

Rock
Island

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ROCK
ISLAND
EMPLOYEES
MAGAZINE

Replacement
Cover

Former United States Senator Mason

Pioneer in Pure Food and Drug Legislation, Father of Rural Free Delivery System

Takes Nuxated Iron

to obtain renewed strength, power and endurance after the hardest fought political campaign of his life in which he was elected Congressman from the State of Illinois. The results he obtained from taking Nuxated Iron were so surprising that

SENATOR MASON NOW SAYS

Nuxated Iron should be made known to every nervous, run-down, anaemic man, woman and child.

Opinion of Doctor Howard James, late of the Manhattan State Hospital of New York, and formerly Assistant Physician Brooklyn State Hospital, who has prescribed and thoroughly tested Nuxated Iron in his own private practice.

WHAT SENATOR MASON SAYS:

"I have often said I would never recommend medicine of any kind. I believe that the doctor's place. However, after the hardest political campaign of my life, without a chance for a vacation, I had been starting to court every morning with that horrible tired feeling one cannot describe. I was advised to try Nuxated Iron. As a pioneer in the pure food and drug legislation, I was at first loath to try an advertised remedy, but after advising with one of my medical friends, I gave it a test. The results have been so beneficial in my own case I made up my mind to let my friends know about it, and you are at liberty to publish this statement if you so desire. I am now sixty-five years of age, and I feel that a remedy which will build up the strength and increase the power of endurance of a man of my age should be known to every nervous, run-down, anaemic man, woman and child."

Senator Mason's statement in regard to Nuxated Iron was shown to several physicians who were requested to give their opinions thereon.

Dr. Howard James, late of the Manhattan State Hospital, of New York, and formerly Assistant Physician, Brooklyn State Hospital, said:

"Senator Mason is to be commended on handing out this statement on Nuxated Iron for public print. There are thousands of men and women who need a strength and blood-builder, but do not know what to take. There is nothing like organic iron—Nuxated Iron—to give increased strength, snap, vigor, and staying power. It enriches the blood, brings roses to the cheeks of women and is an unfailing source of renewed vitality, endurance and power for men who burn up too rapidly their nervous energy in the strenuous strain of the great business competition of the day!"

Dr. E. Sauer, a Boston physician who has studied abroad in great European medical institutions, said: "Senator Mason is right. As I have said a hundred times over, organic iron is the greatest of all strength builders."

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking organic iron—Nuxated Iron had filled him with renewed life. At thirty he was in bad health; at forty-six he was care-worn and nearly all in. Now at fifty, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth."

"Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next, take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again, and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and

other troubles in from ten to four-teen days' time simply by taking iron in the proper form. And this after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate or tincture of iron, simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless."

"Many an athlete and prize fighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the fray; while many another has gone down in inglorious defeat simply for the lack of iron."

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



Former United States Senator Wm. E. Mason, recently elected Member of the U. S. Congress from Illinois

Senator Mason's championship of Pure Food and Drugs legislation, his fight for the rural free delivery system, and his strong advocacy of all bills favoring labor and the rights of the masses as against trusts and combines, made him a national figure at Washington and endeared him to the hearts of the working man and the great masses of people throughout the United States. Senator Mason has the distinction of being one of the really big men of the nation. His strong endorsement of Nuxated Iron must convince any intelligent thinking reader that it must be a preparation of very great merit and one which the Senator feels is bound to be of great value to the masses of people everywhere, otherwise he could not afford to lend his name to it, especially after his strong advocacy of pure food and drugs legislation.

Since Nuxated Iron has obtained such an enormous sale—over three million people using it annually—other iron preparations are often recommended as a substitute for it. The reader should remember that there is a vast difference between ordinary metallic iron and the organic iron contained in Nuxated Iron, therefore always insist on having Nuxated Iron as recommended by Dr. Howard James, and other physicians.

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In The Year 1916
52,000 Freight Cars

Equipped with
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Chicago, Milwaukee & St. Paul Ry.	Minneapolis, St. Paul & Sault Ste. Marie Ry.
Atlantic Coast Line R. R. Co.	New York Central R. R.
Chicago, Burlington & Quincy R. R.	Northern Pacific Ry.
Chicago & Alton R. R.	Swift & Co.
Delaware, Lackawanna & Western R. R.	New York, Chicago & St. Louis R. R.
Fruit Growers Express.	Pacific Fruit Express Co.
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 CREASING DEMAND FOR BETTENDORF
 TRUCKS OUR FOUNDRY CAPACITY
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Exclusive Sales Agents

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TULLER**

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ABSOLUTELY FIREPROOF

200 Rooms, Private Bath, Single	\$1.50, Double	\$3.00 Up
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100 " " " " " "	3.00 to 5.00 " "	4.50 " "

**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

*Two Floors—Agents'
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*New Unique Cafes and
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the Watchword of the
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invested at 5% would pay you a smaller monthly income than you will receive, while sick or injured, from a "Standard" policy costing but a few dollars each year and payable in small monthly deductions from your pay.

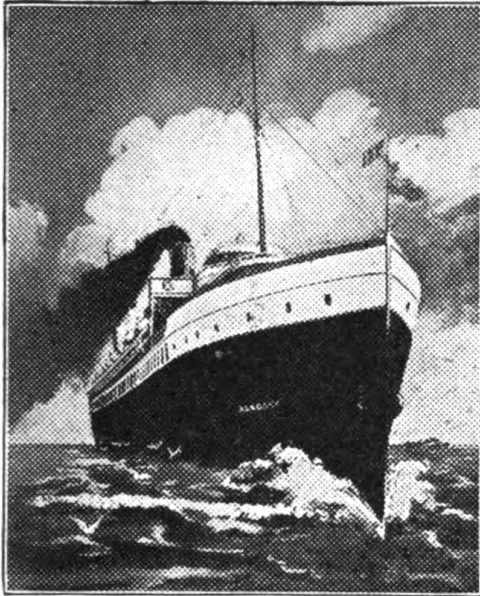


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ESTABLISHED 1884



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St. Louis, Mo., Office: Syndicate Trust Building

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TO THE FLAG

Our grand old republic,
May she forever wave
The emblem of freedom,
In memory of her brave!

May the good ship of state
Sail on and on
With ever sunset and ever dawn,
And fly the banner of glory
On land and sea,
Or island possession wherever it be.

Suffer no bold enemy to insult our worthy flag;
Allow no monarch or ruler
Of his power to brag;
Rally to the ensign,
For which our brave forefathers fought;
By the spilling of their precious blood,
The stars and stripes were wrought.

Then, hail the treasured relic,
And may she ever unfurl,
The mean of her glorious birth
To every boy and girl.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

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MOBILIZING INDUSTRY FOR WAR

Speaking at a dinner of the Civic Club of Brooklyn, at the Hotel Bossert, on the subject of Mobilizing Industry for War, A. C. Bedford, president of the Standard Oil Company of New Jersey, said in substance:

Modern warfare is no longer a mere contest between armies on the field. Even as late as during the Spanish War we heard much of the importance of "the man behind the gun." The man is still important, but the vital, the all-conclusive factor now is the machine behind the man.

It is said that at the outbreak of the war in Europe, there were in Russia only 40 cartridges available for each soldier. It is reported that whole armies would entrain for the front with only one rifle for every five men. This was the kind of mobilization which Germany considered such a menace that she plunged the world into the most frightful of all human catastrophes.

This Russian mobilization was, in truth, a mobilization of her men; it was not a mobilization of the machines behind her men.

Some one has said that, in essence, German men are not today fighting English or French men, but that German machines are fighting English and French machines. Men group themselves around some terrific engine hidden from sight of their enemies. That engine is filled with explosives and hurled miles away against an invisible object

supposed to be located at a certain place. There is no romance, no marching into action behind inspiring leaders, no playing of martial music—little, indeed, more than a terrible, indescribable collision of machines.

Hence, while men continue to be important, and the power of men to continue to endure this onslaught upon civilization itself will eventually determine the issue of the struggle, we find that the supreme problem of modern warfare is the mobilization of the machines behind the men. This means the mobilization of the whole economic power of a nation.

The raw material of the machines must be turned out, the food must be produced to feed the workers in the factories as well as the soldiers in the trenches, the coal and oil to move the engines, the ships, and the motor cars must be ready. These are but the more important elements of the situation. The fundamental fact in any such warfare is that the economic resources of whole peoples and nations are directed to outstaying and overwhelming the economic resources of another group of peoples and nations.

