he was appointed acting superintendent.

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER,
General Superintendent, Freight Claims.

ARTICLE II

In pursuance of plan for publication of extracts from the proceedings of the monthly Prevent Claims Committee meetings on the different divisions, following items have been selected from the proceedings received since last article was written:

At the El Paso Division, Pratt, Kan., May 23rd meeting, review of O. S. & D. statement resulted in the following:

Errors in checking. * * * Agents complain that some trainmen do not give them time to properly check freight as it is taken from the car. Chairman instructed that sufficient time must be given agent to make proper check. Trainmen not particular enough in calling names of consignees, man in car calls it, then repeated by man that puts the piece to door and again by man that places on platform, this is confusing, but one man should call name and agent must be in car while doing the checking, this in order to be in better position to handle waybills account wind, etc., and gives him more time to check, also that outside parties not so liable to distract his attention.

Loading in defective or unclean cars. * * * There is no excuse for merchandise being loaded into an unclean car, whether on the line or at station, it is always possible to properly clean the car and it must be done. Sacks of flour, sugar or salt that have been loaded on dirty floor, staining sack with coal dust or otherwise, must be cleaned off before delivered to consignee. May avoid a claim.

Damage in loading or transferring. Mr. Greenough called attention to heavy or bulky merchandise, such as machinery, etc., being loaded in such a manner as to cause damage to other freight, and instructed that such articles be loaded in a manner that would not permit them to fall down on other freight or in other ways damage it.

Damaged or short from shipper and not so billed. * * * The increase in number of cases, believed to be due to its being given more attention by agents, consequently more cases reported and located. Cases cited where eggs are gathered up by wagon or automobile direct from the farmers, hauled to town, dumped on station platform and shipped. A check of some of these cases reveals the fact that many of the eggs are broken before ever being handled by us. Not considered possible to open each case of eggs offered for shipment and note condition of contents, but agents must carefully scrutinize each case, and if any evidence of leaking, check same.

Errors in counting or loading by shipper. Swift line run 243 nearly always poorly loaded. Mr. Greenough instructs trainmaster to ride this train with representative of Swift & Company to note the load-

ing, it being thought that this representative would be in better position to directly handle with Swift & Company for correction.

Improper or defective marking and packing. Agents have it in their power to greatly remedy this condition. Specific cases cited of sacks of sugar so dimly marked as to be almost illegible. Mr. Montgomery, in company with Mr. Bonecutter, will call on the wholesale dealers at Hutchinson and try to persuade them to properly and plainly mark their sacks. A larger stencil should be used and the address and name should not be stenciled over other marks. Specific cases mentioned of furniture being improperly packed. Decided that in cases of this kind that agents should report the matter, giving full waybill reference in order that this can be taken up direct with shipper and corrected. Specific cases cited of potato sacks not properly sewed. This will be handled direct with shippers for correction.

Suggestions.

(Proceedings do not show names of makers of suggestions.)

That when an article checks out of a merchandise car apparently in bad order, such as cartons of fruit jars, that the agent hold such article in his possession until a check can be made with consignee and get the exact amount of damage instead of letting drayman take it to merchant and then agent have to take merchant's check of damage. This suggestion is good and should be done in all cases.

That agents pay more attention to shipments of eggs before receipting for same, especially inspect bottom of cases, many of them not securely nailed and fall off when being loaded.

That more attention be given to putting egg cards on cars containing eggs.

That agents pay all claims possible, it being shown that by doing this often reduces the amount of the claim.

Indian Territory Division, McAlester meeting, May 26th, suggestion by R. L. Cully, Switchman, Haileyville. Suggested that engineers discontinue using straight air while switching with merchandise and other cars in yards; that the sudden starting and stopping causes freight to be shifted and damaged. Instructions have been issued in this connection and are being watched by yardmasters.

St. Louis Division, Eldon, Mo., meeting, May 27th, 1916. Suggestion by J. H. Stearns, Through Freight Engineer. I have noticed several cases where cars had been coopered around the doors and not enough space left for vibration of doors, and coopering was torn, and I believe there should have been more space left.

Illinois Division, Rock Island, Ill., meet-

ing, May 21st, 1916. Suggestion by C. W. Thacher, Agent, Silvis Transfer. That boxes with breakable articles be not placed against car doors, so when doors are opened boxes are not broken. He produced as evidence a pulpboard box which had contained three or four dozen milk cans which had been damaged in this manner. This also could have been avoided by a rack or grain door to keep shipment away from the door.

Remarks by D. McAvoy, Agent, Chilli-cothe, Ill. Sometime ago we received a shipment of three barrels of sugar in a refrigerator car, barrels standing on end, and the roof of the car being in a leaky condition, the chimes of the barrels were filled with water when received at his station. He took them into the freight house, swept the water off and by quick action and care prevented a claim.

Suggestion by W. C. Leitner, Agent, Peoria, Ill. Suggested that we take up with the shippers the matter of stowing, packing and improper loading in an endeavor to prevent claims. He stated that they had done so at Peoria and the answers which he received showed that these particular firms which he had communicated with were very much interested in the matter of reducing claims. Below is an excerpt from one or two favorable replies which were received from the Quaker Oats Company's Chicago office:

"We have again taken this matter up with our Cedar Rapids mill relative to the loading of cars of this nature, and do not think you will have any further cause for complaint."

He also received an equally interesting letter from the Church Dwight Company of Syracuse, N. Y.

Mr. Leitner also stated that they had been called on and had been compelled to assume a large number of claims due to our inability to show a seal record in and out of the industries, and that "Effective, Monday, May 15th, we (Peoria) are taking seal record on all cars when they are placed to or taken from an industry." A loaded car checks O. K. when received in yard, but before placed it is robbed and claim is presented. When a seal record is not taken claim is invariably paid.

Remarks by H. B. Meinhardt, Inspector, Refrigerator Department. Commented on prevent claims matters with special reference to egg shipments and orange shipments. Now that the egg season is at hand, all egg shipments tendered us should be very carefully inspected so as not to allow concealed damage. The greatest difficulty in handling egg shipments is in the case of second hand cases which is most prevalent in the spring of the year when small shippers write to a produce house asking them for ten or fifteen cases. These are quite frequently second hand cases and quite poorly put together. There are ten fillers and twelve flaps constituting a case, and oftentimes when these second hand cases are received by the farmers, several parts of the flap are missing and shipper

supplies the missing parts by substituting pieces of newspaper, or anything else that he can repair with, and the result is readily seen, the eggs in the compartments are allowed to jar and become damaged, and we have to pay the claim. Often the second hand cases would be all right, but when used five or six times there are so many of the nails that are pulled loose or the boards are cracked which do not protect the eggs and they become stained.

Boxes containing orange shipments are subject to practically the same conditions as are egg cases and the proper nailing of these containers applies to this class of shipments as well, although not so much trouble is experienced with this class of freight.

Mr. Meinhardt stated that in the investigation of egg claims that frequently adequate information is not shown as to the appearance of the eggs, case, etc., "So many dozen," or "So many eggs broken" is not enough. What Mr. Bunker desires is whether the case was stove in, or if the sides were loose, whether the trouble effects the whole case or whether just a few of the eggs. This will eliminate a whole lot of the settlement trouble.

In stowing LCL., the eggs should be carried as low as possible, always loading lengthwise of the car, and the load should be trimmed down.

Minnesota Division, Manly, Iowa, meeting, May 18th, 1916. Remarks by W. T. Fitzgerald, Master Mechanic. Several cars of cotton have had to be opened at Manly recently, on account of cars being bad order, and requests we furnish car men with an "Ever-Ready" searchlight, so that they will not have to use lanterns in looking around the inside of the car. A lantern or lighted torch is a dangerous proposition, and liable to result in fire damage. Mr. Fitzgerald was instructed by the chairman to arrange to furnish the carmen at Manly and other points with an Ever-Ready searchlight, or something of the kind, for the purpose of eliminating this hazard.

Mr. Fitzgerald also thought it would be a good idea to caution yardmasters, switchmen and others about switching carefully with emigrants, so as to avoid livestock and personal injury claims. Yardmasters have had this called to their attention.

Remarks by Mr. E. B. Van Akin, Road Foreman, Manly. Thinks we can save claims by avoiding rough handling in yards. Explained the rule about stretching trains after they are made up, and advised that if this rule was followed we could eliminate damage to brake rigging and drawheads.

These different questions were referred to yardmasters and inspectors for correction.

Suggestion by Mr. J. T. McKennan, Agent, Minneapolis. Thinks all agents should be extremely careful about receiving empty packages, such as cracker boxes, acid containers, etc. It was brought out that some of our agents are more or less lax in the checking of these empty containers, not seeming to realize that they are

just as important as any other class of merchandise we handle. The fact that they are empty does not prevent the shipper from filing claim in case of shortage or damage. Several claims on empty containers were brought up which show that the agent did not have a clear record of the exact number of boxes or bundles received, with the result that the Rock Island Railway paid the bill.

Remarks by Mr. F. D. Cramer, Local Freight Conductor. Said Burr Oak and Chicago merchandise loading in good shape. Seed corn, he explained, is being shipped in paper bags, and that the commodity is too heavy to go through in any kind of shape. Many of the paper containers break open through ordinary handling, resulting in the seed being scattered and a claim following. Thought something should be done to force the shippers of this commodity to use a more substantial bag. Mr. Cramer also found that Fowler and Company, egg dealers at Vinton, are using old cases for their egg shipments that should be scrapped. He notices that most of the damaged eggs handled on his run are in the old containers. This resulted in a general discussion, and it was decided by the chairman that we should endeavor to arrange an egg car three days a week on the line Albert Lea to Vinton, loading nothing in the car except Fowler eggs, to see if we could not cut down the claims.

Remarks by Mr. W. E. Warren, Trainmaster. Recently, on the local, the crew came to a merchandise car after dark, which contained several barrels of gasoline. Question was raised as to how a situation of this kind should be handled in case the crew did not have a searchlight; that is, whether they would be justified in going into the car with lanterns to find the oil and get it unloaded, or whether the shipment should be carried by and brought back the next day. The chairman ruled that it was strictly against the instructions of the insurance department to go into cars containing shipments of this kind with a lighted torch or a lantern, and that, by all means, the shipment should be carried by and returned on the local the following day.

Remarks by Mr. J. H. Burnett, Special Agent. Thinks more attention should be given hasps on car doors at car inspection points. Cited one or two cases where cars had been set in at local stations for loading where the hasps were either broken or entirely gone, and the agents were unable to seal the cars up properly. This referred to the Mechanical Department for handling.

Mr. Burnett also stated that transfer platforms were not paying as much attention as they should to pulling out nails in car floors, resulting in damage to merchandise account train crews dragging bags of grain, etc., over the nail heads, tearing the bags, and allowing the grain to run out, on the car floor.

Remarks by Mr. J. P. McCann, Local Freight Conductor. Says agents and others

are not taking inflammable cards off of cars after explosives have been unloaded. Thought it would be a good idea to reissue the instructions on this proposition, not only to local agents, but to car inspectors at more important points, such as Albert Lea, Inver Grove, Manly and Iowa Falls.

Following Mr. McCann's suggestion there was a general discussion on the subject. Several of the agents present thought these signs were tacked too high on the car, which accounted for their not being taken down, for the reason that the agent could not reach them without getting a pole to scrape them off. The chairman informed the committee that these cards were placed high on the side of the car for the reason that the Bureau of Explosives had found small boys shooting at the signs as freight trains pass by, and that by having them high the bullet would pass through the top of the car, instead of possibly through a shipment of dynamite or some other high explosive.

Remarks by Mr. H. W. Walter, Trainmaster, Manly. Notices some of the agents accepting empty cracker boxes without checking them, simply billing them out on the grocer's check. This, of course, is wrong, and agents should not indulge in the practice. Cracker cans and other empty containers should be checked by the agent just the same as he checks any other shipment, so as to keep down claims. Empty acid containers are being returned without being corked up, and inasmuch as they usually contain a pint or so of acid thinks these containers should, by all means, be corked. These containers are liable to be tipped over and the acid leak out and damage merchandise. Mr. Walter thinks it would be a good idea on runways used at the larger stations to have a hole bored in both sides of the runway, and instead of nailing the block down on the car floor, simply drive the nail through the two holes, to keep these runways from slipping, then when the trucker is through loading the car he can easily pry the runway loose, which would bring the nails out with it and avoid damage to merchandise as mentioned by Mr. Burnett.

Remarks by Mr. R. F. Wright, Roundhouse Foreman, Iowa Falls. Cites a little instance wherein an emigrant claimed one of his horses had been injured by rough handling in Iowa Falls Yard. The Yardmaster was called to see what he could do and upon arrival promptly notified the emigrant that the best he could do would be to unload the horse at the stock chute and call a veterinary surgeon. The man in charge of the car, after thinking the matter over, decided that he did not want to lay over at Iowa Falls and that he would go through. Subsequent investigation developed the fact that there had been no rough handling and that the horse was not damaged while in our charge. Action on the part of the Yardmaster in this instance saved the Rock Island Railway a claim.

Remarks by Mr. R. D. Thompson, Agent,

Hampton. Mr. Thompson will not permit draymen to take shipments away from his station without first signing a receipt for them and he finds that by following this practice rigidly his claims are materially reduced. Instructions provide for this and all agents should follow the instructions to the letter. At Hampton, the draymen and shippers understand that the agent will not give them a notation on a shipment that is once taken away from the depot. This makes them check their shipments very carefully before taking them away, and saves the Agent a good deal of trouble with his patrons.

Cedar Rapids Division, Cedar Rapids, Iowa, meeting, April 26, 1916. Suggestion by C. H. Dorman, Agent, Buchanan. That billing agents be instructed to use more care in listing of the various items on waybills, some agents stringing the items along promiscuously on the face of the waybill, while they should place one item under the other so that waybill can be checked properly. The value of Mr. Dorman's suggestion was thoroughly demonstrated by the chairman by exhibiting a copy of a waybill improperly made out and showing manner in which the articles should have been billed.

Suggestion by Mr. N. L. Cook, Agent, Burlington. Suggested that the inspection card, form 333, be taken off of cars immediately after car is released of its load, for the reason that car might have been made bad order or rendered unfit for the same class of loading during the process of conveying the original load, and therefore should be inspected thoroughly before loading car again. A general discussion followed which shows that all present agreed this practice should be adopted.

Remarks by Mr. J. F. Overfell, Agent, Oelwein. Mentioned the trouble junction agents are experiencing with shipments from connecting lines. Shipments of various kinds are delivered by connecting lines not properly packed or crated. Also stated that at such points shippers usually take advantage of agents and threaten to go to the other line where they claim agent is not so exacting in the classification requirements as to packing, crating, etc. Suggested that agents of the various lines get together and have an understanding in such cases, so that when a shipment is turned down by one line account classification requirements not lived up to, that shipment will not be accepted by the other line in the same condition.