If this were merely a war between the individual armies of the two groups of nations, it would be terrible, but relatively short-lived. The preponderance of military personnel would probably be quickly effective. It is because the entire industrial life of all these nations has become involved that the struggle has

taken on a titanic character without precedent in history. This is fundamentally why the length of the conflict is so difficult to forecast; and why its results will be of such far-reaching effect upon the domestic as well as the international relations of every nation in the world.

The outbreak of the war found Germany, alone of all the nations, prepared for what was about to occur. Her machines were ready, and she had become the most efficient nation in the world. Other countries have had to learn during the war, and out of its terrible experiences what Germany had foreseen.

The experience of England in meeting the problems thus thrust upon her are most interesting to us because her economic life had been ordered more nearly upon the pattern of our own. England was taken almost completely unawares, and she had to act quickly. We have now had time to consider England's experience, and we ought therefore to be able to avoid some of the steps England has had to take, steps which are destined to have a radical and far-reaching effect upon her future history.

It would be impossible to go into the details of all England has done in mobilizing her industry for war. But let us see if we can get at the fundamental principles which have seemed to guide her main policies. If I may describe those policies in a phrase, it is in the statement that England has operated through an extraordinary development of government activity—a line of policy which the United States has so far effectively sought to avoid.

For example, railroad service is, of course, vital to any mobilization either of men or industries. One of the very first acts of England at the beginning of the war was, accordingly, to take over into government hands entire responsibility for the management and conduct of the railroads. The English government set up a committee of high railroad officers to carry on the work, but the government itself assumed responsibility for the finances of the companies, merely guaranteeing to each a continuance of the same net earnings which it had been receiving just prior to the war. The result has doubtless enabled the rail-

roads to render a greatly increased service, but it has probably resulted in an enormously increased expense to the country.

Our Government has proceeded upon a different theory. Instead of taking over the railroads and assuming responsibility for them, it has asked the railroads themselves to organize themselves into an effective transcontinental railroad system, abandoning for the moment individual and competitive activities, and devoting themselves during the period of the war to rendering the utmost practicable service for the benefit not only of the Government, but of the public at large.

The essence of this plan is that the Government tells the railroads what it wants and the railroads themselves assume responsibility for rendering the service. This places the burden exactly where it ought to belong, and places a premium upon railroad efficiency and economy, instead of encouraging that wastefulness which would be inevitable if the Government merely guaranteed minimum net earnings, as was done in England.

And right here the question may very properly be raised:

If, under the stress of war, acting under the strict Government supervision and regulation, the railroads can, in co-operation, and with competition practically eliminated, give to the Government and the public a greatly improved service, is it conceivable that after the war, the railroads should be forced to continue the waste and losses due to the unnecessary competition practically forced by law prior to the war?

England, some time after the war began, took over her coal mines and placed them under government operation. She is now taking over her shipping companies. She has also absorbed under government management and control a large number of industries and munitions plants.

Our country has proceeded quite differently in all such details. The President of the United States created a very able advisory committee of the Council of National Defense. The aim of that committee was to study the industrial resources of the country, with a view to

mobilizing them for the benefit of the Government in the event of war.

In the great basic industries, such as steel, oil, copper, etc., the Council of National Defense invited leading producers to become members of sub-committees to co-operate with the Government in assuring adequate supplies at fair prices. The plan has succeeded admirably and will, I believe, continue to prove itself of great service to the nation.

Under the plan every producer feels the patriotic obligation to do his best and to deal fairly by the Government. In addition to that, he has opportunity still left to him to exercise his skill and productive capacity in improving results, rather than in merely lying down on the Government and letting his plant become a part of a bureaucratic machine. We are fighting a war for democracy, and it would be a thousand pities if, in the stress of such a war, we should put bureaucracy on the throne, and eliminate those opportunities for the play of individual initiative, enthusiasm and efficiency which must always be the glory of a democracy.

This war can, of course, have only one issue. The resources of the democratic nations of the world have been thrown

into the seething caldron of war with an inexorable determination to triumph over the government of autocracy and despotism. It will be the duty of our people, as the President has so well said, to put into this struggle every ounce of our ability and every particle of our resources that may be necessary to secure a complete vindication of the principles for which we are struggling.

But this war will also show us some great principles to apply to our domestic life. It will show us the necessity for co-operation. It will demonstrate to our people what can be accomplished by believing in men and by mobilizing our resources for the benefits of peace as well as for the necessities of war. Let me, therefore, in closing, put this question, which I am going to ask you to think over and take home with you:

We see that it is desirable and worth while to do certain worth while things for the benefit of the public acting through its Government in time of war. Why, then, will it not be beneficial and worth while to do similar things, under *Government* supervision, for the *people* in their *individual* relationships, in the time of peace which must follow the war?



Agent and office force, Wichita, Kansas.

RELATIONS BETWEEN THE ARMY AND THE RAILROADS

An outline of the relations to exist between the United States Military Authorities and the representatives of the American Railway Association during the war has been prepared and copies have been placed in the hands of all railroads through the medium of the Special Committee on National Defense, of the American Railway Association, composed of twenty-eight railroad executives in charge of military relations between the Government and the railroads during the war.

The preparations for war as made by the Government and the railroads have been worked out along the lines largely developed by Lieutenant-Colonel Chauncey B. Baker, of the Quartermaster Corps, who for a number of years has made an exhaustive study of military transportation. He has been in charge of transportation for the Quartermaster General from 1902 until 1906 and from 1912 to the present time.

As agreed upon by the railroads and the military authorities, representatives of the American Railway Association, from the operating, motive power, traffic and accounting department of roads, designated by the Special Committee on National Defense, of the American Railway Association, will be located in the Office of the Quartermaster General; at each Department Headquarters; at each mobilization point; at each concentration point; and at each strategic point at which troops are to be assembled. Other inspectors or representatives will be designated as may be required to facilitate the co-operation between the transportation lines and the military service, and as the needs of the service may indicate.

The railroads' Special Committee on National Defense has advised the carriers that officers for the above service "should be chosen from a class of men who will be broad-minded and temperamentally men of such character as would take a broad view of transportation in movements of troops and supplies. They should wholly divest themselves of any disposition to work for, or in favor of,

any particular transportation line, but should apply themselves solely to the solution of the transportation problem in the manner most satisfactory to the Government and in such fashion as can be most effectively executed by the railways. They are assigned to this duty as transportation experts and will assist the quartermaster, with whom they are serving, not only in the transportation of troops but in any other matter pertaining to transportation in which their assistance may be requested."

A. R. A. REPRESENTATIVES TO BE ASSIGNED PERMANENTLY.

"The American Railway Association representatives," the instructions to the carriers provide, "immediately upon their arrival at the mobilization, concentration or other point to which assigned, must report in person to the commanding officer, presenting their credentials. The commanding officer should then assign them to duty with the camp quartermaster to whom they act as an assistant and through whom all instructions must be received.

"The assignment of the American Railway Association representatives to station at the various points and posts designated, should be of a permanent character, so that the proper officer of the Quartermaster Corps or of state authorities will be able to communicate with such representatives and arrange in advance all especial details of mobilization and of movements to concentration and strategic points. Should it be impracticable for any reason for any representative so chosen to continue in that capacity, their places should be filled by other appointments and the Quartermaster's office affected, as well as the Office of the Quartermaster-General, should be notified.

A. R. A. REPRESENTATIVES TO BE ADVISED OF CHANGES IN COMMANDING OFFICERS.

"It is important that the American Railway Association representative, in each instance, be advised of any change in the office of the Department Quartermaster or Quartermaster at mobilization

or concentration point, in order that such representative shall have the advantage of personal contact with the new officer whenever a change is made. Quartermasters concerned should communicate in writing with the American Railway Association representative indicating any special duties in addition to those herein laid down that it would be desirable for the American Railway Association representative to perform.

"The American Railway Association representative stationed at Department Headquarters will receive from the Department Quartermaster, and those at other points from the Camp Quartermasters, advices regarding the movements of troops. These will show the time troops will be ready to move; the amounts of railroad equipment for each train, showing number of each class of cars required, other than tourist cars; number of persons to travel; amount of baggage, vehicles, guns, and animals; and all other details necessary to enable railroad officials to act intelligently in assembling and placing necessary equipment for prompt loading and entraining.

A. R. A. REPRESENTATIVES TO SEE THAT EQUIPMENT IS FURNISHED PROMPTLY.

"The American Railway Association representative will take such action as may be necessary relative to prompt furnishing of the desired railway equipment. It will be the duty of the American Railway Association representatives to communicate to the Quartermaster any information that he may receive regarding the status of equipment for moving troops and supplies still in camp. His duties will include expeditious assembling of necessary equipment and arrangements for prompt loading and detraining and return of railway equipment from concentration points.

"The American Railway Association representative will communicate directly with the Bureau of the American Railway Association charged with the maintenance of information regarding disposition of equipment, its liberation and return, and all other information relating to railway equipment and movements required by that bureau to complete its records. He must furnish a copy of all such communications to the Quar-

termaster with whom he is acting in co-operation.

RAILROADS TO HAVE CENTRAL BUREAU IN WASHINGTON.

"The central bureau established under the direction of the General Chairman of the Special Committee on National Defense of the American Railway Association will gather all necessary information regarding equipment needed, and available; arrange for transfer of equipment; expedite return of empties; keep informed as to threatened conditions of congestion; make provision for avoiding it; and assist in whatever way is practicable in the smooth operation of troop trains.

"The routing of troops from home stations to mobilization camps will be in the hands of the Quartermaster General of the Army. Routing schedules will be furnished promptly by, or through, the Department Quartermaster to the Camp Quartermaster, showing the route to be used by each organization from the mobilization camp to concentration point or other destinations. Where movements are entirely within the territory of the Department, routings will be in the hands of the Department Quartermaster. Owing to the limited amount of tourist equipment, the assignment and distribution of tourist equipment will be in the hands of the Office of the Quartermaster General.

"Camp Quartermasters will make direct requests on the Quartermaster General for equipment as far in advance as possible, when it is definitely known troops are ready to move, giving name of organizations, number of officers and men to move, route and approximate time of departure.

THE REPORTS TO BE MADE.

"The American Railway Association representatives at each camp will telegraph daily to the American Railway Association Committee Central Bureau at Washington, departures for the preceding twenty-four hours, organizations (with strength) to move in next twenty-four hours, and strength still in camp, with such other information as may be necessary for their records. The Camp Quartermaster will assist the American

Railway Association representative in securing this information.

"As soon as the railway equipment is received the American Railway Association representative, or some competent person designated by him, will make a preliminary inspection of the same with a view to ascertaining immediately and correcting any defect. If necessary, he will at once reject any unsuitable equipment and secure other equipment in its place. Before the troops are entrained a joint inspection of the equipment should be made by the American Railway Association representative and the train commander, or his representative.

"The Camp Quartermaster, after consultation with the train commander, should advise the American Railway As-

sociation representative as to the exact make-up of each train, showing the order in which the cars should be placed in the train. Trains should go through to destination intact, unless there is some exceptionally good reason to the contrary. Under no circumstances will troops be separated from their rations and messing facilities, or animals from their forage and care-takers.

"Particular attention should be paid to the supply of water for drinking purposes. The facilities that are sufficient for normal travel are usually inadequate for troop movements over long distances and a supplementary supply will be provided by placing a barrel filled with water on the platform of every coach or every second Pullman or tourist car."

HOW MUCH RAILROAD EQUIPMENT IS NEEDED TO MOVE AN ARMY

Some idea of the adequacy of the equipment of the railroads of the United States for the movement of troops may be obtained from a statement prepared by Lieutenant Colonel Chauncey B. Baker, of the Quartermaster Corps, United States Army, and distributed to the railroads of the country by the Special Committee on National Defense of the American Railway Association.

To move one field army of 80,000 men, consisting of three infantry divisions, one cavalry division, and a brigade, technically known as a brigade of field army troops—troops auxiliary to the infantry and cavalry divisions—requires a total of 6,229 cars made up into 366 trains with as many locomotives. These 6,229 cars would be made up of 2,115 passenger, 385 baggage, 1,055 box, 1,899 stock and 775 flat cars.

This quantity of equipment represents .7 of 1 per cent. of the locomotives owned by American railroads, 4.2 per cent. of their passenger cars, and .2 of 1 per cent. of their freight equipment.

The railroad equipment required to move various organizations of the Army at war strength is as follows:

Infantry Regiment. 55 officers, 1,890 men. 177 animals, 22 vehicles.	Cavalry Regiment. 54 officers, 1,284 men. 1,433 animals, 26 vehicles.	Artillery Regiment—Light. 45 officers, 1,170 men. 1,157 animals, 32 vehicles. 24 guns.	Artillery Regiment—Horse. 45 officers, 1,173 men. 1,571 animals, 35 vehicles. 24 guns.
Cars required. 48 passenger cars. 5 baggage cars. 15 box cars. 9 stock cars. 8 flat or gondola cars. Total, 85 cars.	Cars required. 36 passenger cars. 8 baggage cars. 25 box cars. 72 stock cars. 9 open cars. Total, 150 cars.	Cars required. 32 passenger cars. 9 baggage cars. 25 box cars. 58 stock cars. 46 flat cars. Total, 170 cars.	Cars required. 34 passenger cars. 10 baggage cars. 25 box cars. 78 stock cars. 47 flat cars. Total, 194 cars.
Artillery Regiment—Mountain. 45 officers, 1,150 men. 1,229 animals. 24 guns.	Engineers—Pioneer Battalion. 16 officers, 502 men. 165 animals. 12 vehicles.	Signal Corps—Field Battalion. 9 officers, 171 men. 206 animals. 15 vehicles.	
Cars required. 30 passenger cars. 7 baggage cars. 30 box cars. 61 stock cars. Total, 124 cars.	Cars required. 14 passenger cars. 2 baggage cars. 10 box cars. 8 stock cars. 4 flat cars. Total, 38 cars.	Cars required. 6 passenger cars. 2 baggage cars. 5 box cars. 10 stock cars. 5 flat cars. Total, 28 cars.	

ROCK ISLAND RAILWAY CLUB

A large number of members and their friends attended the regular monthly meeting of the Rock Island Railway Club at the City Club rooms Tuesday evening, May 8th.

A very interesting and instructive address was given by Mr. A. V. H. Mory, manager of the scientific department of Sears Roebuck & Co., upon "The Chemist in a Large Mail Order House."

After stating that it would no doubt be a surprise to many people that the "Parcel Post Law" did not result in increasing the mail order business, although their business had increased enormously in the past few years, it was not due to the parcel post law, but in spite of it.

Prior to his connection with Sears Roebuck & Co. Mr. Mory was assistant to Dr. Wiley, chief chemist for the agricultural department at Washington, having done a large amount of work in connection with pure food laws. It was through his familiarity with that subject that he was called in consultation by his present employers. The first work done for them was in connection with the examination of foods; he pointed out the manner in which the department had grown in the last few years from a staff consisting of himself and an assistant until there are at present approximately twenty-five highly trained specialists on his staff who analyze and examine minutely practically every article handled. They now contemplate the erection of a separate building for the sole use of the scientific department.

Interesting and detailed illustrations were given of many of the difficulties encountered in properly describing in a catalogue through words and pictures the large variety of materials they handle so that their customers may know what to expect, and get exactly what is represented. Emphasis was laid upon the fact that while he was supposed to be a chemist he felt the most important part of his work was not his knowledge of chemistry, but rather his knowledge of how to find chemists and train them for the special work necessary, the field being so broad it was impossible for anyone man to properly encompass it.

The club, through Mr. C. A. Searle, received an invitation to visit the plant of Sears Roebuck & Co. and arrangements for such a trip will probably be made in due time.

Mr. Harry E. Riley, who was recently appointed musical director of the club, lead the singing and was ably assisted by Miss Edith Peterson of the track elevation department at the piano; the National Air, patriotic and many other popular songs were sung in which all present heartily joined.

Having been approved and recommended by the membership committee, the following were elected to membership:

Thomas Flood, chief record clerk, Hamilton Park.