Station Meeting, West Liberty, Iowa. Remarks by Mr. C. E. Greene, Trainmaster. (Visitor.) Stated could add nothing in particular to what Mr. Cox had said, except that he wanted all the boys to stop and consider what one million dollars paid for claims in one year by one railroad meant. One million dollars practically wasted. Sometimes men feel we have long hours, short pay checks, in payment of our monthly bills, but with such leaks as one million a year paid out with no returns, can explain in a small way why advances are

slow. None of us alone can stop these claims in their entirety—all must pull together. Ask each one to watch minute details which cause bad orders. If we can prevent one claim in a year what would it mean? Thousands of dollars to the company saved by employees. Why should not we? We should work for the interest of the company who supply us with our wherewith for our support. Mr. Green here complimented the ticket agents as a whole on the Iowa Division and West Liberty's ticket agent in particular, stating so far as he knew we never had a complaint for discourteous treatment to a patron or inquirer at the window. Such work tends to getting business for the company which is equally as important as stopping bad orders.

Remarks by Mr. O. D. Harmon, Agent, Solon. (Visitor.) My experience has been that most of the claims are caused to LCL by brakemen "hurrying at the wrong time." Thinks a good share of the bad orders are helped to be caused by engineers improperly handling their trains. Can speak from experience with many cases of rough handling while at his station. Citing to particular case while speaking in the entirety. Make a friend of your elevator man, stock shipper, merchant. Get him to watch for bad order cars, decline load. Make him feel we want to do the right thing by him and he will, invariably, co-operate. It's to his interest and he will soon see it.

(Following is a circular written by Mr. C. S. Mahaffy, general yard master, Cedar Rapids, Iowa, and sent by him to all yard employees at that point:)

Cedar Rapids, Ia., May 6, 1916.

Mr. ———:

The Rock Island paid out last year in claims about \$1,500,000. This represents a useless waste. When goods are shipped by a firm or individual, they expect them to reach destination in good order and in a reasonable length of time. Failure in either case means not only claims to pay, but a dissatisfied patron, ready to criticize our efforts to please, and divert traffic against us.

Why not save \$1,000,000 of this unnecessary waste in the next year? It can and will be done with your help. Think of what can be done with this MILLION to better conditions, fix track, etc. From what figures are available since Loss and Damage Committees were formed we know good progress is being made, and employees are getting interested.

WILL CEDAR RAPIDS TERMINAL TAKE A BACK SEAT IN THIS MOVEMENT, OR WILL THEY BE FOUND AS USUAL RIGHT IN THE GAME?

I am sure we will be right in the game. No terminal on the Rock Island, or any other railroad, has a better or more loyal class of men than Cedar Rapids. Just a few figures to prove it.

Do you know that the fifteen oldest yard men in Cedar Rapids represent an aggregate service of 270 years to the Rock Island? Also most of them have previous service with the company in other capacities

that would considerably increase this. This represents an average service of 18 years each. Do you know that the average service of the five senior switchmen is almost 24 years? Of the next five 17 years? The next five over 13 years? To get inside of the first 25 means about 10 years' service. Poor men don't stick this way. Good men are interested in giving good service, and seeing that the company gets an honest day's work for each day's pay. We are not giving the company our best service when we handle cars carelessly and damage freight.

About 70 per cent of the claims paid out for loss and damage are for carload lots. Flour, eggs, butter, oil, tile and commodities easily damaged in switching represent a large part of this. Please assist in watching these shipments and you will get a good start.

HANDLE 'EM EASY IS THE BEST RULE.

When switching get cars back of switch some distance so just as many switches as possible can be made before backing up again. No doubt as much damage results from engine making a violent stop, as from cars striking. Every stop means one more chance for damage. Insist on engineer handling air properly. Speak to him if he is "rough housing" them. He doesn't feel the jar on the engine that the cars get.

Handle eggs like you owned them, and wanted them for dinner. They are lots nicer "straight up than scrambled."

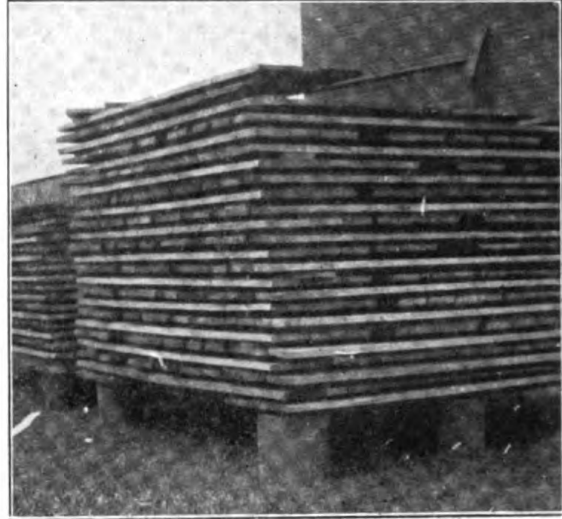
Flour sacked and in barrels, and oil in barrels, is very easily damaged in switching. Most of this stuff has a placard on side and end, and can easily be distinguished. HANDLE 'EM EASY—THINK IT OVER.

C. S. MAHAFFY,
General Yard Master.

PILING GRAIN DOORS.

Our agent at Walters, Minnesota, S. K. Langsdale, has submitted us photograph, as appears in opposite column, showing the manner in which grain doors are piled at his station.

No doubt every station on the system can get hold of a few pieces of cracked drain tile, which makes excellent pillars, and by crossing each layer it will be im-



possible for doors to warp. This is the lumberman's way of piling lumber, and the tile keeps the doors from pools of water and mud. Several grain doors might be saved in a year by other agents adopting this plan.



Agent and Force, Cedar Rapids, Iowa.

QUO VADIS?

Whither goest thou?

Doubtless we have all enjoyed a hearty laugh over the story of the rube who wanted to try a ride on a railroad train. He thrust a five-dollar bill at the ticket agent and demanded a ticket.

"Where to?" asked the agent.

"I don't give a gosh-darn," replied the rube. "I want a ride on the train." So the agent sold him a round-trip ticket costing five dollars.

* * * * *

There's more to the story, but this is enough to adorn the tale.

How many men are journeying through life on round-trip tickets, spending their years of virility in aimless movements, watching the opportunity-laden days, months and years fly past, while they travel around the circle and return to their original condition, old men past the period in which success can be attained?

The man who has no goal is like a ship without rudder or compass, drifting at the urge of wind and tide and never getting anywhere worth while.

What is your goal?

To what position in life do you aspire?

If you have no goal, if you have not *determined* firmly that you *will* be the head of your department or a director or high official of your company, our best advice to you is to buy all the endowment insurance your present earnings will afford; otherwise you are going to be a public charge or spend your declining years as a dependent on your children.

Statistics show that sixty-six per cent of American men die without property. Twenty-four per cent leave less than \$1,300 estates. In all, eighty-four per cent in their old age are dependent.

Is this your choice?

For it is a matter of choice, in which luck or chance is a mighty small factor.

Chance is the servant of the opportunist. He is rarely "forced by circumstances beyond his control"; he controls circumstances by his force of character and unyielding will.

A great editor illustrated this by tell-

ing how one day he stood on the Brooklyn bridge when the wind was blowing downstream. He saw a fine yacht sailing with the wind, its crew at ease as most men sail. Then another yacht appeared, manned by hustlers, but sailing upstream, the crew using their brains and energy to force the contrary wind to speed them towards their goal.

This quotation also carries the same thought:

"One ship sails east, another drives west,
Altho' the self-same wind may blow;
It's the set of the sail, not the force of the gale,

That determines which way the ship shall go."

—Gov. Willis, Ohio.

The same hammer that breaks a piece of iron in two can be used to weld two pieces of iron into one. The circumstance that spells disaster for the man without a fixed purpose becomes a stepping stone to progress for the determined man. The man with a definite aim has these powerful aids to success:

1. He works intelligently to qualify himself for a certain position.
2. He wastes no time, money, thought nor energy that could be applied to the attainment of his purpose.
3. His abilities grow to fit his mental vision of the position he wants to fill.
4. **His superiors are so anxious to develop executives that, once they perceive his earnest purpose, they will lend all possible aid toward its accomplishment.**
5. His anxiety to win teaches him how to make chance or circumstance serve his ends.

This company constantly seeks employes with far-reaching ambition and the strength of purpose to overcome all physical, mental or fortuitous obstacles that confront them.

The limiting factor in the progress of any modern business is not money, nor markets, nor mills, but men with executive capacity, coupled with the will to develop and employ it in its greatest possible field.—From the Du Pont Magazine.

MERITORIOUS SERVICE.

Mr. George Hopkins, Porter, El Reno, Okla., has been highly commended for securing a passenger El Reno to Kansas City then to Auburn, Neb., over another line, this party having intended going to Oklahoma City and taking another route.

Mr. J. Hopper, Conductor; Mr. W. A. Fuller, Engineer; Mr. F. Hancock, Fireman; Mr. J. W. Miller, Brakeman, and Mr. W. H. Sappenfield, Brakeman, all of the Des Moines Valley Division, have been highly commended for their good work on May 31st. While on an extra west near Harper, they found 15 or 18 head of cattle on track, stopped train and endeavored to drive them out of right of way, but failed, and as extra precaution, left flagman to protect No. 429 passenger train from running into them, as it was too late to get word to No. 429 through telegraph office. They worked hard to get stock out of right of way, and action in leaving flagman to protect No. 429 no doubt averted serious accident.

Mr. J. Hopper, Conductor, Brakeman W. H. Sappenfield and J. W. Miller of the Des Moines Division have been highly commended for the manner in which they handled circus train June 4th. About one mile east of Harper a galvanized tank was lost off train; they observed it falling off, stopped train to reload it. This, no doubt, saved the company a damage claim.

Mr. Chas. Raschke, Mr. Walter Sturm and Mr. Walter Graham, Switchmen, Fairbury yard, Nebraska Division, have each been commended for their action in transferring a bad order car of stock which eliminated considerable danger to stock train. After arrival of train and car found in bad order, they cleaned empty car and transferred the load themselves rather than cause delay by calling sectionmen to do the work.

Mr. C. W. Walker, Conductor, Kansas Division, has been given a letter of commendation, for minimizing the delay, due to engine failure, by assisting to repair the engine, which was on train, on which he was dead-heading.

Mr. J. L. Lady, Agent, has been given a letter of commendation for alertness in discovering a broken truss rod and notifying train crew.

Mr. J. Lewis, Brakeman, Kansas Division, has been credited with ten merit marks for firing engine after fireman had taken sick.

Mr. L. L. Farrow, Head Brakeman on Train 94, has been commended for volunteering to accompany engine enroute, engine 880 on Train 39 being disabled three miles west of Seibert. This he handled from Flagler to Goodland.

Mr. A. L. Guyer, Section Laborer, Arlington, Kan., has been commended for his alertness in discovering brake beam down on C., R. I. & P. car 62600 moving in an extra east passing Arlington. He stopped train and assisted in removing the brake beam.

Mr. J. H. Sullivan, Conductor, Mr. Wil-

liam Cuthbertson, Engineer, and George Hopkins, Porter, of El Reno, Okla., while in charge of Train No. 712 on April 20th, rendered very valuable service in making temporary repairs to bridge 4756 east of Carnegie which had been damaged by fire, making it impassable, and through their efforts, temporary repairs were made and considerable delay to passenger trains was avoided.

Mr. R. L. Hatler, Brakeman, El Reno, Okla., has been highly commended for volunteering his services on May 3rd. When train stopped at Richards Spur it was discovered that the bottom oil cap on K. C. R. X-1070 had become disconnected and considerable oil was losing from the car. The valve on the top of the dome was inoperative, and Mr. Hatler volunteered to go under the car and apply the cap, no doubt saving considerable oil and avoided a claim for this company.

Mr. W. J. Eagle, Conductor; Mr. A. N. Garrett, Brakeman; Mr. T. C. Wright, Brakeman; Mr. H. Ward, Fireman, of El Dorado, Ark., while on Train No. 95, April 17th, bridge 1259 was discovered on fire. These gentlemen extinguished the fire, which, no doubt saved considerable property from destruction.



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

Mr. Fred W. Beckstrom, Foreman of Silvis shops was instrumental in securing about sixty singers of Moline to purchase tickets over this road from Moline to Omaha, amounting to about \$800, after other roads had offered them certain inducements. This is the second time Mr. Beckstrom has been successful in securing such business for the Rock Island.

On arrival of Train No. 3 at Kansas City, June 9th, Conductor Tom Van Zant introduced to our Station Passenger Agent a party who purchased half-fare ticket, Des Moines to El Paso.

Mr. J. E. Sawyer, Train Porter, and Mr. Dave Cole, Train Porter, of El Dorado, Ark., have been instrumental in securing one and one-half tickets Little Rock to Oklahoma City, Okla., on May 3rd, passengers intending to use a competing line.

Mr. T. Y. Baird, Passenger Flagman, Kansas Division, has been given letter of commendation for soliciting and securing passenger via our lines, beyond his run, the passenger intended to go via another line.

Mr. E. W. Sumpter, Passenger Conductor, Kansas Division, has been given letter of commendation for soliciting and securing a passenger via our lines beyond his run, the passenger intending to go via another line.

Mr. Floyd Smith, Porter, El Reno, Okla., has been instrumental in securing a passenger for our line, El Reno to Memphis, this party having intended to go over a different route.

Conductor McPartland of Cedar Rapids, Iowa, has again secured business for our company. On June 2nd he induced three passengers to purchase tickets Des Moines to Cedar Rapids.

Through the solicitation of Mr. V. B. Eubanks, Engineer, Amarillo, Texas, our ticket clerk at Amarillo sold one ticket, Amarillo to Little Rock, Ark., on May 27th.

Mr. W. E. Cordray, Conductor, Pratt, Kan., on May 24th, introduced to Station Passenger Agent at Kansas City, a party who purchased a ticket Kansas City to Rochester, Minn.

Mr. F. H. Neill, Passenger Brakeman, Missouri Division, Trenton, Mo., has been instrumental in securing passengers for our line from Kansas City to Chicago.

On arrival of Train No. 4 at Kansas City, May 24th, Mr. W. L. Gaines, Conductor, Pratt, Kan., introduced a party to Passenger Agent at that point, and as a result this line furnished ticket Kansas City to Rochester, Minn.

Conductor Watt, Passenger Conductor on the suburban run out of Chicago, has secured several tickets for our line. He recently secured two to Kansas City, and two round trips to Denver.

APPOINTMENTS.

Effective June 1, 1916: Mr. J. B. Hall was appointed Commercial Agent at Cincinnati, Ohio, vice Mr. C. C. Spalding, deceased.

Effective June 1: Mr. C. E. Mekota was appointed Adjuster at El Reno, Okla., reporting to Claim Agent Morrison.

Effective June 1: Mr. H. L. Freese, Chief Clerk at El Reno, Okla., was transferred to Chicago, Ill., as Adjuster, reporting to Jas. S. Palmer, General Claim Agent.

Effective June 17: C. M. Surry was appointed Agent and Operator at Corbin, Kan., vice H. J. Bemis.

Effective June 24: Mr. C. M. Rogers was appointed Acting Inspector of Tonnage Rating, with headquarters at Chicago, Ill., vice Mr. H. A. Houston, promoted.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

Jacob M. Dickinson, Receiver.
Office of Chief Executive Officer.
CIRCULAR No. 10.

Chicago, May 29, 1916.

To all concerned:

At the urgent solicitation of a large number of employees on that part of the railroad formerly known as the "Choctaw District," it has been decided to restore the system of medical service and hospital deductions heretofore in force on that district.

Effective June 1, 1916, medical and hospital attention will be given as in the past, and deductions made from the pay of employees at the former rates, namely:

Employees receiving less than \$50 per month, 35c per month.

Employees receiving less than \$50 per month, 50c per month, applying to all employees on the Arkansas, Louisiana, Indian

Territory and Pan Handle Divisions (except the E. & A. Line from Enid to Watonga and Greenfield Junction to Anadarko).

The restoration of the hospital service is only tentative. If after a fair trial the present deductions are insufficient to meet the expense of the service, they will be increased, or if for this or any other reason the results of the hospital service are unsatisfactory, the service will be abandoned.

(Signed) J. E. GORMAN,
Chief Executive Officer.

THE SECTION BOSS' DAUGHTER.

Somehow the sky is bluer than it ever used to be,

And the golden sunshine brighter than before;

And though we burst an air-hose when we're half way up the hill,

It doesn't seem to matter any more.

Somehow it doesn't matter if we don't get in on time;

Somehow the long and heavy grades are easier to climb;

Somehow life's little troubles all have drifted far away—

Since the section boss' daughter smiled to me one sunny day.

There's just a little shanty where the old handcar is kept,

And nearby a cottage close beside the track,

And some rambling roses climbing 'round the doors,

And a little kitchen garden at the back,

Where the section boss of evenings, with a rake and hoe,

Works among the green things growing in each little patch and row;

And I thought it plain and prosy as a section house could be—

Till the section boss' daughter kissed her finger tips to me.

Somehow the run seems shorter than it ever was before;

The mile posts aren't quite so far apart;

The hour hand travels faster 'round the dial of my watch;

Since the section boss' daughter won my heart.

For the gleaming of the lovelight in her glances and her smiles

Lightens all the dreary labors, shortens all the lonely miles;

And so it will be always as we double-head through life—

For the section boss' daughter promised to be my wife.

MURINE EYE REMEDY.

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



Vinegar placed in a bottle of dried-up glue will moisten and make it liquid again.

*

Mildew stains are sometimes a source of great trouble, and are difficult to remove unless you know just the right way. Rub a little soap over the mildew spots, and on top of this a little chalk and lemon juice. If the garment is then put out in the sun for a couple of hours and afterward washed in the usual way, the spots will disappear.

*

The odor of printer's ink and cedar is not at all agreeable to moths. An ordinary trunk lined with clean newspapers, under which a number of small pieces of wood from cigar boxes have been laid, makes almost as safe a storage place for clothing as an expensive cedar chest.

*

Tomato is said to be successful in many cases for removing ink stains from white materials, such as handkerchiefs, muslin frills, etc. It must, however, be done as soon as possible after the mishap has occurred. A clean piece of blotting paper should be laid under the stain and a slice of raw, ripe tomato rubbed over the surface, fresh pieces of blotting paper being substituted until the ink spot has vanished.

*

If you are bothered with flies during the warm weather, try keeping a pot of mignonette growing on your window sill. Flies detest the smell of it, and you will find the pests will not trouble you so long as the mignonette is there.

*

The best iron cleaner is a piece of wire gauze. It is better than sandpaper, for the dirt falls through the holes and it is not rubbed into the iron again.

To clean a dark straw hat smear a little butter on an old piece of velvet and rub the hat. Leave the butter on for fifteen minutes, then polish with a dry piece of velvet.

*

If you wish to prevent green vegetables from boiling over, drop a piece of dripping the size of a walnut into the center of them just as they commence to boil.

*

To preserve meat in hot weather wash over with very weak vinegar and water, and then cover with slices of raw onion. Before cooking remove onion, and rinse meat in clear cold water.

*

In paring peaches for canning, if you will cut them around, instead of lengthwise and then give each end a little twist, the halves will come clear of the stone. Do this before peeling, as after peeling they are too slippery.

*

To remove a scorch mark cut an onion in two, rub the scorched part with it, then soak in cold water. The mark will disappear in a few minutes.

*

A teaspoonful of grated horseradish will keep a can of milk fresh for a day or two even in the hottest weather.

*

To revive withered flowers plunge the stalks in boiling water and leave them in it till it becomes cold. Then cut about one inch from the ends of the stalks.

*

A quick way to clean currants when making cakes is to put the fruit into a colander with a sprinkling of flour, and rub round a few times with your hand. It is surprising how quickly the stalks are separated and come through the small holes.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

G. Hiram Young.

July comes anyway whether we look for it or not usually, and this is no exception, right after June and something like thirty-one days before August, probably so soon after June was because someone (a bachelor) wrote "Run Away June." July is the beginning of the ending of the year, also June brides. Everyone is supposed to celebrate some time this month over something, bachelors will, because he managed to escape last month's beautiful days, lovely night, intoxicating odor of lilacs and talcum powder. Also the green grass and the twitting of song birds and some that couldn't sing. Our old friend George Wash got a patent on the idea of celebrating the 4th, from "somewhere in England" there seems to have been a lot of noise made about it then and we are prone to follow suit by blowing up things. It would seem fitting to have waited until this month for the convention held at Chicago, as there seemed to have been several things blowed up there. This is a good month for Billy Sunday to practice what he preaches as to earning his bread by the sweat, etc. There are thirty-one days in this July, which gives it the best over some of the other months as for practicing Safety First. Fresh Roasteneers drop in on us this month, not that they will do us any real good, but it is to get what little change new strawberries and peaches left, also green cucumbers (in the trust with doctor). As for the rest of the months in the whole bunch July generally proves herself a warm member.

Tom Cook says when the word was passed that Mr. Hughes had been nominated poor old Todd, the cond. on 683-4, thought for a while it was him. Now, Todd might be able to be president of a laundry, but we decline to take the other chance, with Villa still at large.

Brakeman Mantooth says that Ray Danvers was looking fondly at the photo of his old girl and remarked that he thought there was a chance of getting her back yet. However, Ray is taking no chances, as he is making a determined effort to raise a fresh crop of flowing hair, and has subscribed for a certain paper that advertises girls who want to marry, etc.

As for business on the branch there don't seem time for anyone to complain, and as to taking care of it the bunch here don't need any help.

Ola Johnson came up to Seminole with his carefully trained men and moved the old section house from old "88" Tank to Seminole proper, and it is a fine job, too.

Those that have had the pleasure of keeping Slat's of Haileyville in their company as a single man for the last many years, will no doubt register a sob at the information that he has set sail on the voyage of matrimony, or is figuring that route from the information we gather, and no doubt ere this comes out you won't see him catching Locals 92, drags, street cars, and even walking from McAlester to Haileyville to see his that's going to be.

As for appreciating and demonstrating the fact that the Rock Island has the prettiest parks in the country, especially around Shawnee yards, the wives and daughters of many of the boys of that place all came out the other evening with ice cream, lemonade and cake for the bunch and a jollier time was never had. Although the Park Idea is only in its making, being started this spring, if such men as Mr. Amos, the agent, and Mr. Wray, the yardmaster, keeps things going as they have with the aid of such good women that take

the interest they have, we won't look with envy on Mister Anybody's example of civic attractiveness the next few months. We need lots of this kind of work and you can all help in lots of ways, if no other, just obey the impulse and "Keep off the Grass."

Brakeman J. O. McClure has taken 83 and 84 and is going to watch Hiram, he says. No need, Mack, the best thing you can do is to remember that the bridge over the Canadian is still where it was when you fell off that Missouri Pacific box car that time, but there might not be a farmer this time so handy to fish you out.

We reintroduce our old friend Red Coffy, coming back from the Pan Handle and is now on 43 and 44. Stay with us, Red; glad to see you back.

Sorghum Bill, of Amarillo, told us last month that they had a lot of stock business out his way, and although he wasn't there, there wasn't a thing went wrong in the handling, and so on. It looks like they can do as well without him as with him, don't it? Watch such write ups, Bill, from now on, as you surely don't want to commit yourself.

PROSE POETRY (MAILED TO HIRAM FROM ANONYMOUS M. FROST).

Tell me not in box car numbers life is but an empty dream, when your meals are green cucumbers, Oh, how charming life does seem. Life is real when you are working for a railroad day and night where you have no chance of shirking you must do the work just right. Lives of railroad men remind us we can never be sublime, but when going, leave behind us garnishees upon our time. Garnishees which perhaps some other wandering o'er the railroad track will behold and tell his brother that he will never come back. Let us then be up and doing, doing everyone we can with our creditors persuing let them catch us if they can. We shall work from night till morning from the time we are hired till the superintendent tells us see here, boys, I say your fired. When our harvest days are over and our pay checks all are spent, with our shoes all torn and dusty, with our backs all tired and bent, we shall near the Gates of Heaven, and inside we'll try to get, will we hear old Peter tell us, "We've no railroad men here yet?"

Conductor Boggs says he will from now make sure that he has properly registered the name of his porter and brakeman for the benefit of ——. O, that's all right, he'll do it anyway.

Our old friend, Nick Carter, the train dispatcher, has returned from his farm "Some where in Arkansas," and is looking fine and dandy. He tells us of being able to cut more wood in a day than a brakeman could load in a local way car in two weeks.

Mr. R. A. Speaker, the second trick dispatcher, has gone on his vacation and promises to send the agent at Seminole as a present—excuse us, Don, we came near forgetting we are at church. Anyway, Hiram owes R. A. S. the cigars, as well as Engineer Eppel, which we are going to pay. Remember, Bill?

Jesse Gibson and Roy Reed went on a big fishing trip with their wives and was caught out in one of those nice Oklahoma rainstorms that you perhaps read about. Aside from that they report a fine time.

While we are fishing we don't want to forget that Herman Howard, his father Bob, all took their families on a trip in the mountains and met a lot of their folks from Springfield, Mo., then spent some two weeks having one of the

best times of their lives. Herman, as usual, was the champion fish-eater.

Our friend, Mr. Copp, the master carpenter, played the role of old hound when it came to watching the high water around Calvin. Things went well with the Rock Island as usual, thanks to Mr. B. B. Shaw and Mr. Copp.

Bow-Wow Levins says one only gets the first few lines of popular songs in trying to be a sport, but what's the use when you can't sing them?

From now on there will appear for us a few lines from the records of the Recording Angel, who has put things down as they were in times gone by as well as the present. By comparing we might get a little good out of it, besides something new for the Magazine. The title will be, "On the Line with Solomon."

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Best Stock and Milk Products Produced.
Where quality only counts. If in need of
improved stock write us. Heifers for sale.

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CHICKASHA, OKLA.

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Car lots a specialty

WRITERS—ATTENTION!

Short stories, photo plays, poems, etc.,
are wanted for publication. Good ideas
bring good money. Submit manuscripts.
Literary Bureau, RIL, Hannibal, Mo.

THRIFT

The year 1916 will be celebrated throughout the United States as a year of thrift. Do your part in the great movement for greater economic efficiency. You can help by banking part of your earnings. We pay 4% on Savings Deposits.

MERCANTILE TRUST COMPANY

"Little Rock's Home for Savings"

"STAR CLOTHING HOUSE"

R. K. Puryear

"Your Suit is Ready"

EL DORADO

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OFFICERS

H. C. McKinney, Pres. M. W. Hardy, Vice-Pres.
C. H. Murphy, Cashier W. S. Sloan, Asst. Cashier

Citizens National Bank

EL DORADO, ARK.

Capital \$60,000.00.

Surplus and Undivided Profits \$85,258.38.
STRONGEST BANK IN UNION COUNTY

We solicit your business

If you don't like it, read it anyway, we have to fill in some way.

The only thing the Student Brake Reflects, is there never was anyone that hollered real loud for a vacation for mother with full pay.

What has become of the old fashioned brake-man with four and a half of key chain hanging out of his hip pocket?

Don't it make you sore for a feller to give his head a pitch up and out at the same time and call you "Jack," when he is only wanting to ride.

The only obligation some brakemen ever took was they wouldn't work, but change their minds soon after they go braking.

ARKANSAS DIVISION.

Harrison Howe, Editor.

ROCK ISLAND TEAM LEADS.

The Rock Island Club of the Little Rock Commercial League has steadily forged its way to the front and stands in the lead, winning six games out of nine since the season opened. Indications are very strong that the railroaders will land the pennant. Standing of the clubs in Little Rock Commercial League June 15th as follows:

Club.	Won.	Lost.	Pct.
ROCK ISLAND	6	3	.667
Post Office	5	4	.555
Pierce Oil	4	4	.500
Magnolias	4	4	.500
Gay Oil Co.	4	5	.444
Coco Colas	3	6	.333

The Rock Island also leads in club batting average (.330) being 45 points ahead of the next club (Magnolia .285). Some remarkable things have happened in the club for amateur ball. Howard Sherman, for instance, batted zero for the first two games and then climbed to .316 on the sixth. Will Brand plays around .500 in spite of all obstacles. Ross Ray juggles the board at .450 and Will Thompson, one of our pitchers, batted 1000 his first game with us. Geo. Nettles, who is now in Herington, hit .384 in 3 games. Joe Adcock and O. E. Thomas vie with each other in stealing bases. Joe has also pitched some pretty games and Thomas is a swift runner. Will Thompson is the strongest pitcher in the Commercial League. Chester Johnson possesses excellent judgment as a center fielder. L. S. Morgan, captain, plays a good right field. Percy Anderson has made a "rep" on short stop and second base. You can take Anderson and Adcock on short and second, then switch them and never tell the difference. Bob O'Neal plays a good left field. Harold Dever is the logical successor of Brand at 3rd base. Also good in the out-field. Dever has done remarkably well for his first season. Mitchell plays a good first base as does also Sherman and Johnson, but Sherman shows up his best at second and Brand stars at third. Other players in the club too numerous to mention have done some good work, and taking things as a whole, there is a world of baseball talent at Little Rock Terminals.