A. L. Greenabaum, general foreman track elevation, Chicago.

F. M. Stucker, overcharge investigator, Hamilton Park.

The guests were: Mr. H. L. Armstrong, loss and damage claim investigator, Hamilton Park; Mr. Noble Baker, civil engineer, soon to be "somewhere in France"; Mr. J. N. Cook, assistant paymaster, Chicago; Mr. Albert G. Detch, clerk local freight officer, South Chicago; Mr. H. J. Grunner, statistician, Hamilton Park; Mr. W. P. Harmes, ex-secretary Y. M. C. A., South Chicago; Mr. J. Herlihy, chief clerk to master mechanic, Forty-seventh street shops; Mr. L. J. Hughes, assistant engineer, Chicago; Mr. A. J. Mitchell, ex-agent Burr Oak (retired), Chicago; Mr. V. O'Malley, assistant paymaster, Chicago; Mr. A. G. Peterson, real estate department, Chicago; Mr. Andrew Wallace, Lehigh Valley Coal Sales Company, South Chicago.

JUDGE JACOB M. DICKINSON, RECEIVER OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, AND FORMER SECRETARY OF WAR, WILL ADDRESS THE ROCK ISLAND RAILWAY CLUB AT ITS NEXT MEETING IN THE CITY CLUB ROOMS, 615 PLYMOUTH COURT, CHICAGO, TUESDAY, JUNE 12TH, 6:30 P. M. A LARGE AND ENTHUSIASTIC ATTENDANCE IS EXPECTED.

WAR EMERGENCY SPECIAL RUN BY ROCK ISLAND.

BY P. J. QUINN.

A "Prevent National Food Shortage" special was run from Colorado Springs to the Kansas State Line, leaving Colorado Springs May 2. The train was in charge of G. W. Martin, general agent, Denver, assisted by Prof. A. W. Clark of the Colorado Agricultural College, Ft. Collins, Colo., and was run for the purpose of placing before the business man and farmer the great importance of maximum crop production this season.

To the business man and banker the appeal was, assist the farmer by advancing him money to farm heavily, if he is short of seed arrange to furnish it. If he needs money for implements, horses or rental of additional farming land, supply him.

To the farmer the appeal was, plant to the limit, but plant wisely. Do not speculate in uncertain crops, but plant the known successful crops for your particular section of the country.

Meetings, which had been extensively advertised for days ahead, were held in each town visited and committees organized to work directly with the State organization. The Governor's War

Council, of which General Agent Martin of the Rock Island Lines is Chairman of the Railroad Committee.

Every town visited showed the spirit of co-operation and quickly fell in line after hearing the speeches of the lecturers, and indicated their willingness to see that farmers were supplied with whatever was necessary to assist him to raise a successful crop.

Among the important crops which the farmer was asked to plant was pinto of Mexican beans which have proved to be a sure crop in Eastern Colorado and which are now selling at from fifteen to twenty cents per pound.

A flaming poster was gotten out and placed in all public buildings urging heavy planting of all crops. The following are extracts from the poster:

"The Governor's War Council appeals for organization and co-operation on the part of all."

"Patriotism in agriculture is as essential as patriotism in the trenches."

The fact that recent advices from territory visited state that there will be an increase in acreage of from forty to fifty per cent this year proves the wisdom of running the train and the success of the trip.



COAL ECONOMY.

Some Ways to Be of Real Benefit During the War.

SAVE COAL AND HELP WIN THE WAR.

The necessity of doing our best in helping our Country to win the war is indicated very nearly each day in all daily papers by agitating the economy of coal.

The employes of the Rock Island cannot only serve their Country but also their Company by exercising all care possible to prevent any waste.

If all employes will work in a unit, with a view of eliminating as much waste as possible not only in fuel, but in other commodities.

The fireman using greater care in feeding the firebox of locomotives and stationary boilers.

That engine tanks are not overloaded. If accidentally overloaded, that tanks are trimmed at coaling station so that the coal can be recovered at the chute and no coal should be wasted after leaving.

See that water tanks are not overfilled.

Station Agents, Trainmen and Yardmen, see that cars are loaded to full carrying capacity without any loss.

That no rough handling be given equipment so that it will be delayed due to repairs and eliminating waste due to rough handling.

That all concerned, where electric power is used for either light or machinery, turn off the power when not in use.

By all Rock Island employes lending their best efforts in this direction I believe there will be a noticeable reduction which will reflect credit upon ourselves and the Company.

LET US ALL GO INTO TRAINING AT ONCE.

Any suggestions to the further saving in fuel consumption, which in turn conserves the ultimate supply, will be greatly appreciated.

Address all suggestions to Superintendent of Fuel Economy, Chicago, Ill.

SECOND MEETING OF SYSTEM LOSS AND DAMAGE COMMITTEE

By W. O. BUNGER

If anything was needed, following the August, 1916, meeting of the System Loss and Damage Committee, to prove the movement toward the prevention of freight claims to be a grand success, it was furnished at the Second Semi-annual Meeting held at Kansas City April 5, 6 and 7. All concerned imagined, and with the best reasons, that it would be difficult, if not impossible, to duplicate the first meeting in the matter of attendance, interest and results, while as a matter of fact the attendance considerably exceeded that of the initial meeting, and the interest displayed and discussions indulged in were, if anything, just a bit superior to the first effort, and naturally the results will equal, if not excel, those of the first meeting.

The several matters referred back to the eleven original sub-committees were reported on by those bodies in a way indicating that the utmost care had been accorded the subjects as well also as all of the numerous new suggestions referred to them, and others originated by them; and sub-committee No. 12, which was appointed subsequent to the first meeting to report on the matter of transportation of explosives and other dangerous articles, made an interesting and valuable report. The several recommendations of the sub-committees, that received the approval of the meeting, and other recommendations growing out of the deliberations of the sub-committees, that were approved, will, after receiving the approval of the Chief Operating Officer, be published as a code of standard practices, and, if not found too voluminous, a verbatim report of the discussions will also be prepared.

Throughout the meeting the utmost harmony prevailed, although it was not uncommon for Trainmasters or Agents to be arrayed against each other or against their Superintendents, or for Engineers and Conductors to be on opposite sides with each other or with their superior officers. In fact, there was no distinction between officers and employes, and all having thoughts to express or ideas to advance were on an

absolutely equal footing—in other words, it was what such meetings must be if they are to produce best results—a great big family gathering.

There are few, if any, railroads in the country traversing a more diversified territory or a greater number of states than the Rock Island, the representation included employes of various branches of the service from all of the widely separated sections, and acquaintances and friendships were formed which in themselves mean much to the general good of both the employes and the company, and the exchange of ideas on the subject uppermost in the minds of all—freight claim prevention—must of necessity show good results.

The "family gathering" idea was also shown in the enthusiasm displayed following appeals made in addresses by representatives of the Traffic Department for co-operation in work of solicitation of business, a matter in which all employes can by very little effort assist the company, whose success means so much to the employes themselves. A number of responses were made by employes in different lines of service, indicating that much is being accomplished in this direction, and it is the hope and wish of the management that efforts in this direction be more generally made.

The one unfortunate feature of such meetings is that all of the many thousands of employes cannot attend them, and the fair thing for those fortunate ones who do attend is to devote some time on their return home to relating the most interesting and instructive features to their less fortunate associates who had to stay at home and run the railroad while they were enjoying themselves and enriching their own store of knowledge, bearing in mind that possibly some of the others will be the fortunate ones to attend future meetings.

It is problematical when the next System meeting will be held, but this uncertainty is less acutely disturbing to the writer than was the several necessary postponements of the two meetings al-

ready held, as the loyalty of the army of interested employes has been amply proven by the continuation of good results, and the manner in which all present participated in the discussions and activities of the badly delayed second meeting.

All employes are again urged to submit to the Chairman or Secretary any suggestions they may have that offer possibilities in the way of freight claim prevention. Do not be afraid to submit any ideas that occur to you. They may not all be practical, but a study of them may develop much of value, possibly along some other lines.



GRAND OFFICERS G. I. A. AT CEDAR RAPIDS.

Delegates to the White Shrine, held in Cedar Rapids, Iowa, May 14-17, were three grand officers of the G. I. A. to the B. of L. E., and their presence in the city was made a feature of the regular meeting of Mercy Division No. 51, Tuesday afternoon in Ben Hur auditorium. Within the ranks of the G. I. A. is the volunteer relief association which looks after the widows and orphans of locomotive engineers. Mrs. J. D. Pettingill of Louisville, Ky., one of the queen's ladies in attendance on the supreme officers of the White Shrine, is a grand trustee of the V. R. A.; Mrs. George Wilson of Pittsburgh is grand president of the V. R. A.; Mrs. Jennie E. Boomer of Chicago, grand secretary and treasurer of the V. R. A.; and Mrs. J. M. Mains of Toronto, Canada, who is second assistant grand vice president of the G. I. A. An afternoon in Kensington was followed by a program in honor of these visitors, each one of whom addressed the auxiliary. The hostesses were Mesdames Frank Devery, R. B. Trenor, W. H. McMullen and C. H. Pritchard. Mrs. Bessie Alexander gave a piano solo, after which Miss Ruth Merritt sang a solo. Little Margaret Mueller pleased with a solo and a clever dance and the program closed with a piano solo by Miss Myrtle Stonebreaker, followed by the singing of the national airs.

Grand Officers Honored with Dinner.

The presence of five grand officers of the G. I. A. to the B. of L. E. and the V. R. A. in the city attending the White Shrine convention has occasioned the giving of several parties in their honor. A 6 o'clock dinner was tendered the honored officers at the Hotel Montrose Thursday night, May 17th, when several members of Mercy Division were hostesses. Covers were laid for fourteen. The table decorations were pink and white, in the center of which was a crystal basket containing the official

flower of the order, pink carnations, also white buds and green fern leaves. At either end of the table were crystal bud vases holding rosebuds of pink. The place cards were the picture of a miniature train and attached to it was a tiny souvenir flag. The letters G. I. A. to B. of L. E. adorned the place cards, also "Mercy Division No. 51, Cedar Rapids, Iowa, 5/17/17."

The honored guests included Mrs. George Wilson, Pittsburgh, who is grand president of the V. R. A.; Mrs. Jennie E. Boomer, Chicago, secretary and treasurer of the V. R. A.; Mrs. J. D. Pettingill, Louisville, Ky., grand trustee of the V. R. A.; Mrs. J. M. Mains, Toronto, Canada, second assistant grand vice-president of the G. I. A., and Mrs. F. A. Kinch of Cedar Rapids, grand organizer and inspector of the G. I. A. Seated with the honored guests were Sisters Frank Devery, S. M. Hallett, F. H. Norris, Henry Mott, John Rheinhart, W. H. McMullen and F. H. Tisdale.



OPENING OF NATIONAL PARKS.

The following important message, issued from the office of the Department of the Interior, is promulgated with the authority of that department:

When asked today whether the national parks are to be closed to visitors during the season of 1917, Secretary Lane stated that the persistent rumors which have been current for the past few days, particularly in the Middle West, that such action was to be taken by the Interior Department, have absolutely no foundation in fact. All of the parks are to be opened at the usual time.


The secretary believes that the entrance of the United States into the war will not materially affect western tourist travel, and expressed the conviction that the national parks will be quite as well patronized this year as they have been during each of the past two years, when upwards of 400,000 people visited them. He pointed out that it is even more important now than in times of peace that the health and vitality of the nation's citizenship be conserved, that rest and recreation must materially assist in this conservation of human tissue and energy, and that the mountainous regions of the national parks offer opportunities in abundance for thoroughly enjoying a vacation of long or short duration.



MURINE EYE REMEDY.

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

Roll of Honor



As evidence of the patriotism and loyalty of Rock Island employes, we are listing below parties who have answered our country's call to date:

Name, occupation and location.	Branch of service.
Albert N. Shursen, messenger, Denver, Colo.	Cavalry.
Edgar N. Rigg, rate clerk, Kansas City	Engineers' Reserve Corps.
F. E. Smith, draftsman, Chicago	Illinois National Guard.
Paul Huggens, rodman, Chicago	Illinois National Guard.
Oscar Urbom, inspector, Chicago	Illinois National Guard.
Walter Besant, fireman, Chicago	Illinois National Guard.
V. C. Klebba, draftsman, Chicago	Red Cross.
J. M. McGee, compiler, Chicago	Illinois National Guard.
B. C. Allin, special compiler, Chicago	Illinois National Guard.
Frank M. Bunch, rodman, Memphis	Officers' Reserve Corps.
Roger Q. Martin, chief clerk, Little Rock	Officers' Reserve Corps.
Clyde Shoemaker, machinist helper, Silvis	Marine.
Roy B. Lewis, machinist helper, Silvis	Navy.
Albert Bennett, machinist helper, Silvis	Aviation.
Joseph Murrin, machinist helper, Silvis	Navy.
A. T. Fraune, car carpenter, Silvis	Reserve Battery.
N. S. Jackson, machinist, Silvis	Navy.
J. Hollingsworth, pipefitter helper, Silvis	Marine.
Claude Potter, machinist helper, Silvis	Army.
Jerome G. Roberts, inspector, Des Moines	Army.
Roy Smith, miner, Hartshorne	Army.
Uriel Matthews, blacksmith, Hartshorne	Army.
William Alexander, driver, Hartshorne	Army.
Willis Bradley, blacksmith helper, Hartshorne	Army.
A. L. Sedgwick, appraiser, Chicago	Engineering Corps.
C. J. Murphy, appraiser, Chicago	Engineering Corps.
J. Seaverns Erickson, clerk, Chicago	Officers' Reserve Corps.
Henry A. Everett, clerk, Chicago	Cavalry.
Gustave H. Seig, clerk, Des Moines	Army.
William J. Leahy, general passenger agent, Chicago	Officers' Reserve Corps.
Hal S. Ray, general passenger agent, Des Moines	Officers' Reserve Corps.
John E. Soens, clerk, Chicago	Illinois National Guard.
John Florence, clerk, Kansas City	Illinois National Guard.
Hartley H. Jarrett, assistant ticket agent, Little Rock	Officers' Reserve Corps.
C. H. Caswell, general agent, Chicago	Officers' Reserve Corps.
F. Hardy, correspondence clerk, Chicago	Engineers' Corps.
H. R. Dever, quotation clerk, Little Rock	Arkansas National Guard.
George Walker Simmons, stenographer, El Paso	Naval Reserve.
C. W. Ingram, stenographer, New York	National Guard.
W. W. Smith, correspondence clerk, Detroit	Michigan National Guard.
H. W. Odle, chief clerk, Mason City	Army.
William Herlehy, electrician apprentice, Silvis	Army.
W. H. Gordon, baggageman, Chicago	Army.
Matt Olsen, laborer, Chicago	National Guard.
W. M. Taylor, clerk, Chicago	National Guard.
Emmet Carr, clerk, Chicago	Medical Corps.
Charles Butkis, trucker, Chicago	Navy.
Walter Crossland, bill clerk, Chicago	Navy.
John R. Minter, baggageman, Chicago	Regular Army.
H. L. McAvoy, switchman, Chicago	Naval Reserve.
Arthur W. Arnold, freight handler, Peoria	Regular Army.
Henry Salterman, freight handler, Peoria	Regular Army.
O. W. Sheldon, station helper, Des Moines	National Guard.
O. Rainbock, machinist, Des Moines	Navy.
F. Payne, machinist, Des Moines	Navy.
C. Moriarity, machinist, Des Moines	Navy.
V. Hicks, painter, Des Moines	Cavalry.
C. Rillev, machinist, Des Moines	Navy.
A. D. Johnson, painter, Des Moines	Navy.
Willis Phelps, car cleaner, Des Moines	Navy.
Dewey Nossaman, machinist helper, Des Moines	Cavalry.
Ernest Sterling, machinist helper, Des Moines	Cavalry.
Carl Gordon, painter, Des Moines	Hospital Corps.
W. F. Powers, machinist, Des Moines	Navy.
E. Able, car cleaner, Des Moines	Coast Artillery.
W. O. Negley, clerk, Des Moines	Coast Artillery.
M. Phillips, ticket clerk, Des Moines	Regular Army.