Following is the individual batting average as of June 15th, 1915:

Personae.	Games.	AB.	R.	H.	SB.	Avg.
1. Thompson	1	3	2	3	0	1.000
2. Brand	6	17	11	9	3	.529
3. Mitchell	1	2	0	1	0	.500
4. Ray	7	25	10	11	2	.440
5. Nettles	3	13	3	5	4	.384
6. Thomas	7	27	7	10	6	.370
7. Sherman	6	19	7	6	0	.316
8. Adcock	6	34	6	7	5	.292
9. Morgan	5	19	4	5	1	.263
10. Johnson	6	23	4	6	4	.261
11. Anderson	6	23	3	6	1	.261
12. Sloan	1	4	0	1	0	.250
13. Dever	3	9	1	2	0	.222
14. O'Neal	2	5	1	1	1	.200
15. Foster	2	2	0	0	0	.000
16. Harrington	1	2	0	0	0	.000
17. Peterson	1	2	0	0	0	.000
18. Verity	1	2	0	0	0	.000
	221	59	73	26		.330

Baseball talent is not lacking among the Rock Island ladies. Miss Daisy Rosenbaum recently took a tryout at batting before one of our fast

pitchers and in twenty minutes with 4 times at bat was credited with 3 clean hits, an average of .750. Miss Nell Kelly hit 4 clean ones and sacrificed twice out of 7 times at bat. She is still figuring out her average. While Misses Rosenbaum and Kelly are both members of the club, they have not as yet played in the Commercial League. Miss Edith Foster is another live member, who at the present writing is fielding about 657% at Kansas City.

Miss Ivy Taylor is also a staunch member of the Club and lends all her support to the success of the Team, seldom ever missing a game. She has not tried out to date.

Miss Annie Basso is an enthusiastic member and attends every game. You never saw a stronger bunch of rooters than the girls who belong to the Rock Island Base Ball Club.

Mrs. Roselle Chilton is a star pinch hitter, average 1000.

The Club Management wishes to thank all members and friends who have contributed morally and financially to the support of the Rock Island Team, and we venture to say here that the said support has been strong and enthusiastic.

More Poultry Stuff.

Sam Ray eating dinner at Grier's—"Say Nester, for spring chicken this is pretty tough." Manager Charlie Nester—"Well, you know we've had a pretty tough spring."

The Meek and Lowly.

Jim Brown was quoting Biblical stuff: "You see," he piped, "Lot was told to take his wife and two daughters and flee. There's Lot; there's his wife; and here are his two daughters a little way behind."

"Yes," said Bennetsen, but where's the flea?"

THE DESERT

By Burke Lesley.

While the train sped o'er the desert
In the stifling, blinding dust,
And the hot wind burnt our faces
With each palpitating gust;
Gazed I out the window wond'ring
At the silent stillness there,
Wond'ring if such land of nothing
Had been always bleak and bare.

Had not once a sea of water
Spread a placid coat of blue
O'er the dunes and level stretches—
O'er the rocks of glistening hue?
Or perchance a fertile valley
Watered from the ancient rains—
Bearing fruit of unknown species
And abundant ripening grains.

Here and there had thrived a city,
Ages prior to Aztec life;
Flourished with a wealth of plenty,
Livened by commercial strife.
Maybe lived a power'd nation
Above the Babylonians' plane,
Greater than the Pharaoh kingdoms—
More than Alexander's reign.

Where men loved and fought and conquered,
Lived and prospered with a might;
Lived a life of happy duty
By the laws of ancient rite.
Where they worked in faithful labor,
Covered by an honest sweat;
Built up cities grand and noble
By the hand that liveth yet.

But my train sped onward, westward—
Following the setting sun;
One by one the shadows flitted
Till the desert day was done.
Then the moon rose o'er the mountains,
Casting silver on the sand—
Casting silver on the sagebrush—
Banished heat with cooling hand.

Came now spirits of the desert,
Spirits of the long ago;
And I looked and did behold them
Nodding, walking to and fro.
For we passed a grove of cacti
Set there in the silent sand;
Short ones, tall ones, lean and fleshy—
Thousands of them, group and band.
Seemed it now mysterious phantom
As we sped along the rail;
Seemed I heard the song and laughter—

Heard the moaning and the wail.
And they moved, bowed, talked and gestured
Like the ancient people great,
When in festive grand occasion
Gathered they to celebrate.

Had not souls of long forgotten
Owned a city on that spot?
And the spirit in the cactus
Bespoke fatal sharing lot.
Incarnated on the desert
In that lonely prickly spine;
Spirit of the prior-ancient
Left to perish or to pine.

Was I crazed or was I dreaming?
Modern man on swiftest steel;
Yet I bade a spirit seeming
Hovered near a fleeting wheel.
And it spake a mystic whisper
From the desolated sands,
From the rotted graves of ancients,
From the groups and numerous bands.

Spake the Spirit "Where thou seest
That remain of golden yore,
Where the city dwelt in valley,
Where the grandeur is no more,
Shall again be habitated
On the selfsame desert sand;
Grandeur still shall be this region
By the aid of modern hand."

So I crept in Pullman berthlet,
Dreamed of days to come anon,
When by aid of rail and water
Desert nature is outdone.
Then shall man with his inventions
Transform spirit into real,
From the silent to the living—
From the cactus to the steel.

Obituary.

It is with sincere regret that we report the death of little Walter Edward Sherman, who was born to Mr. and Mrs. Sherman May 23d, 1916, and died May 25th, 1916.

Aside from the grief of the family and friends, was the sad feature of Rock Island Friends who were about to present the little fellow with a loving cup—only to terminate into a beautiful floral offering.

The young mother was formerly Miss Ethel Robertson, a very efficient stenographer in the Superintendent's Office at Little Rock.

Mr. Sherman is employed in the Superintendent's Office as Accountant. Employees will, no doubt, remember the gay time when the couple were married June 19th, 1915, and the beautiful silver service they tendered to Ethel Robertson Sherman.

We sympathize with Mr. F. C. Durst, Night Wire Chief, in the Telegraph Office, over the loss of his little boy of two years and eight months. Rock Island friends presented a beautiful floral offering.

Aqua Ad Infinitum.

"I see," said Hart Reeves, "that the rain broke up the Preparedness Parade last Saturday."

"Yes," replied Leota Smith, "nobody thought to bring an umbrella."

A Lubricating Remark.

Miss Nell Kelly was writing a letter for the Master Mechanic recently, and asked "What is the difference between waste and dope?"

"There's none," replied Jim Harrington, "when a fellow gets his arm around a girl's waist, why that's the 'dope'."

A Newcomer.

Born to Mr. and Mrs. O. F. Peterson, on April 27th, 1916, a baby girl, named Margaret Lewis.

Mr. Peterson is Master Carpenter's Clerk at Little Rock and has many friends. Here's regards to the whole family.

A "Bird" of a Story.

He needs no introduction. Any one who has ever had the temerity to pass through Little Rock Station has seen him, and then wondered why State Legislatures did not make larger appropriations for big buildings on high hills.

As the story goes: A young hurricane visited our midst one day and our friend noticed the storm had an effect of causing a large number of birds to flock to a tree.

"Just look at that!" said he, "I'll bet there's ten thousand sparrows in that tree."

"No, Cappy," remarked one of our casual observers, "those are not sparrows. You will note that they have a sharp beak, large wings and a thin body. They belong to a species of fowl whose habitat gravitates them to swamp laden regions wherein reposes various and numerous kinds of carrion. They are not bothered so much about the storm, they simply flocked hither when you came out, supposing you were



AMARILLO DIVISION NOTES.

By Sorghum Bill.

Our old time Lineman, W. H. Worley, paid us a visit, and it was quite a pleasure to meet the old faithful. Besides looking good, he had the same pleasant smile and greeted the boys, who would always make room for Worley. Come again.

Claim Adjuster Varney has been the busy lad. You will find him on the line most any old place. But like us all, he can't be in two places at once.

Mrs. W. E. Srote, the wife of our water service man, is visiting friends back, way back in Missouri, among the United States.

Conductor D. F. Booth and wife have returned from a visit back east, both looking good and feeling fine. Dan reports everything good back East.

That Big Bird mentioned in last month's Items landed right square on the place, and it turned out to be a big boy, fine, fat and well. Roy didn't have much to say, but the little son said, "I've got a little bruvver, I have." Everything else seems to be going on right.

Mrs. T. S. Barnes and daughter, family of our genial chief dispatcher, are enjoying a visit with friends and relatives at Kansas City and thereabouts.

Mr. F. A. Luce of El Reno, Okla., was on the division, looking after the new Vega well. Mr. Owens has not completed the well yet, owing to a call away, but things around the place indicate that there is lots of water on the job, and hope that we get it through the spout soon.

Mrs. Della Woodhouse—used to be Della Roberts for short in the old Panhandle days—was a visitor at the home of our chief clerk, Charley Mason. She is looking splendid and is the same in her ways, one of the kind of girls that are up and a-coming, that with a smile, one that was always ready to do something to help out, the kind that you don't always find in railroad work. I sure was glad to shake hands with her and wish her joy. With her was Miss Paulsen, also of El Reno, who is a sister of Mrs. Mason. Together they were admiring our dry rains and the city beautiful.

We had quite a large prevent injury meeting, after which it was made prevent claim meeting, and both were enthusiastically attended. Every one was interested in the different topics, and appreciated the remarks made by the Supt., Mr. Sewell, and Mr. Lothian. Several of the audience made good talks. Mr. Teed, Agent of Shamrock, came near getting them all on his back, and the lad's got to handle his crockery with care, especially when Ben Moore comes along. Altogether it was a nice, juicy meeting, and everybody enjoyed the roundup. Next meeting we will see what plotting was done against the whites.

Mr. F. T. Beckett, eng. of Maint. of El Reno, made a tour over this division from around that branch, Kansas City and El Paso, and admired the progress made on the ditching, that saved our bacon so far. He was looking good and in fine humor, and seemed pleased with the prospects of the new Ballast Program for this division.

The Ballast Program for Amarillo Division, covering the 20 miles out of Amarillo, has finally crawled out of its den and possibly by next issue something of the inside will come out. It will be work and pleasure both to hear the ring of the steam shovel and the boom of the blasts when the Irish and Dutch get monkey-

ing with the program, and the Mexicans set up all night making tortoes for breakfast. The Kaiser and the French won't be half as busy a bunch of merchants as Sorghum and his.

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NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Conductor Brindle paid us a visit on his way back to Council Bluffs on May 25th, after a visit to Hot Springs. We are glad to see Mr. Brindle looking better and hope he continues to improve in health.

W. E. Taylor, commercial agent at Lincoln, Neb., formerly had the reputation of being a regular fellow but his actions around about June 20th proved otherwise. We always thought when "Bill" did take the step he would buy cigars for the men and candy for the ladies, but the best received at Fairbury was a postal card announcing "they" were having a fine time at Buffalo, New York City, New Orleans, and other points of interest. Our idea of a "freight getter" is one that puts out something, but evidently not necessary when you "get" something else. However, we offer our congratulations gladly.

Speaking of June Brides and Honeymoon Trips we wonder what ever became of a party by the name of Ted French, formerly employed as General Foreman at Belleville, Kans. Did he ever get back?

Former General Foreman E. N. Newton was a Fairbury visitor June 18th and 19th and his friends were all pleased to see him.

Agent Bradley made a trip to Arkansas the latter part of May, being absent only a few days.

Conductor M. E. Patterson is still on the sick list and has been for some time. We hope he will be able to be on his run by the time this magazine is out.

Operators J. L. Woollen and R. B. Shortridge spent their vacations at Niagara Falls and other Eastern points and report a pleasant time.

Brakeman S. E. Gilbert has returned from a visit to home folks and says he had a fine time.

Dispatcher and Mrs. McCoy are now spending their vacation with their daughter in North Dakota.

Operator J. F. Cook is off for his annual vacation which he expects to spend at his home in Illinois.

We are glad to welcome our new Special Agent, Mr. J. B. Hare and hope he will have success in his new position.

The following clipping shows that Former Station Supervisor R. L. Brown is still enjoying life. The fish was caught at Rockport on Gulf Bay:

A FIVE-MINUTE TARPON.

R. L. Brown, traveling passenger agent for the St. Louis, Iron Mountain & Southern Railway, with headquarters at San Antonio, was in the city a few days ago and in order to while away a half an hour or so of time he borrowed a pole and line and tried his luck on the end of the Sorenson wharf. In five minutes he had hooked and landed a tarpon weighing eleven and a half pounds. Although it was the first tarpon Mr. Brown had ever caught he exercised great skill in landing the fish and did it in record time. The tarpon is a difficult fish to land and sometimes puts up a fight that lasts hours before he is finally placed on shore. Mr. Brown was so delighted with his visit here he promised to return in the fall and join E. E. Jacobs on a duck hunt.

F. M. Yocum, agent at Kensington, with his family, has gone to Colorado Springs. This on account of Mrs. Yocum's health. She has our best wishes for her speedy recovery.

Operator Halpin expects to leave for Kansas City in a short time.

Storekeeper Theo Beard was a Colorado Springs visitor the 3rd and 4th of June.

Ticket Clerk Tucker was an over Sunday visitor at Courtland June 4th.

Boilermaker Mike Casey has been off for several weeks with a broken arch and rheumatism. Frank Meyers is working in Mr. Casey's place.

It is reported that Machinist Pete Bitzer expects to join the benedicts soon.

Boilermaker B. Z. Millikan expects to embark on the Sea of Matrimony again and he and his bride will probably be enjoying an eastern trip

when this magazine is in print. They have our best wishes.

General Foreman B. Smith spent a few days in Des Moines and Chicago about the middle of June.

Our BEST DISPATCHER is working for Mr. McCoy and trains are running pretty well on time.

What is the attraction at Mother Hynes' Restaurant for Andrew Brawner?



MISSOURI DIVISION.

Trick Dispatcher Clyde C. Evans, wife and daughter, Miss Gladys, are spending their annual vacation in Augusta, Kans., and Quincy, Ill.

Mrs. James Griffin, wife of Engineer, left the 1st of June for an extended visit with her daughter, Mrs. Lloyd Bricker, in Elma, Washington.

Miss Gertrude Owens, clerk in the Master Mechanic's office at Trenton, left June 18th for a two weeks' vacation trip in Herford, Tex., and El Reno, Okla.

Chief Clerk O. H. Faus and wife attended the Billie Sunday meetings in Kansas City on Sunday, May 21st.

Mrs. Geo. Stablen and daughter, Katherine, family of Train Dispatcher, left June 1st for an extended trip through the West.

Car Dispatcher Wilbur Reddig has been off on a two weeks' vacation, and during his absence Operator F. M. McKinney, of Princeton, has been working in his place.

Mack Jolly, stenographer in the Maintenance Department, was married on May 22nd to Miss Ruby Waitman, of Trenton. Mrs. Jolly was a member of the Trenton High School graduating class this year, and is one of Trenton's most popular young ladies. The young couple have many friends on the division, who wish them all happiness and success. They will reside in Trenton for the present.

Transportation Clerk John W. Ashby and Car Dispatcher Wilbur Reddig attended the Billie Sunday meetings in Kansas City May 21st.

Assistant General Manager Mr. A. B. Ramsdell made a business trip over the division June 17th and 18th.

Train Dispatcher J. C. Beachman and wife have just returned from a two weeks' vacation trip spent with Mr. Beachman's parents in Denver, Colo.

Cashier Geo. Herod and wife spent Sunday June 18th in Brookfield, Mo., with Mrs. Herod's parents, the trip having been made in their new Ford roadster.

Road Foreman J. H. Wood was in Peoria June 16th, 17th and 18th, attending to special work for the Mechanical Department.

Mrs. Anna Alt, Agent at Denton, attended the graduating exercises at the State University, Lawrence, Kans., June 6th, her son, Glenn, being a member of the graduating class this year.

Engineer A. R. Cannady, wife and two daughters, left the 1st of June for a month's trip in Washington, D. C., Old Point Comfort, Va., and Richmond, Va.



FORTY-SEVENTH STREET LINE.

Edw. B. Smith, Editor-in-Chief. J. Pop Connell, Associate Editor.

At the risk of being called vulgar and unrefined, we shall open the colyum this month with a very pretty little motto, for the office as well as the shop:

WORK LIKE
HELEN B. HAPPY.
WIDOW, ROSES, ETC.

It seems that E. B. Smith, the Kentucky warbler, was caught in the act of bringing lovely red roses to the widowed cashier of the flivver restaurant. And then later on it seems that he was seen strolling along the by-paths in Washington Park. Of course, we know that Adlair Loy is rather infatuated with this same

young widow, and therefore the interest which is being shown.

Gazok No. 13.

Oscar says: "Why get married when you can buy a talking machine for \$5—and then make it shut up."

Frank Moran, our efficient call boy, says he never indulges—he plunges. But why is it that he thinks and speaks of Clara all the time? Who is this mysterious Clara?

There is a strange resemblance between women kissing each other and prize fighters shaking hands.

VOLUNTARY CONTRIBUTIONS.

It seems that H. R. H., whoever he, she or they may be, is rather inclined to fill up the colyum this month. The letter was fine and the envelope was very pretty. We compliment the writer. Some of it follows:

Ray Wolf's comment on receiving this carload, "Who in H—— sent me this?"

Famous men:

Doc Waite.

Jessie Jimmie.

Howard Logman.

For president: Jerry Pop Connell. Candidate Sons of Ursus.

Life's little mysteries: 47th St. Line.

The guy who sent Marshall Muir a safety razor is known and will be attended to as soon as Adam Williams can get around to it.

A blot on Illinois (with illustration)—Rock Island Muddle.

Life's little liars: Gazok No. 13.

No wonder Webster turns over in his grave when he reads the 47th St. Line.

Even though Mac of Rock Island is muddler-in-chief and manages to tell us in each issue of the iniquities of that place, still he makes no move to clean up the burg.

Hell is full of fiddlers,

Dogs are full of fleas;

And Wolf is as full of notions,

As the grip is full of sneeze—

He has a colyum of them;

You can read them if you please;

Maybe some are caviar,

But more of them are cheese.

H. R. H. then inquires if we would give the same impartial consideration to copy submitted on a post card as that inclosed under cover of a two cent stamp, as stamps are so high these days and you can very seldom find them on sale. Send it in, we will give it all the consideration in the world.

He sends in more, but as we are only allowed a minimum of space we shall have to forego the pleasure it gives us to print it.

Mr. Floyd Passwater and Miss Carril Kline were made one on June 21 and left for a honeymoon trip through the Colorado Rockies, amid the loud cheers and well wishes of their numerous friends and relatives. We thank Floyd very kindly for the cigars he so kindly presented.

The laboratory was partly destroyed by fire recently and Fire Chief Serviss, with his well trained fire fighting crew, did excellent work in lessening the damage.

Mae sez: "Do not lose faith in humanity; there are over ninety million people in America who never played you a single nasty trick."

Mr. Marshall Muir, the pleasant little prevaricator, is back after a week's vacation, and says he feels fine. Tells the girls he is married and tells the boys he isn't. Which is correct?

It seems that Mr. Logman was too great an editor to write for this bounding little colyum and the chief has accepted his resignation. It really seems a shame that Howard is going to waste his life away as a machinist when he could be one of the greatest editors in the world, in his estimation.

Mr. Adlair Loy has returned to work after having an operation performed. Mr. Loy is looking very well and feeling fine.

Mae sez: "If you have no enemies, you are apt to be in the same predicament in regard to friends."

Mr. Jeremiah Pop Connell has taken the chair as associate editor of this always popular and ever wanted line of literature with the complete understanding that anything which

he hands in to be published will be published without any cutouts. We take him at his word and await with patience his humorous articles.

Life's mysteries: Why does Dave Marsh, our Beau Brummel roundhouse clerk, wear a clean white collar every day?

Steam Leak Inspector James Conlong has been promoted to Chief Inspector and seems to be handling the place very nicely. Mr. Conlong is known as the man with the eagle eye, as he once discovered, after very close inspection, that a certain engine had lost her pilot some place along the line. For this fine piece of work Mr. Conlong deserves great credit and gets it from the other men.

Oscar says that if we would print a certain item in this colyum about Adam Willms covering so much ground when he plays baseball, Adam would take home about three hundred magazines to distribute among his family and relatives. Seeing that the men around here would like to read one or two we shall refrain from printing that little piece.

Mr. George Mankowsky, work report clerk at 47th St., is again "on the job" after spending a few weeks in Hot Springs, Ark. He says that he wasn't with the princess, but the girls were great.

Our motto, as ever, "Live the magazine at any cost—and smile."



BURR OAK TRANSFER.

Geo. E. Caswell, Per Bandy.

The Burr Oak Transfer Station employees' first annual picnic held Decoration Day at Delwood Park, Joliet, was a great success, about one hundred and twenty-five of our help with their families and sweethearts going. Various games were played, the one that caught our eye being the ball game between the boys of the yard office and clerks, the yard office being the victors, score 6 to 2. The feature of the game was the umpiring by Jim Fuller, our Chief Clerk, as a few errors on his part helped liven things up a bit.

The nail driving contest for women only caused much excitement, Ollie Fay winning by one mighty smash. Beware of this young lady, boys, she may floor one of you if you happen in her way.

Various other contests were staged, too numerous to mention, but all were satisfied and

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voted to make it an annual affair, many thanks to our Superintendent and Agent.

SIDE LIGHTS ON THE PICNIC.

Miss De Chénne says, "Never again will I attempt to take a picture of a gentle old cow and her young one! Bringing up Father has not been practiced down on the farm, as yet!"

Harry Watts was our handy man, Bat Boy, Water Boy and fowl chaser (some chicken, eh, Harry?).

"I did the best I could boys, that ball game was a corker! Of course, I couldn't favor one side too much. I wanted to be to work the next day. Yours, J. H. Fuller."

Myrtle Fay says, "I should have finished first but I fell!" Too bad, Myrtle, no damage done, we hope.

Carl Groskopf carried off the honors account being present with the largest family in number. Some family, Carl. You're to be complimented!

Berdie says Miss Nelson is some steeple jack. What do you mean, Berdie, fence buster or climber?

Geo. Caswell, our able editor, left for home June 1st. George intends to make a tour of the Southwest, landing down in Alabama, via Memphis, sometime before July. He will have quite a writeup when he next takes his pen in hand.

Vacations are now in line but it would take up too much space to report the various places our help went to. One we want to mention in particular is Fred Witt. Being a newly married man Fred had the time of his life housecleaning. Was this the principle pastime?

Geo. Grader, night chief clerk, had trouble checking the balance a few nights so he had his son, Lester, who works as a plumber in the water service department, come down to help. Lester found the leak all right, as the balance has been coming fine since.

Edith Chalifoux is our new stenographer to the chief clerk. Let us hope she likes the work and office force in general.

Ollie Fay is doing Caswell's work, handling advance charges. Ollie had a time the first few days, didn't you, girlie? For that reason the plumber.

Osborne Thomas of the cashier department has again signed up with the management of the Princess Theater. Blue Island movie fans desiring to spend a pleasant evening should go to the Princess as "Scatty's" violin playing alone is worth the price of admission. Burlington, Iowa, please note.

D. W. Longacre, cashier, while working around his home accidentally let a cement chimney block fall on his foot, bruising the toes considerably. Under the doctor's care Dan was able to come to work. At this time he reports himself improving.

M. M. Kessler, who worked here as bill clerk when the Pen and Ink were king, is back again. Kessler is on nights and seems to be well pleased with his new position. We're glad you are, old top.

The Compto girl says we seem to worry a hole lot what kind of fruit she likes and don't like. Oh, no, we should worry, just so you don't get a lemon and get sour on us.

Arthur Adams, grain clerk, Burr Oak In Freight, was surprised by the Barnacles the evening of May 27th, a farewell party for Art, account his going away to Wisconsin for a month. We're glad the Barnacles are still intact. It's been some time since they have been in session.

Herman Draisherf, bill clerk, was suddenly called to Shawnee, Okla., on May 27th, to appear as a witness for this company in a law suit. That's the farthest Slim has been but he returned safely. Our ticket sorter was worried over his safety as she asked about him every morning. Some hope yet, I believe, for you there, my friend!

Burr Oak Transfer's Baseball Club wish games, Sundays preferred. Address the editor. Come on you general office boys, we're ready!

Paul Keifer was passing a box of cigars the other day. What is it, Paul, boy or girl? Why not let us all in on it?

BULLETIN.

Burr Oak Clerks played Tinley Park, Sunday, June 18th. Score 8 to 4, our favor. Feat-

ures of the game, Crossland's work on the slab and Slim's home run with the bags full. What was that case on first?

Wheeler Bros. *Erroneous* Shows visited Blue Island June 12th. Yes, all our boys took it in! Carl Groskopf was lucky enough to be on hand early to carry water and receive a pass. Is it any wonder one of the elephants died?

Two Interstate Commerce men were here several days making up a report of the valuation of the buildings in the Terminal District.

Ernest Anderson is a romantic young fellow. He thought the name "Bertha" on a punch board ought to prove lucky and win him a suit of clothes—but fate was against Mutt this time and he is out fifty cents.

We've had our preparedness parade and various political conventions. Now for the winner! Ed Harrington, a good democrat, says "What's the Hughes?" Wait, Ed, we'll show youse what's the Hughes!

The boys wonder why Eddie Kordewick talks to himself so much of late. Ed claims names get his goat, for instance, Mrs. Mary Chrzczowawicz. Why don't they chop off half or get another one when they land at Ellis Island? We agree with you that these alphabetical names are great. Suppose, though, it's easier to pronounce them.

The gang of Mexicans are doing a lot of repair work in the yards. They have their families with them which accounts for the fact that they make as good laborers, if not better, than the Southern Europeans.

Harry Watts says, "About the only golden crown most of us will get will come from the dentist." Cheer up, Harry, Kline, Kordewick, et al., got a gold brick in the Washington-Montezuma Mining Co. Is there a difference?

LEST WE FORGET.

Did you notice our "Prevent Claims" in our last issue? If not, why not? Are you doing some of these things? Again—if not, why not?

WHEN WE WERE BOYS—MARTIN MAHONEY—"We used to play tag in the capitol at Washington, D. C. Most of us were barefooted and liked to slide down the bannister in the Library of Congress—but those peach fights were best, and those nice juicy oysters we swiped from the fishing wharfs make my mouth water to tell about them!"

Geo. Buck—"Times have changed down at 31st Street since I lived there. I used to play with Burton Holmes and some of the present day ball players. I never got licked but once, and then I bet a kid I could fight him with one hand. Somehow or other my one fist wouldn't work fast enough and I saw colored stars!"



THE NEWS FROM THE SOUTHERN DIVISION.

By Bart Mynatt.

The preparedness parade given at Fort Worth June 5th was a huge success, as is always the case when the people of Panther Town turn out for any civic or patriotic cause. The railroad brigade was one, if not the largest, division, and the Rock Island made no small showing as participants. It is needless to say that when employees of this company are asked to render a service, that there is never any hesitancy.

PERSONALS.

Mr. J. M. Bryant and family, our worthy bookkeeper, has just returned from a visit to relatives and friends in Muskogee, Okla.

Mr. Kenneth Garrett, Interline Clerk, spent ten days in the Mountain City of Denver, Colo., visiting his brother.

Mr. J. W. Liddell and wife have just returned from New Orleans, spending a few days with relatives.

Mr. M. G. Sanderford and wife, on his few days' vacation made Chicago ill and Milwaukee famous in one week, and then had plenty of time to visit relatives at Sealy, Texas.

Traveling Auditor, Mr. W. H. Dixon is so busy these days that his visits home are so infrequent the twins are just about to out-grow his recognition.

Mr. E. H. Moon, District Accountant, District No. 2, spent the week end of March 10th in Fort Worth.

Mr. R. M. DeMosse, Chief Rate Clerk, in General Passenger Department, is attending rate meeting at St. Louis.

Mr. A. F. Hale has just returned from a week's visit in the sandy city of Tyler, Texas.

The General Passenger Department advises that Miss Winnie Slawson and Mr. J. W. McNeely, and Mr. Harry Lucas, from the Freight Department, and Mr. Hiram Walker of the Passenger Department, head the honor roll for the past month for personally securing business over the Rock Island lines.

Mr. J. M. Dowlin, Asst. General Freight Agent, has returned from a tour over the Amarillo and Mexico Divisions. In commenting upon conditions he says that the wheat and oats are in bad condition, but the rain the early part of June put ground in fine condition for the planting of Maize, Kaffir-corn, and fetereta. He says the people of the plains are the most optimistic set of folks that he ever met. They say if they can't raise one kind of grain they can another, and they all look forward to a big harvest of these grains. Mr. Dowlin has also just returned from Austin where he attended the Texas Tariff Bureau meeting, which met there this month.

J. V. Williams, terminal agent, Fort Worth, reports \$27,405.98 increase for May, 1916, over May, 1915. This is a demonstration of the fact that business is very good right around Fort Worth, and that we have some live wires in the local office.

Mr. Paul E. Traweck, claim clerk to Mr. J. V. Williams, has been transferred lately to the cotton desk in the general freight office.

Mr. Charles Webb, of the engineer's office, is a proud father of a fine girl, who arrived May 20. The new arrival will take her turn in teaching Charlie the night walk and art of knee bouncing.

THE CAR SERVICE DEPARTMENT. Fort Worth, Tex.

Allan Newman, discrepancy clerk, resigned June 1 to accept position with the Fort Worth Belt Railway at North Fort Worth. Mr. Newman has been with the company since April 7, 1909. He will be greatly missed by the department.

Orion Randolph Watson, foreign record clerk, has been promoted to succeed Mr. Newman. Clyde Nolen has been moved from the system record desk to the foreign record desk. Jesse E. Merwin of Brady has accepted service with the department to fill the vacancy caused by the above promotions.

Joe B. Jackson, a former employee of this Department, who resigned some two years ago, returned to Fort Worth to practice dentistry in which profession he graduated with second highest honors at the Tennessee State University.

Clyde Nolen and wife returned from Albany May 31st where they spent a most enjoyable vacation.

The Department greatly appreciates the action of the management in connection with the increase.

Mr. W. H. Wallace of Chicago was in Fort Worth June 12th.

BASEBALL NOTES.

A winning baseball club is an institution to be desired by every American city and a winning railroad baseball club is to be envied by the other clubs of that association.