Name, occupation and location.	Branch of service.
Ralph Miller, clerk, Des Moines.....	Regular Army.
J. J. Bodart, operator, Chariton.....	Navy.
H. M. Mavis, clerk, Muscatine.....	Aviation Corps.
F. R. Lierly, fireman, Trenton.....	Navy.
Ralph Alphin, section laborer, Clarksdale.....	Navy.
F. A. Hill, machinist helper, Cedar Rapids.....	National Guard.
M. Mason, machinist helper, Cedar Rapids.....	Navy.
F. J. Machemer, cup filler, Cedar Rapids.....	Signal Corps.
Thomas Kelly, machinist, Estherville.....	Aviation Corps.
J. J. Griffith, machinist, Estherville.....	Cavalry.
E. H. Jenkins, clerk, Fairbury.....	Officers' Reserve.
B. F. Hurless, rodman, Fairbury.....	Officers' Reserve.
C. M. Harvey, trucker, Belleville.....	Regular Army.
Ira Stocking, coal chute laborer, Belleville.....	Navy.
J. H. Green, operator, Manhattan.....	Kansas National Guard.
P. Fisher, roundhouse clerk, McFarland.....	Coast Artillery.
A. Wray, mason helper, B. & B. gang.....	U. S. Marines.
H. N. Burkhalter, brakeman, Kansas City.....	Officers' Reserve.
D. Stripling, laborer, Shawnee.....	Army.
F. W. Kennern, painter helper, Shawnee.....	Army.
F. M. Marshall, machinist helper, Shawnee.....	Navy.
M. E. Smith, section laborer, Parber.....	Army.
S. Nelson, section laborer, Barber.....	Army.
F. Ruebert, brakeman, El Reno.....	Navy.
A. Jenkins, car repairer, Rock Island.....	National Guard.
V. J. Watson, car repairer, Rock Island.....	Naval Reserve.
F. Morton, car repairer, La Salle.....	Coast Artillery.
R. H. Newcomb, car repairer, La Salle.....	Coast Artillery.
A. F. Fraune, car repairer, Sylvis.....	Regular Army.
T. Stambro, car repairer, Iowa Falls.....	National Guard.
O. Anderson, car repairer, Estherville.....	Coast Artillery.
J. Saffrauski, car repairer, La Salle.....	Coast Artillery.
R. Toppelton, car repairer, Kansas City.....	Navy.
C. E. Pester, car repairer, Shawnee.....	Army.
A. C. Shockey, car repairer, Shawnee.....	Army.
D. O'Keefe, car repairer, St. Joseph.....	Navy.
C. Tasma, car repairer helper, Kansas City.....	Cavalry.
C. E. Eaton, car repairer helper, Argenta.....	National Guard.
C. M. Swihart, car repairer helper, Shawnee.....	Army.
L. H. Smith, machinist helper, Cedar Rapids.....	Hospital Corps.
L. W. Reed, machinist helper, Shawnee.....	National Guard.
G. W. Seckavec, machinist helper, Shawnee.....	Army.
M. Demmitt, machinist helper, El Reno.....	Navy.
H. E. Newman, machinist helper, Chickasha.....	Navy.
L. Schweitzerhof, machinist helper, Shawnee.....	Navy.
R. Munson, machinist helper, Chickasha.....	Navy.
C. Metcalf, machinist helper, Cedar Rapids.....	Coast Artillery.
L. Monroe, machinist helper, Cedar Rapids.....	Navy.
E. F. Beinke, machinist helper, Manly.....	National Guard.
O. Carrier, machinist helper, Manly.....	National Guard.
C. H. Grizzle, machinist, Shawnee.....	Army.
E. Kavanaugh, machinist, Manly.....	National Guard.
F. Hodge, machinist, Manly.....	National Guard.
L. Palmer, machinist, Estherville.....	Navy.
H. Case, machinist, Estherville.....	Cavalry.
A. L. Thompson, milling machine operator, Shawnee.....	Navy.
W. R. Glick, milling machine operator, Shawnee.....	Navy.
O. Sibrava, milling machine operator, Cedar Rapids.....	Army.
A. Deiton, bollermaker, Manly.....	National Guard.
T. Pyne, bollermaker, Manly.....	National Guard.
R. White, bollermaker helper, Chickasha.....	Navy.
R. McNelly, pipefitter, Burr Oak.....	Navy.
L. Loveland, coppersmith, Estherville.....	Navy.
C. Johnson, coppersmith helper, Estherville.....	Navy.
C. Woelke, truck repairer, Chicago.....	Regular Army.
C. Nelson, mill helper, Chicago.....	Regular Army.
P. Walker, bolt heater, Chicago.....	Regular Army.
F. Trebil, electrician helper, Manly.....	National Guard.
A. L. Anderson, machine operator, Cedar Rapids.....	Regular Army.
O. Williams, air brake repairer, Kansas City.....	Navy.
Joseph West, clerk, Joliet.....	Navy.
Fred Herrin, bridge and building carpenter, Joliet.....	Navy.
John Kivlak, bridge and building carpenter, Peru.....	Regular Army.
Henry Hillest, bridge and building carpenter, Peru.....	Regular Army.
C. J. O'Grady, brakeman, Blue Island.....	Regular Army.
Guy Trotsen, section foreman, Utica.....	Regular Army.
Fred Bartmeyer, seal clerk, Rock Island.....	National Guard.
Walter Eckhardt, maintenance clerk, Rock Island.....	National Guard.
Jasper Drier, roundhouse laborer, Peru.....	Regular Army.
O. C. Dawson, fireman, Rock Island.....	Navy.
J. D. Morrison, clerk, Davenport.....	National Guard.
Merle Chambers, section laborer, Ainsworth.....	National Guard.
P. P. Beaham, clerk, Muscatine.....	National Guard.
A. E. Armstrong, fireman, Trenton.....	Navy.
C. M. Rose, rodman, Manly.....	National Guard.
A. H. Ford, operator, Jennings.....	Medical Corps.
Charles E. Walker, sectionman, Mossville.....	Regular Army.
V. L. Long, sectionman, Mossville.....	Navy.
H. C. Hopkins, switchman, Rock Island.....	Regular Army.
Frank Brinchoff, bridge and building carpenter, Des Moines.....	Regular Army.
Eafe Robertson, sectionman, Meleber.....	Coast Artillery.
E. M. Stephens, fireman, Trenton.....	Navy.
O. Barnett, fireman, Trenton.....	Navy.
H. D. Livingston, master carpenter, Cedar Rapids.....	Officers' Reserve.