The Fort Worth Baseball Railroad League is composed of the Rock Island, Fort Worth, Denver, Frisco and Railway Mail Service and it is needless to say the Rock Island bunch, with Fred Lingenfelder as manager, is going to fly the pennant from their office at the close of the season.

STANDING OF THE RAILROAD LEAGUE JUNE 11TH.

Club.	Won.	Lost.	Pct.
Rock Island	6	3	.666
Railway Mail Service.....	5	3	.575
Frisco	4	6	.400
Denver	3	6	.333

After an inglorious walloping at the hands of the Frisco Elephants the Rock Island pulled a real come-back in a double victory over the Denverites, June 3rd, and a win over the Mail Service June 10th. Saturday, June 17th, we again meet the Frisco and fur is sure to fly. If

the game is favorable will tell you more about it in next month's Magazine. Of the three games played between the club to date the Frisco has won two and the Rock Island one, which we intend to even up June 17th.

NOTES FROM THE FIRST BASE LINE.

The club as a whole is now slamming the ball to all corners of the lot and all agree that the club that beats the Rock Island will get the bunting.

Our infield, composed of Parish, Lingenfelder, Ashley, Randolph and Pray is undoubtedly the best in the league. In fact, Johnnie McGraw and Connie Mack have been here for two weeks looking the boys over and am very afraid that we will lose them.

Nottingham is leading the club in hitting with an average of .320 for nine games. Go to it, guy.

Ted Randolph was up six times in the double header and did not get a hit. (On the side, between you and me, I believe his girl was there.)

Our husky catcher, Parish, has moved to Dahlhart. His loss to the club will no doubt slow them up a bit unless replaced at once with a finished catcher. Our best wishes go with him.

Fred Lingenfelder is the thief of the team and just the other day the Denvers had to call a cop for fear that Fred would take the bases home with him.

Some mention should also be made of the little runt from the north side. His name is Pray. He went up in the air the other day after a ball and you would have thought him six feet tall. He is some ball player. Keep it up, Shorty.

We are pleased to see that Mr. G. S. Pentecost is very enthusiastic over the team's progress. Come out again, Mr. Pentecost; we appreciate it.

And even Frank Childs' presence at the Frisco affair failed to enable us to draw the long end of a 7 to 1 verdict. And, by the way, Frank was all dolled up in a new suit of light color, green hat, green tie, pink shirt and red socks. (No wonder we lost.)

We also had other prominent railroad men to come out to the games as Mr. Bowdry, Mr. Sumpter, Mr. Searcy and Mr. Harry Warner.

The betting on the Frisco game at present is all in the hands of Mr. Howard Brooks, cashier to the treasurer of the C., R. I. & G.

The management has offered Fred L. Jones a silk uniform if he will only come out and pitch one inning. Fred says he used to pitch ball for some little country town back in Kansas.

SILVIS NEWS.

Machinist Ray Gerlich, better known as "Topsy," slipped away from the shop boys June 20th and entered the matrimonial circles. He spent his wedding trip taking in the Windy City.

Sam Baker, of the blacksmith shop, says he is the proud father of a 15½-lb. baby boy Decoration Day. Some Baker, eh!

Boilermaker's Helper Geo. Hampshir is layed up with rheumatism. The boys all wish him a speedy recovery.

Machinist Apprentice Verne Link attended the auto races at Chicago June 10th.

The friends of Boilermaker C. F. Hopskind extend their sympathy to him account of the loss of his baby girl about two weeks ago.

Carpenter Julius Raditski has returned to work after several weeks' absence due to illness.

Machinist G. S. Lowe is spending his vacation visiting Buffalo, N. Y., and Philadelphia, Pa., and other points of interest in the east.

Foreman Fred N. Bechstrom is spending part of his vacation attending the Swedish-American Singers' Convention at Omaha. Mr. Bechstrom is quite an active member, and this company should give him the credit of giving this road about \$800 worth of business by inducing the Svea Male and Olive Male Quartet to take the Rock Island after other roads giving them certain inducements.

Lost!—A Janitor. Description, exact counter part of Charlie Chaplin. Last heard of headed for the Windy City. Finder will please turn him around and start him west.

Buster Brown is now back to work after being layed up with a sprained ankle. He says he has to keep 'er inter-mediate so she will not run away from the other ankle.

We understand that Machinist Barhyat trolled about 40 miles recently and caught two fish. Fond of walking, Jess?

We congratulate Arthur Warren, Arkansas Division, on his excellent Safety First poems in June issue.

Silvis Shops has some ball team. They defeated 125th St., Chicago, 6 to 0, June 18th. Wm. Murphy is the manager of the Silvis team and challenged any other nearby Rock Island team.

Draftsman R. E. Gloss, of Asst. Mechanical Engineer's Office, was married the early part of June and he has had the good wishes of all his friends, although he was a long time doing it.

Engines at this point are now being coaled from huge coal pile at Natich Yards by the clam shell account our coal destroyed by fire recently.

Foreman Feashirley has at last succeeded in getting his Maxwell in running condition and took his family out for a spin doing the Tri Cities in one afternoon. We wonder why Machinist Whittemore does not do likewise.

Frank Reddy has become a pest to the Davenport Weather Bureau because he calls daily regarding the water stage. A trout line must be an awful worry, eh, Frank?

Boilermaker Frank Swartz says we forgot to mention in June issue that a dip net was thrown in with the boat purchased by him and Frank Reddy.

Boilermaker Wm. Groene has all but advertised the fact that one of his barney and "biddies" hatched a one-winged chick recently. Bill is now wearing a crepe band on his coat as the freak fell into a pan of water and was drowned getting a drink.

Master Mechanic J. M. Kerwin made his first visit at Silvis June 20th since his promotion and the boys were all glad to see his smiling face.

ANOTHER SAFETY FIRST SLOGAN.

On the great highways of life
There are dangers that are rife
To avoid them, we should exercise great care.
There are many people yet
Who don't know or else forget
That "Safety First" is the great slogan everywhere.

As you pass along the street
Note the cripples that you meet;
Just think of their misfortune and beware,
Watch your step where ere you are,
In the shop, the street or car,
"Safety First" should be your slogan everywhere.

You young men and old men, too,
This motto is for you,
And it's neither a delusion or a snare;
If you'd enjoy good health,
Which is better far than wealth,
"Safety First" should be your slogan everywhere.

HAMILTON PARK KRISPETTES.

Essenkay, Editor.

THE WHINERS.

I don't mind the man with a red-blooded kick
At a real or fancied wrong;
I can stand for the chap with a grouch if he's quick

To drop it when joy comes along;
I have praise for the fellow who says what he thinks,

Though his thoughts may not fit in with mine,
But spare me from having to mix with the ginks
Who go through this world with a whine.

I am willing to listen to sinner or saint
Who is willing to fight for his rights,
And there's something sometimes in an honest complaint

That the soul of me really delights;
For kickers are useful and grouches are wise,
For their purpose is frequently fine;
But spare me from having to mix with the guys

We Supply the Finest of Everything in Groceries.

CHASE BROS., Inc.

812-814 Walnut Street

WHOLESALE AND RETAIL

GROCERS

DES MOINES

IOWA

M. REICHER & SON

[GENTS' FURNISHING GOODS

(Wholesale only)

Ask for Our Brand of

Overalls, Jumpers and Work Shirts

KANSAS CITY, MO.

Who go through this world with a whine.

—Detroit Free Press.

Mr. J. A. Dengate became a regular in the benedict class June 21st. Miss Agnes Collons was the lucky girl. All the luck in the world to Bert and his bride; may their married life be one of endless bliss.

The great combination, Shea, Ryan, Kramer and Ames, paid another visit to Starved Rock Decoration Day. Birds of feather flock together, especially high-class birds.

At this crucial moment, when patriotism is on the lips of each and every one, it was not unnoticed when the Hamilton Park offices were well represented in the preparedness parade held June 3rd, marshaled by that old-time veteran, Mr. H. H. Hawley, who has seen regular service.

Santford C. Dickens can again be found at his old stand. He returned June 5th after an illness of 6 weeks. The only occasion we wish to see your desk vacant, Sam, is when you are on a vacation tour.

Mr. Tillotson and Mr. Dvorak were last heard from at White Sulphur Springs, Va., and the famous boardwalk at Atlantic City. No doubt they are parading the walk night and day to dispel the monotony.

Miss Carrie Hatch, of the A. S. T., is at present on a vacation trip. Latest reports have it Carrie is having a good time in the "Twin Cities."

Alas, poor Ralph Weber of Big League fame met his Waterloo at Hamilton Park recently in the Railroad League. Cheer up, Ralph; the good ones always come back.

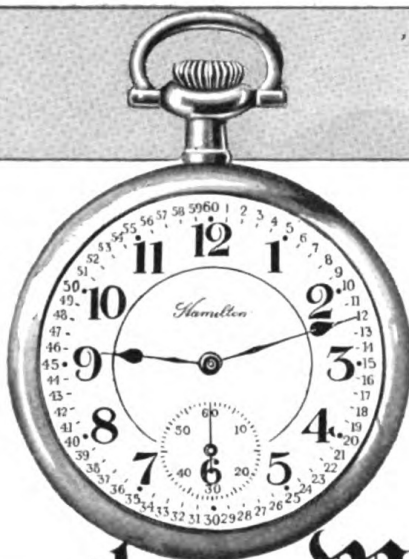
Getting down to the serious side of life, our friend Catherine Haggerty is enjoying a week at home, perhaps experimenting in domestic art preparatory to taking a long journey.

Mr. John Pimlett was married on June 10th. His co-workers in the A. P. T., as well as his many friends throughout the system, all join in wishing him a long and happy married life. A few days prior to his marriage he received those of his intimate friends who are closely associated with his work at his home. Those who are familiar with his ready wit and his famed hospitality can picture the enjoyment of his guests. His popularity is well deserved, and we are delighted at his having procured so charming a wife.

Born to Mr. and Mrs. Geo. Werks, a baby boy, June 28th. At any rate, Geo. Werks so will the boy he will make a good railroad man, Geo.

Bob Munn, our A. P. T. checker wizard, visited and viewed Niagara Falls with Mrs. Bob and daughter. A most pleasant trip it was except for one little episode, which is worth relating. Munn, who is a genuine American, without the trace of a hyphen, remarked while on the Canadian side that Uncle Sam should annex Canada so as to own the whole Falls. A British spy overheard him, and they stuck Bob in the cooler for an hour until the American consul vouched for the good intentions of U. S. After the trying ordeal Munn was marched to the American side closely guarded by eight redcoats.

For Time Inspection Service, Hamilton No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American railroads. For general use you can buy a Hamilton from \$12.25 for



movement alone (in Canada \$13.00) up to the superb Hamilton masterpiece at \$150.00 in 18k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons.

Hamilton Watch

"The Railroad Timekeeper of America"

All that is left of the "old times" of rail-roading are memories—and watches.

New "cut-offs" have changed the course of the old road-beds; new rolling stock has replaced the old; new systems, new signals, new methods have come in.

But the Hamilton Watches that told true time fifteen and twenty years ago still have the right of way.

When you buy a Hamilton you buy Accuracy and Durability, not for a little while but for long years of service.

Write for the Hamilton Watch Book—"The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information. Railroad men know and are usually expected to know more about watches than other men, and for that reason "The Timekeeper" is especially good reading for them. Send for your copy.

HAMILTON WATCH COMPANY
Dept. 34
Lancaster, Pennsylvania

The men in this engine cab are Engineer Wm. Burney and Fireman Albert R. Burke of the Union Pacific. Both carry Hamilton Watches.



A selected crew of baseball players out of the association at Hamilton Park will play a series of three games at Spirit Lake, Ia., through the arrangement of Mr. H. H. Hawley, whose interest in baseball has been manifested recently in the Railroad League. We certainly hope the boys will make a mark while there.

STANDING OF TEAMS IN ROCK ISLAND BASEBALL ASSOCIATION, JUNE 25, 1916.

	Played.	Won.	Lost.	Pct.
A. F. T.....	7	5	2	.714
A. P. T.....	7	4	3	.571
Aud. Disb.	6	2	4	.333
Car Acct.	6	2	4	.333

Miss Katherine Dunny contemplates a trip to Colorado Springs and Denver in the near future, perhaps the first of August. Remember, Kitty, do as the Romans do, with one exception: Don't get married unless you notify us previously.

Little Edna Renfro, of the G. S. & C., has just returned from her vacation. She still wears that smile, which is evidence that she had a good time.

Carl Landeck, formerly of the A. P. T., visited us long enough to announce his intention of marrying a Miss Klaus July 12, 1916. We extend the happy couple our congratulations and hope their married life will be one happy journey.

Mr. F. J. McCormick, of the A. F. & O. C., has been spending two weeks in Denver and Colorado Springs, where he met his wife and daughter, who had spent six weeks there. From recent reports they are enjoying themselves immensely.

Mrs. Landeck, of the A. P. T., took a week's vacation recently and acquired a deep coat of tan while at Saugatuck.

Tony Tusek, one of the star flingers in the R. I. Baseball Association, is engaged to a South Side belle. It is evident that Dan Cupid made a hit—and a home run at that, Tony.

PRATT-PUNS OR "BUNS." By Booker T.

E. F. Pipkin, who for the last year has been the extra dispatcher at Herington, will be our new dispatcher.

Dispatcher Fleming going to Dalhart. It seems that Brakeman Floyd Stevens was seen in a jewelry store a short time ago, looking at some diamond rings. Guess there must be something to it as the young lady's father a day or two later said he gave them the blessing. Every one keep an eye open and get in on the cigars.

Big E-Nuff Purnell, our blacksmith, made a trip to Brown County the first of the month. He came back looking the worse for wear. From what we gather of the occasion, some other guy was camping on the front porch when he got to Horton, and "Dub" tried to persuade him to leave. Any way we would like to see the other guy because Purnell says he left.

Trainmaster Irwin seems to be up to snuff on the latest modern methods, he having recently instigated a new plan for supplying cabooses, which to date has worked out very successfully. Each conductor on coming into Pratt terminal, leaves his caboose key with the yard office clerk; the supply man takes these keys and makes an inspection of each caboose on arrival, checks over the supplies needed and puts same on caboose. In case any unnecessary supplies are found, they are returned to the store dept.

W. L. Snyder, boilermaker foreman, has resigned and will return to Silvis, where he will again take up his duties in the back shop. Dutch Kensy, a native Pratt boilermaker, will act as boilermaker foreman for the time being. Yours truly, Dutch.

Fireman Red Labrue had quite a serious accident the other day. Red was up on the back of the tank taking water, when a small Kansas cyclone came along and blew Red off, knocking several square inches of skin off his vermilion countenance. Every one will be glad to know that he is getting along fine and will be back to work in a week or two.

Switchman Floyd Norris was called to Topeka June 17 on account of the serious illness of his grandmother.

Fireman Grier, local chairman of the firemen, is off on an extended trip through the west.

From here he went to Denver, later he is going to Salt Lake City, and will return by the way of El Paso.