Name, occupation and location.	Branch of service.
A. L. Anderson, machine operator, Cedar Rapids.	Regular Army.
L. H. Smith, machinist apprentice, Cedar Rapids.	Hospital Corps.
H. R. Hansen, clerk, Cedar Rapids.	Artillery.
G. B. McDonald, clerk, Cedar Rapids.	Artillery.
C. R. Winks, instrumentman, Cedar Rapids.	Artillery.
F. H. Gabbert, station helper, Manly.	National Guard.
T. J. Hession, assistant agent, Waterloo.	Officers' Reserve.
L. W. Stevens, operator, Waterloo.	Signal Corps.
William C. Andrews, operator, Waterloo.	Signal Corps.
Leroy Loveland, coppersmith, Estherville.	Navy.
Charles Bitzer, roundhouse clerk, Fairbury.	Coast Artillery.
Dewey F. Borrous, station helper, Seibert.	National Guard.
F. H. Reeves, brakeman, Eldon.	Navy.
E. F. Kohler, bridge and building carpenter, Woodbine.	Kansas National Guard.
Fred Bigger, bill clerk, Pratt.	Navy.
J. C. Jones, car clerk, Liberal.	Navy.
G. Matkin, trucker, Liberal.	Navy or Cavalry.
W. N. Klose, caller, Pratt.	Navy or Army.
Elmer Bell, shop laborer, Dalhart.	Navy or Army.
J. E. Hall, shop laborer, Dalhart.	Navy or Army.
P. S. Whalen, operator, Bucklin.	Officers' Reserve.
G. E. Poulton, section laborer, Medora.	Kansas National Guard.
H. C. Hackler, station helper, Tampa.	Kansas National Guard.
C. D. Pugh, station helper, Tampa.	Kansas National Guard.
H. R. Personett, section laborer, Bucklin.	Coast Artillery.
F. Ashley, car carpenter, Pratt.	Navy—Apprentice shipbldg.
Byron Cain, station helper, Tyrone.	Navy.
L. J. Jackson, car carpenter, Pratt.	Navy—Apprentice shipbldg.
Andy Rhea, car carpenter, Pratt.	Navy—Apprentice shipbldg.
J. Bryant, clerk local freight, El Dorado.	Navy.
N. Clyburn, call boy, El Dorado.	Navy.
L. Schweltzerhof, machinist apprentice, Shawnee.	Navy.
E. H. O'Bryant, coach carpenter, Shawnee.	Army.
C. G. Barnett, laborer, Shawnee.	Army.
A. L. Thompson, milling machine operator, Shawnee.	Navy.
W. R. Glick, milling machine operator, Shawnee.	Navy.
J. S. Neal, painter helper, Shawnee.	Army.
W. G. Armstrong, laborer, Shawnee.	Army.
L. McGalghey, station helper, Stuart.	Army.
C. A. Welborn, brakeman, Chickasha.	Aviation Corps.
H. Tinkelpaugh, clerk, El Reno.	Officers' Reserve.
P. Heffner, clerk, Chickasha.	Officers' Reserve.
R. White, boilermaker apprentice, Chickasha.	Navy Yards.
R. Munson, machinist apprentice, Chickasha.	Navy Yards.
S. C. Baker, section laborer, Chandler.	Oklahoma National Guard.
J. W. McPherson, operator, Weatherford.	Officers' Reserve.
F. L. Armstrong, section laborer, Alva.	Army.
D. S. Shackelford, clerk, El Reno.	Officers' Reserve.
W. G. Bell, laborer, Amarillo.	Army.
Charles Finley, roundhouse laborer, Amarillo.	Army.
Joseph I. Abrahamson, messenger, Chicago.	Medical Corps.
G. A. Barnard, telegrapher, El Reno.	Officers' Reserve.
E. E. Milam, telegrapher, El Reno.	Officers' Reserve.
F. O. Harrison, secretary engineer maintenance of way, El Reno.	Navy.
J. V. Roche, stenographer, Kansas City.	Missouri National Guard.
E. H. Perry, general clerk, Kansas City.	Third Regiment, Army.
J. O. Yowell, statistical clerk, St. Louis.	Air Corps.
B. Wilson, No. bill clerk, Kansas City.	Battery B, Artillery.
H. Lucas, expense clerk, St. Louis.	Air Corps.
M. Frasier, tonnage clerk, Chicago.	Navy.
H. Holtzman, Kansas City.	Air Corps.
Charles Holwick, Kansas City.	Navy.
Gordon Hillis, Kansas City.	National Guard.
O. Williams, air brake repairer, Kansas City.	Navy.
C. Tamas, car repair helper, Kansas City.	Cavalry.
Lee Reece, negro laborer, Kansas City.	Cavalry.
Carl Hughes, negro laborer, Kansas City.	Cavalry.
R. Toppleton, car repairer, Kansas City.	Navy.
E. E. Clark, brakeman, Herington.	Kansas National Guard.
F. Alexander, station helper, Salina.	Kansas National Guard.
J. Doyle, engineer timekeeper, Herington.	Kansas National Guard.
J. Krause, engineer timekeeper, Herington.	Kansas National Guard.
O. McLaren, passenger clerk, Herington.	Kansas National Guard.
W. S. Gillespie, station helper, Marion.	Kansas National Guard.
P. O. Botkin, night clerk, Topeka.	Kansas National Guard.
C. P. Callahan, baggage helper, Herington.	Kansas National Guard.
J. Guier, yard brakeman, Horton.	Kansas National Guard.
L. Marlon, section laborer, Whiting.	Kansas National Guard.
F. Gillett, section laborer, Caldwell.	Kansas National Guard.
C. Carter, section laborer, Marion.	Kansas National Guard.
W. F. Gleming, section laborer, McFarland.	Navy.
P. Brooks, section laborer, Zeandale.	Navy.
F. Morris, section laborer, Zeandale.	Coast Artillery.
A. G. McGuary, yard conductor, McFarland.	Officers' Reserve.
G. T. Charlton, material accountant, Dalhart.	Officers' Reserve.
P. C. Bennetsen, accountant, Little Rock.	Arkansas National Guard.
E. W. Sayle, clerk, Little Rock.	Arkansas National Guard.
A. S. Kline, bill and voucher clerk, Little Rock.	Arkansas National Guard.
Frank Ritter, stenographer, Little Rock.	Hospital Corps.
Blann Wilbourn, clerk, Little Rock.	Navy.
J. Brewer, brakeman, Little Rock.	Navy.
C. E. Eaton, car repair helper, Argenta.	Arkansas National Guard.
M. Warren, blacksmith helper, Biddle.	Arkansas National Guard.
H. LeBosquet, assistant agent, Memphis.	Arkansas National Guard.

Name, occupation and location.	Branch of service.
Torrence Pfoff, bill clerk, Little Rock.....	Arkansas National Guard.
E. Kruppler, clerk, Little Rock.....	Quartermaster Corps, U.S.A.
C. J. Farin, car carpenter, Argenta.....	Missouri National Guard.
Lora Sheedy, stenographer, Little Rock.....	W. N. S. L.
Rose Chilton, stenographer, Little Rock.....	W. N. S. L.
A. C. Shockey, steel car repairer, Shawnee.....	Army.
L. W. Reed, machinist helper, Shawnee.....	Oklahoma National Guard.
C. Warlick, trucker, Shawnee.....	Oklahoma National Guard.
Dixon Noe, trucker, McAlester.....	Navy (Elec.).
C. H. Swihart, car repair helper, Shawnee.....	Army.
G. D. Crumpler, painter, Shawnee.....	Army.
R. O. Burdick, baggageman, Shawnee.....	Artillery (Army).
R. R. Hall, station helper, Stuart.....	Artillery (Army).
L. C. Bishop, bridge and building carpenter, Haileyville.....	Navy.
Charles Cox, section laborer, Abbott.....	Arkansas National Guard.
L. Biggers, section laborer, Stuart.....	Artillery.
Leo Biggers, section laborer, Stuart.....	Artillery.
C. Bates, file clerk, El Reno.....	Navy.
Frank Kones, seal clerk, Chickasha.....	Navy.
H. Demmitt, machinist apprentice, El Reno.....	Navy.
L. E. Lightel, clerk, El Reno.....	Navy.
L. W. Brown, laborer, El Reno.....	Oklahoma National Guard.
H. E. Newman, machinist helper, Chickasha.....	Navy.
J. W. Watson, laborer, El Reno.....	Army.
R. L. White, laborer, El Reno.....	Army.
G. H. McCoy, station helper, Bridgeport.....	Signal Corps.
C. M. Holyfield, roundhouse laborer, Amarillo.....	Navy.
John Williams, railroad laborer, Amarillo.....	Navy.
R. R. Smith, clerk, Amarillo.....	Army.
J. M. O'Kelly, clerk, Amarillo.....	Army.
E. Srote, hostler helper, Amarillo.....	Army.
W. F. Powell, dispatcher, Amarillo.....	Officers' Reserve.
Jesse Bedford, clerk, Chicago.....	Marine.
Charles Woelke, truck repairer, 124th street.....	Regular Army.
Carl Nelson, mill helper, 124th street.....	Unknown.
Perry Walker, bolt heater, 124th street.....	Unknown.
Hannibal Dixon, usher, Chicago.....	National Guard.
Clarence Hill, machinist apprentice, Forty-seventh street.....	Cavalry.
George Benton, clerk, Burr Oak.....	Navy.
Roy McNally, pipefitter, Burr Oak.....	Navy.
R. N. Townsend, fire lighter, Burr Oak.....	Navy.
Vincent D. Hanley, transferman, Peru.....	Coast Artillery.
Herman Hansen, section foreman, Joliet.....	Navy.
W. O. Negley, station helper, Victor.....	Navy.
Fritz Bebbe, station helper, Anita.....	Navy.
T. H. Evans, operator, Anita.....	Navy.
Roy Morrell, bridge and building helper, Valley Junction.....	Unknown.
Harry Powell, coal chute foreman, Valley Junction.....	Unknown.
Harold Cook, messenger, Des Moines.....	Navy.
B. W. Jensen, switchtender, Des Moines.....	Navy.
J. Bobbill, trucker, Des Moines.....	Unknown.
A. S. Deen, station helper, Walnut.....	Navy.
Ray Roberts, clerk, Atlantic.....	National Guard.
Roy Ferris, laborer, Atlantic.....	National Guard.
Herman Spencer, laborer, Atlantic.....	National Guard.
R. E. Thomas, operator, Keota.....	Navy.
C. O. Albertson, fireman, Trenton.....	Navy.
R. W. Ricketts, fireman, Trenton.....	National Guard.
Ed Pettibon, assistant accountant, Trenton.....	Navy.
H. A. Delaney, operator, Trenton.....	Navy.
W. H. Doty, signal helper, Allerton.....	Navy.
Gilbert Numfer, laborer, Brighton.....	National Guard.
Herbert Yealick, laborer, Fairport.....	Regular Army.
Joseph Kvach, laborer, Cedar Rapids.....	Marine Reserve.
Beryl Neman, laborer, Cedar Rapids.....	National Guard.
J. W. Drake, couch cleaner, Manly.....	National Guard.
Oliver Carrier, machinist helper, Manly.....	National Guard.
Andrew Deiton, boilermaker, Manly.....	National Guard.
Thomas Pyne, boilermaker, Manly.....	National Guard.
Edw. Kavanaugh, machinist, Manly.....	National Guard.
Floyd Trebil, electrician helper.....	National Guard.
Fred Hodge, machinist.....	National Guard.
R. O. Watt, yard clerk, Iowa Falls.....	National Guard.
Bernard Willson, section laborer, Rockford.....	National Guard.
C. H. Anderson, clerk, Estherville.....	Coast Artillery.
D. Pullen, clerk, Estherville.....	Coast Artillery.
S. C. Brome, operator, Estherville.....	Aviation.
C. Underhill, helper, Little Rock.....	Unknown.
J. Denninger, helper, Pocahontas.....	Unknown.
C. Johnson, carpenter shop helper, Estherville.....	Navy.
Lee Ralmer, machinist, Estherville.....	Navy.
H. Case, machinist, Estherville.....	Cavalry.
Ray Bryan, fireman, Estherville.....	Coast Artillery.
J. D. Beatty, bridge and building carpenter, Lincoln.....	National Guard.
W. Pierson, bridge and building carpenter, Lincoln.....	Aviation.
H. E. Bosch, trucker, Lincoln.....	Navy.
Braxie Boyd, trucker, Belleville.....	National Guard.
Paul Scott, trucker, Belleville.....	National Guard.
L. N. Knight, signal maintr., Belleville.....	Signal Corps.
Frank Miller, trucker, Fairbury.....	National Guard.
J. R. Tucker, baggageman, Fairbury.....	National Guard.
F. L. Rasmisel, operator, Fairbury.....	Reserve Corps.
C. C. Snyder, operator, Norton.....	National Guard.
Otto M. Bing, draftsman, Chicago.....	Infantry.