Business is sure good on the E. P. Division these days, four emergency cars now, and fruit is still coming and coming fast.

Murrel Hotton, machinist helper, spent several days in Wichita the first of the month. Murrel went to see his sister graduate from Mt. Carmel Academy.

Iowa Sunshine Coal

The best coal in Iowa

Shipments on

C. R. I. & P., C. M. & St. P. and
C. B. & Q. Rys.

Prairie Block Coal Co.

Centerville, Iowa

W. G. KELLEY

NATURAL ICE

Wholesale and Retail

DELIVERED DAILY

HORTON, KANSAS

Make Business Good

Buy your coal from a dealer who ships
R-I coal over the Rock Island Lines

W. A. PRATT, Trenton, Mo.

RESIDENCE 101—PHONES—OFFICE 45

Pay Us a Visit

PEOPLES GROCERY COMPANY

1634 O Street, LINCOLN, NEB.

Our fleet of automobiles deliver promptly

BUY

Fairbury Mercantile Co.

Exclusive Lines

Queen Quality Shoes Black Cat Hosiery
Kute Kix for the boy Royal Worcester
and girl Corsets

EFFICIENT SERVICE
PAUL C. HUBER, Manager

ON ROCK ISLAND LINES

Belleville Ice & Cold Storage Co.

Belleville, Kansas

Manufacturers of

PURE CRYSTAL ICE

Our baseball team is at last a realization. For the last several days work has been going on, getting the ground ready, and in another week the team will be organized and ready for battle. One of the first victims we want to get at is Herington; they being the undefeated champions of the second district, we feel satisfied that we can at least show them a good game.

At a recent meeting of all interested Joe Close was elected field manager and he is now trying to arrange several games. We might publish the names of some of the players, but their names are so noted in baseball history that we fear to do so. It might make it harder to get games.

Night Chief Dispatcher Murphy and family have returned from Rock Island, where they enjoyed a pleasant visit with friends and relatives.

THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.
Motto: Without Fear or Favor, with Foolishness for Flavor.

R. E. McGowen Muddler-in-Chief
Most Anybody

Nearly Everybody Assistant Muddlers
June, 1916.

Vol. II. No. 6.

MUDDLETORIAL SECTION.

Telegraphic Comment a la Kipling.

"Ho, hum, I guess there's nothing new." The T. E. scratched his head.

"Nothing new is right, old scout," the operator said.

"What's that, that whimpers o'er th' wires?" The T. E. softly sighed.

"Another 'note' to Mexico," the selfsame operator replied.

"For they're done with 'watchful waiting'—at least that's what they say—

And for all their lawless raiding the Spigs will have to pay,

Old Carranza's form will tremble and his whiskers turn more gray

After reading' Woodrow's latest in th' mornin'."

"And what does Woodrow have to say?" the T. E. almost snored.

"He says"—(the operator's tone was more than slightly bored)—

"He says he won't withdraw our troops and if the Spigs do not

Stay on their own side of the fence, for them he'll make it hot.

Yes, he's done with 'watchful waiting' and there'll now be Hell to pay!

More kinds of it than Woodrow dreamed would ever come his way!

Yes, Carranza's form will tremble—(but with laughter loud and gay)—

After readin' Woodrow's latest in th' mornin'."

The foregoing will be "old stuff" when thousands (?) of our readers are eagerly (?) perusing the muddletorial section of The Muddle. At least, it will be "old stuff" inasmuch as the above mentioned hell will then be in process of payment, and the Shermansque definition of war as applied in this case, will not be because our boys must go to war, but because of their utter unfitness for warfare—i. e., our National Guard organization are almost entirely lacking in all essential equipment for modern warfare. We believe that there is no better fighting man than the American soldier, but in order to render efficient service he must be well armed, well clothed and well fed. You who are better posted on the baseball situation than anything else that appears in the daily papers, pause a moment and draw a mental picture of Ty Cobb as a participant in a ball game deprived of his bat and spiked shoes. His predicament then would be comparable to our entire army organization.

We are curious to know how Chas. Gill and Jim Halpin were allowed to wedge themselves into the group representing the division superintendent's office force at Cedar Rapids. Has the Dove of Peace at last condescended to roost in the old B. C. R. building?

The magazine's "Of Interest to Women" page advises the ladies "to drive a nail through an empty spool. It will make a handy peg to hang damp towels on." No doubt a large ham-

Cool Comfort The Work Suit for Summer

You won't "roast" and swelter this summer if you wear a Sensible Combination Work Suit instead of overalls and jacket. No shoulder straps to chafe and generate heat. You do not have to wear a shirt or underwear with it. It's the keep-you-cool work garment. Makes a hit with railroad men.

Pat.
June 8,
1915

The
Modern
Work
Garment



chafe and generate heat. You do not have to wear a shirt or underwear with it. It's the keep-you-cool work garment. Makes a hit with railroad men.



Patented button-down shirt showing neat jacket effect.



Skirt up showing suspenders which are attached to back of jacket.



Showing the convenient drop seat arrangement.

Union Made
Comfortable,
Safe,
Convenient

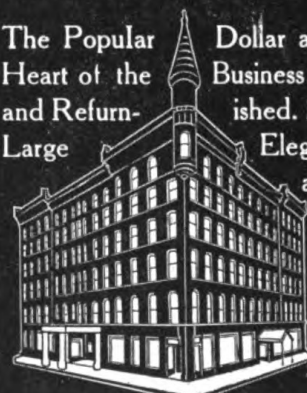
Order from your dealer or direct from us. Express stripe \$2.50; Stifel indigo \$2.50; Government standard khaki \$3.50. Money back if not delighted. Write for descriptive circular.

JOHNSTON & LARIMER
MFG. COMPANY,
Dept. 17 Wichita, Kan.

SENSIBLE
COMBINATION WORK SUIT

LACLEDE HOTEL--ST. LOUIS, MO.

The Popular Dollar a Day Hotel in the Heart of the Business District--Remodeled and Refurnished. New Management. Large Elegant Rooms with Hot and Cold Running Water and Private Telephones---many of the rooms of this hotel have fine private baths



CAFE under the management of WELDON & WHITSON Formerly of the Moser Hotel and Silver Moon Restaurant
FRED. D. MICHAEL, General Manager

HOTEL BENTON

"Center of Everything"

We Cater to the Railroad Man
819 PINE ST., ST. LOUIS, MO.

50c
75c
\$1.00
Per
Day

mer would be necessary to do this. However, you know what is meant. We merely call attention to the fact that what was meant was not said.

PERSONALS.

About May 31 Geo. Newberry's sister entertained a young ladies' sewing club. We are told George was compelled to pilot eight of them home. Reason—rain.

Joe Colson, formerly of Moline, was reported in Rock Island Saturday evening, May 27, with a "keester," whatever that is.

June 8, Joe Suess was absent from duty and it seems evident that no one suspected the reason. We must admit that Joe put it over on the bunch, the "reason" weighing eleven pounds and being of the masculine gender. Joe quite properly brought in a box of nice cigars.

One of our reporters offers the news item that Fred Brennan and "Ida" made a trip to Peru Sunday, June 11. We have asked him to be more explicit in the future as to ladies' surnames.

Miss Dempsey will be a delegate to the Baptist convention to be held in Chicago about July 5 to 9.

There are few former employees of the Rock Island who still retain their interest in the road as does Ex-Engineer Chas. Davis, formerly on the East Iowa Division. He was instrumental in bringing to this office a customer who purchased a ticket to Butte, Mont., via our line to St. Paul. The gentleman in question had been figuring on another line until Charlie got a strangle hold on him, then there was no other way out except via the Rock Island. Bring us another, Charles. It is appreciated.

Bob Watkins went into Chicago June 15 accompanied by Mr. Stafford, Rock Island attorney. Bob went in his official capacity as Mayor of Silvis, for the purpose of showing Rock Island officials the error of their ways in refusing to pay taxes amounting to over \$5,000 due the village of Silvis. Needless to say, Bob "brought home the bacon." Bob did not try to array his wits against the legal talent present by any attempt to argue the legal phase of the controversy. He merely showed them "their moral obligation to the village of Silvis." They evidently agreed with Bob's point of view, for he collected the taxes.

The Eagles held their state convention in Rock Island June 12 to 16. The city bill of fare for the week included "stewed eagles" as well as "stewed chicken."

The Grottos of Rock Island, Moline and Davenport, comprising a party of almost 100 men,

left on a special train from the 20th Street Station June 18, en route to Detroit. They were furnished a special train via the Michigan Central from Chicago, returning to Rock Island June 22.

Paul Russell and Charlie Klise spent Sunday, June 18, in Stuart, Iowa. Paul and a lady friend went in swimming, so we are told, and Paul was seized with a cramp in his knee. We presume the young lady saved his life, although Paul is reticent on the subject.

Loretta recently inquired the reason for eggs being so small. Can any little boy in the class offer a solution to this problem?

The freight offices in the Tri-Cities were given a half-holiday June 22 that they might see or participate in the great Industrial parade of the Centennial Celebration.

A few days ago a gentleman who had been gazing too frequently into the flowing bowl, endeavored to chastise a son of Abraham, who is one of our truckers. The son of Abraham proved to be a regular Charley White and the inebriated person was well trounced. Fred Brennan called the police and spoiled a complete job.

Miss Loretta Quinn, assistant cashier, is soon to depart on about two months' vacation, we are informed. A Miss Fagan is now breaking in to handle her position.

F. E. Martin, chief dispatcher, is off on his vacation at this writing. C. A. Russell holding down Mr. Martin's chair and R. W. Teeter doing the night chief's stunt. Ed. Warner is the extra trick man.

SPORTING SHEET.

We quote from a Peoria daily paper:

"The Peoria White Sox won from the Rock Island Independents in the first game of a double header on the Randall diamond yesterday afternoon in seven innings, 6 to 3."

Our boys insist the score was 5 to 3. However, they were walloped. The old Rock Island Independents probably would not be flattered at finding the freight office bunch from here designated by their old title. Still, we mustn't knock our team. They must have done very well under the circumstances. Harry Merow, being too chivalrous to leave his wife behind, got off 212 after they had pulled out because his wife didn't make it. They later went via Bureau, but Harry did not reach the Randall diamond until the game was over.

"Spike" Kroy, who used to star with the old "Smoke House" bunch of Davenport, showed his old time form when he grabbed a foul back of the third base line among the crowd.

"Scratch" Connors and "Spike" were wrangling most of the time they weren't playing ball as to which one should smoke the one pipe they had. "Spike" was in possession when they left here.

Edgar Hill got into the wrong restaurant at Peoria. He remarked that "every time a fellow picked up his knife it cost him a nickel." Was there no free lunch to be had?

Joe GtsenandalltherestofitIdon'tknowhowto spellit found a duck's nest at Stark while wandering along the track picking wild flowers. We are surprised that it was left intact.

Donnelly please take notice: The members of the ball team wish to thank you and the K. C. members for the courteous treatment received while in Peoria. Hope to reciprocate. We also appreciate the disadvantage you were put to in securing this game for us. Too bad the freight office boys there failed to show up. Are they afraid of us?

THE PANNING DEPARTMENT.

(Editor's Note: This department appears each month and is conducted for the purpose of giving anyone the opportunity to air their opinions of their fellowmen. Your name will be withheld, BUT—if the panned person objects too strenuously, we will feel bound to divulge the name. Safety First is one of our mottoes.)

Ed Meehan seems to be the one picked on for panning. He got it last month and now note the following:

Most any Sunday evening our beloved car clerk, Ed Meehan, can be found outside of the telephone office. What's the attraction, Ed?

(We presume that should go in the panning department.—Ed.)

MOYLAN CAFE AND HOTEL

EUROPEAN

The Rock Island Just Across the Track

Popular Prices—Quick Service

WEST LIBERTY, IOWA

IOWA GOLD BUTTER

Served on

ROCK ISLAND DINING CARS

You can have it in your home

WEST LIBERTY CO-OPERATIVE CREAMERY CO.

WEST LIBERTY, IOWA

HUBBARD ICE COMPANY

Dealers in

Manufactured and Natural Ice

Wholesale and Retail

CEDAR RAPIDS, IOWA

Andy Dahlen desires to pan the gentleman who informed the Arsenal that there would be no one on duty in the freight office Thursday afternoon.

HOWLS FROM HERINGTON.

By Mutt & Jeff.

Mr. L. Burns, Assistant Attorney for Missouri and Kansas, was a Herington visitor June 2nd.

Mr. E. Wanamaker, Electrical Engineer 47th street shops, Chicago, was in the offices at Herington on May 23rd.

Mr. C. W. Balch, Investigator of the O. S. and D. department, Chicago, and formerly a clerk in the Superintendent's office at Herington, stopped at Herington, looking up familiar faces among the boys with whom he used to work.

Mr. E. F. Pipkin, 280 clerk in the Chief Dispatcher's office at Herington, has left this point to work as extra dispatcher at Pratt. That reminds me that we have not heard a peep from our old friend, Mr. T. M. Breyden, Chief Dispatcher at that point, and formerly of Herington. I suppose he is too busy keeping watch over the money he has buried in tin cans in the front yard or looking for a pair of No. 11 shoes in the kindling boxes he buys from the grocer.

We are pleased to inform the readers of this column of the promotion of some more of the boys in the Superintendent's office. Mr. T. B. Willard, Secretary to our Superintendent, has accepted a position in the general offices of this district as secretary to Mr. Rourke, the Assistant General Manager. He was succeeded at Herington by Mr. E. C. Holtsclaw, former Trainmaster's clerk, who in turn was relieved by Mr. F. Melliush, who came to this road from the Santa Fe at Arkansas City, Kans.

A quiet wedding took place the morning of June 15th, at 10 o'clock, at Herington. The parties in question were Mr. J. B. Whitenack, machinist at Herington, and Miss Frances Allison, daughter of Frank Allison, rural mail carrier of Herington. A host of friends extend to the happy couple hearty congratulations. They left Herington in an automobile for White City, where No. 12 gladly received them. I don't think we need to explain why they did not board No. 12 at Herington. They will spend about a month on the Great Lakes.

The next evening, June 16th, Mr. H. J. Ninneman and Miss Elsie Bricks were quietly married at Herington. Both of the young people are of Herington, Mr. Ninneman being platform foreman at this point. We extend to them our best wishes also.

We don't know whether or not any one was married on the 17th. If such was the case it has not been reported to us.

Dispatcher L. M. Tucker is on the sick list. I notice from the Hamilton Park Krispettes that H. A. Beste claims the checker championship of the C. R. I. and P. We have a "Mut" at Herington, who might take the champion on. At least the former claims the championship of the Superintendent's office, and I am unable to locate anyone here who disputes it.

We understand Glenn Young and wife, also E. C. Holtsclaw and wife, of the Superintendent's office at Herington, recently made a trip to Kansas City on Sunday for the purpose of attending one of Billy Sunday's meetings, and, as the tabernacle was packed and they were unable to get in, they attended a vaudeville show. Some contrast!

Volley Ball "Bugs" seem to be flying around Herington in vast numbers lately. A city league will be organized with six teams, two of which is composed mostly of clerks in the Superintendent's office, and a schedule is being arranged. During "Prosperity Week" at

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Herington some games were played on the streets and a large crowd witnessed every game.

Mr. Johnson, our Chief Dispatcher, has lost a friend. Jupiter Pluvius has evidently failed him in his time of need, as Mr. Johnson did not anticipate the spring floods this year in time to take his annual vacation. So far this year on this division the washout trouble has been confined to around Marion. It was necessary on this account to detour a number of trans via the Santa Fe, Hutchinson and the El Paso Division. The United States mail at Marion when the water was at its height was delivered to the depot in row boats.

As stated before, Mr. J. B. Whitenack and wife departed on their honeymoon. We understand he is carrying GREEN for "Noisy."

ST. LOUIS DIVISION NEWS.

By B. H. W.

Effective May 21st, H. C. Cosand, Division Engineer, was appointed Division Engineer and Master Carpenter, vice B. M. McNamara, Master Carpenter, transferred to Dalhart, Tex., where he will assume duties of Master Carpenter on the El Paso Division.

Mr. R. V. Ford, Supervisor of Work Equipment, with headquarters at Topeka, Kans., was in Eldon in connection with steam ditcher matters and made a call at the office while here.

Mr. W. McElrath, Road Foreman of Equipment, attended the annual meeting of the International Fuel Association, which was held in Chicago May 15th to 18th.

Two cars of soldiers were handled on No. 23, St. Louis to Kansas City, en route from Columbus Barracks, Ohio, to San Francisco.

Effective May 12th, Mr. C. A. Dingley, Section Foreman, was appointed Road Master on District No. 2, between Eldon and Kansas City, vice Mr. N. T. Blackwell, granted leave of absence on account of sickness.

Train Master J. S. Jones and Road Foreman of Equipment W. McElrath attended one of the Smoke Meetings held by the Kansas City Terminal Railway Co., in room 58, Union Station, Kansas City, May 22nd to 24th. Meetings were held morning and evening, and were attended by Smoke Inspectors of the Kansas City, St. Louis and Chicago lines.

Effective June 1st, Mr. W. F. Wellman was assigned as Scale Inspector on the Kansas City Terminal and St. Louis Divisions, with headquarters at Topeka, Kans.

Switchman F. P. Shoemaker and wife attended the B. R. T. Convention held in Detroit. Mr. Shoemaker was a delegate to the B. R. T. Convention, and Mrs. Shoemaker a delegate to the Ladies' Auxiliary of the B. R. T. Convention.

Conductor and Mrs. J. D. Holder and Miss P. A. Todd were called to Harrisonville, Mo., on account of the death of Mrs. Holder's and Miss Todd's brother-in-law, Judge C. W. Sloan.

Agent W. E. Jones, of Summerfield, Mo., and wife, were in Eldon May 26th, visiting Mr. Jones' sister, Miss Opal, graduate, and Mrs. A. T. Jones.

Cornelius Roach, Secretary of State for Missouri, was in Eldon June 1st, on his way to Tuscumbia, Mo., county seat of Miller County, where he addressed the voters on political issues.

The Armourdale Shop baseball team played the Eldon local team Sunday, May 21st, and shut out the locals by a score of 3 to 0. Batteries: Armourdale, Peterson and Rooney; Eldon, Barnhouse and Lawbaugh. Peterson was nearly invincible, only allowing three hits, while Barnhouse was nearly as effective, but five hits being made off his delivery and the game, no doubt, would have resulted in a pitcher's battle if Barnhouse had been given the same kind of support as was afforded Rooney. However, it was a fast game all the way through, both sides playing nice ball.

Agent C. O. Mennell and family departed June 7th for Freeport, L. I., where they will visit about ten days with relatives, spending the balance of their time at Detroit and Grand Rapids, Mich. Mr. Mennell is expected to be gone for about a month.

Mr. Carl Scholz, Supervisor of Fuel and Mining Department, accompanied by Superintendent Correll, made an inspection trip over the St. Louis Division June 6th and 7th.

Mr. F. E. Clark, Traveling Auditor for the American Express Company, Kansas City, Mo., was a visitor at the office June 9th.

Dispatcher C. H. Weidner and wife have just returned from a visit with relatives at different points in Kansas, Mr. Weidner having been on his annual vacation.

Dispatcher O. W. Holloway is at present enjoying the "fruits of his labor," being on his annual vacation.

Special trains of canteloupes are being handled over the division, Kansas City to St. Louis, en route from various points in Oklahoma, the first train being run June 8th.

Time Table No. 33 went into effect at 12:01 a. m. Sunday, June 4th, superseding Time Table No. 32.

Safety First Meeting was held at Eldon Saturday, May 27th, in charge of Mr. D. B. Lottian, Safety Supervisor. A Prevent Claim Meeting was also held 2:30 p. m. the same date, in charge of Acting Chairman J. S. Jones, both meetings being well attended, and much interest manifested.

Supt. H. E. Correll was in Topeka May 30th and 31st, working on new Time Table No. 33, which went into effect June 4th.

The Fisherman's Special, which was inaugurated Saturday, May 6th, and which is operated on Saturday only between Eldon and St. Louis, is running regularly on time, and is doing a nice business, everybody seeming to be well pleased with the service afforded.

Quite a number of the employees on the St. Louis Division attended the "Billy" Sunday revival meetings held at Kansas City, but so far we have not heard of any of them being converted.

Agent H. W. Haase, of St. Louis, and daughter, were in Eldon May 27th, visiting with friends, after the Prevent Claims Meeting adjourned, of which Mr. Haase is a committee-man.



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Victor Rose, cashier, has assumed the duties of agent at Eldon during the absence of Mr. Mennell, while O. D. Taylor, Yard Clerk, has been assigned to position of cashier, his place being filled by Eddie Moss, day freight clerk.

Mr. H. M. Long, formerly connected with the Engineering Department at this point, has accepted a position as transitman here, and will report for duty the latter part of June. Mr. Long is at present Building Inspector on the depot being erected at Forrest City, Ark.

J. R. Fay and R. M. Thomas, rodmen in the Engineering Department at this point, resigned their positions June 1st.

A special train containing delegates from the State of California to the Democratic Convention at St. Louis was handled over the division Tuesday morning, June 13th.

General Manager T. H. Beacom, in private car 1923, passed over the St. Louis division on No. 23 June 13th.

TOPEKA.

Miss Margaret Huey has resigned her position as stenographer for the General Foreman at this point. Miss Mary Kelley has accepted the position.

Miss Alice Skinner returned to Des Moines, Iowa, the middle of June, after a vacation spent with relatives in Topeka. Miss Skinner was formerly employed in the General Manager's office at this point, and has a similar position with the Rock Island in Des Moines.

Mrs. B. P. Souders, wife of the Chief Clerk, at the freight house, returned the middle of June from Lowell, Ark., where she had been spending six weeks visiting relatives and friends.

Mr. and Mrs. Carl Benander returned June 15th from Salt Lake City and other western points, after a sixty days' visit with relatives. Mr. Benander resumed his position as LCL bill clerk in the freight house. Joseph M. Costello filled the position during Mr. Benander's absence.

Miss Mildred Lusk left the fore part of June

for Waldron and Caldwell, Kans., for a two weeks' visit with relatives and friends. Miss Lusk is the daughter of the Local Freight Agent.

Sunday afternoon, June 11th, Lloyd Smith, employed in the Claim Department at this point, met with a serious accident in North Topeka. He was riding on a motorcycle and was run over by an automobile. Mr. Smith was removed to the hospital, where it was found he had a compound fracture of the knee.

W. F. Lyon, Ticket Agent, Kansas City, Kans., visited in Topeka the fore part of this month.

L. A. Corlis, Chief Clerk, in the Division Freight Agent's office, is still spending his week-ends in Bonner Springs.

Wm. Cortright, Night Depot Master, has taken a leave of absence, and is spending the time in Rochelle, Ill., with his daughter. His place is being filled by George Bell.

Mrs. C. E. Bascom and son left the first of this month for points in Illinois, for a six weeks' visit with relatives.

Carl Randall, Ticket Clerk at this point, spent Saturday and Sunday, June 3rd and 4th, in Herington, with friends.

Mr. and Mrs. C. F. Guinn will spend a few days this month visiting relatives and friends in Wichita.

P. A. Real, Transfer Clerk, went to Manhattan, Kans., the 17th of June, to spend a few days with his brother, C. F. Real, agent at Mahattan, formerly chief clerk at Topeka freight house.

Mr. and Mrs. J. I. Groom left the middle of June for Jennings, Kans., for a visit with relatives. They will also visit in Denver and Colorado Springs before returning. Mr. Groom is employed as Day Seal Clerk at Topeka yard.

Mrs. Chas. Metzger is taking a ninety days leave of absence as stenographer in the Law Department, and her position is being filled by Miss Jennie Johnson, formerly employed as stenographer to the Chief Clerk in the General Passenger Agent's office.

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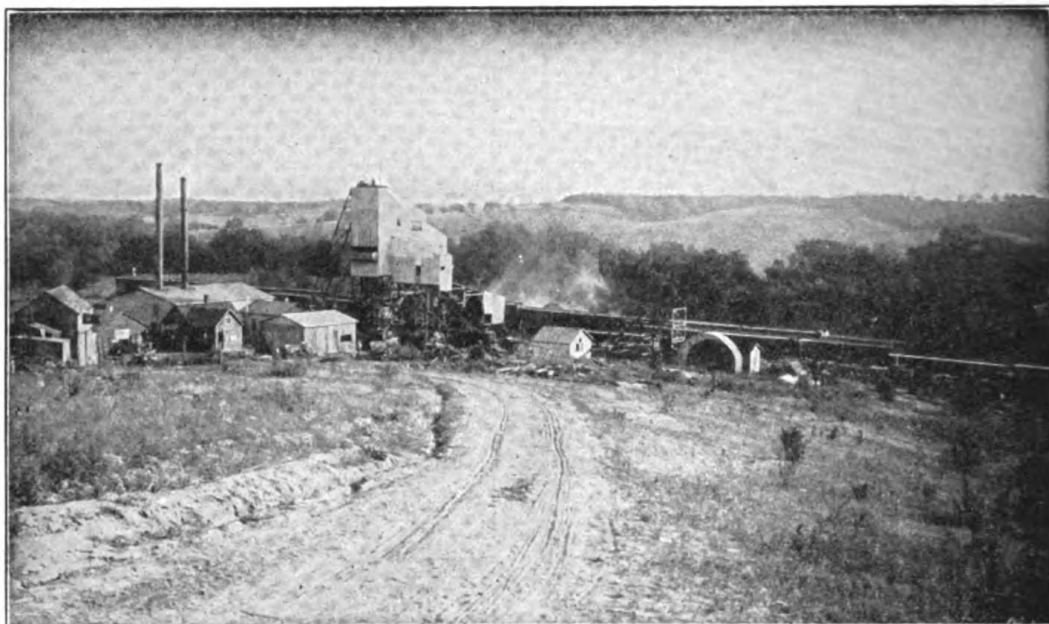
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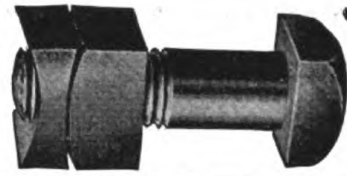
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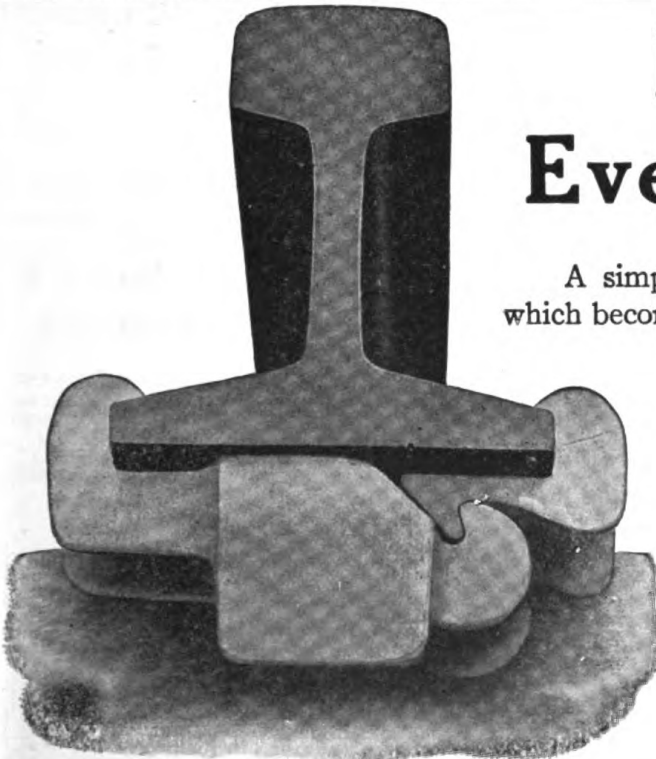
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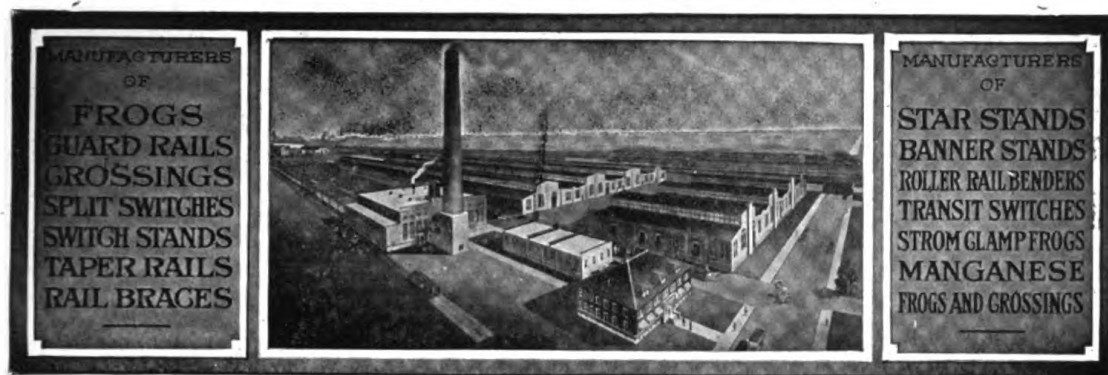
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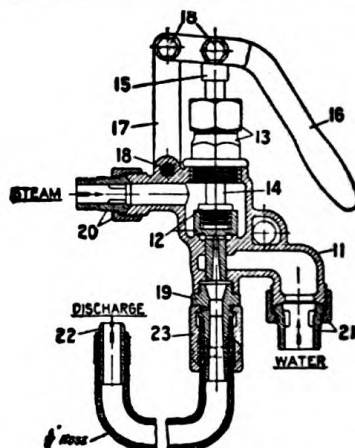
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