Name, occupation and location.	Branch of service.
H. A. Ford, telegrapher, Chicago.....	Illinois National Guard.
Z. W. Davis, telegrapher, Chicago.....	Illinois National Guard.
Leo W. McKnight, telegrapher, Kansas City.....	Navy.

In addition to parties mentioned above, the following have enlisted in Company "B," Third Reserve Engineers, United States Army.

Ample testimony of the patriotism and loyalty of Rock Island employes is evidenced by the fact that more than six hundred applications for enlistment in this company were received.

For information of those making application, who were not requested to report for examination, the following explanation is made. The personnel of the company as recruited consists of a certain number of enginemen, trainmen, yardmen, mechanics, telegraph operators, section foremen, B&M men, and so on, through the various occupations. All applications received prior to actually commencing the work of recruiting the company were grouped by occupations; a sufficient number was then selected to fill the quota of men desired for that particular class of service; such selections being made, as far as possible, to include employes from all divisions. Vacancies occurring in the different classes through disqualifications, etc., were filled by further selection from the list of applications available.

Company "B," recruited from Rock Island employes, is the first of the six companies comprising the Third Reserve Engineers to enlist its full complement of men.

Mr. Frank Ryan, formerly employed in office of the Chief Operating Officer, was the first man to take the oath in Company "B."

Officers.

Captain—V. H. Hagelbarger, trainmaster, Illinois Division.

First Lieutenant—F. A. Parker, chief dispatcher, Des Moines, Iowa.

First Lieutenant—S. Mueller, foreman, Cedar Rapids, Iowa.

Second Lieutenant—W. E. Haberlaw, roadmaster, Rock Island, Ill.

Abner, H., Silvis, Ill., electrician.

Ackerman, A. F., Valley Junction, Ia., engineer.

Amley, C. D., Guthrie Center, Ia., operator.

Anderson, C., Cedar Rapids, Ia., conductor.

Anderson, C. H., Cedar Rapids, Ia., bridge and building painter.

Anderson, D. E., Horton, Kan., machinist.

Anderson, Edw., Cedar Rapids, Ia., bridge and building man.

Andrews, W. E., Ft. Worth, Texas, switchman.

Ayers, Perry, Dalhart, Texas, bridge and building man.

Barta, Chas., Cedar Rapids, Ia., machinist.

Batchelder, C. R., Little Rock, Ark., conductor.

Bath, G. A., Little Rock, Ark., engineer.

Blakely, G. H., Goodland, Kan., blacksmith.

Blucker, R. C., El Reno, Okla., car inspector.

Benta, H. C., Sheffield, Ill., operator.

Bootler, M., Silvis, Ill., section foreman.

Bradley, E. M., Goodland, Kan., brakeman.

Brist, H. E., Manly, Ia., operator.

Brown, O. F., Cedar Rapids, Ia., machinist.

Brown, R. D., Cedar Rapids, Ia., bridge and building painter.

Burke, W. T., Rock Island, Ill., operator.

Byrne, L. K., Pratt, Kan., fireman.

Calder, E. O., Fairbury, Nebr., brakeman.

Calk, E. L., Little Rock, Ark., car foreman.

Carmony, T. A., Belleville, Kan., water service.

Case, Geo. S., Chicago, Ill., signalman.

Chalfant, A. B., Rock Island, Ill., brakeman.

Church, W. B., Chicago, Ill., handyman.

Cook, A., Pratt, Kan., car inspector.

Cornil, Frank J., Argenta, Ark., machinist.

Cox, C. C., Blue Island, Ill., conductor.

Crowley, Chas., Corydon, Ia., section foreman.

Foreman, Robt., Cedar Rapids, Ia., bridge and building man.

Franch, W. H., Cedar Rapids, Ia., fireman.

Fritz, H. L., Estherville, Ia., engineman.

Gahan, F., Herington, Kan., section foreman.

Garrett, J. W., Manly, Ia., fireman.

Gerdner, F., Horton, Kan., operator.

Geyer, E. E., Pratt, Kan., fireman.

Gilbert, T. A., Wichita, Kan., bridge and building man.

Gorman, W. A., Chicago, Ill., clerk.

Grayson, F. H., Alexandria, La., switchman.

Grosvenor, H., Chicago, Ill., storekeeper.

Gunn, Geo., Cedar Rapids, Ia., machinist.

Hamilton, J. R., Bureau, Ill., fireman.

Hardy, F. D., Chicago, Ill., clerk.

Heath, J. C., Little Rock, Ark., conductor.

Herndon, D. E., Ft. Worth, Tex., electrician.

Hill, L. G., Sayre, Okla., engineer.

Horsington, J. W., Silvis, Ill., bridge and building man.

Hulen, W. R., Melcher, Ia., operator.

Ingram, J., Halleyville, Okla., fireman.

Jones, Geo., Cedar Rapids, Ia., fireman.

Jesse, J. F., Cedar Rapids, Ia., fireman.

Johnson, B. F., Cedar Rapids, Ia., fireman.

Johnston, C. P., Ft. Worth, Tex., fireman.

Karleskind, M. J., Chicago, Ill., fireman.

Kelley, J. W., Halleyville, Okla., fireman.

Kiely, J. M., Stuart, Ia., electrician.

Kirby, C. W., Pulaski Heights, Ark., boiler-maker.

Kohanek, Edw., West Chester, Ia., section foreman.

Kumm, A. A., Goodland, Kan., brakeman.

Lake, B. F., Manly, Ia., engineer.

Lehan, L. J., Peoria, Ill., car inspector.

Lewis, Chas., Olmitz, Ia., section foreman.

Lovette, I. L., Brinkley, Ark., operator.

Low, Jas. F., Cedar Rapids, Ia., machinist.

Lozler, I. A., Shawnee, Okla., brakeman.

Lundberg, H. F., Moline, Ill., machinist.

Platzter, Chas., Des Moines, Ia., clerk.
 Pyle, H. W., Des Moines, Ia., surveyor.
 Ranochan, Jno. J., Cedar Rapids, Ia., fireman.
 Rhodes, T. L., Amarillo, Tex., fireman.
 Rials, D. A., LeCompte, La., section foreman.
 Riley, Austin, East Moline, Ill., cook.
 Riley, T., East Moline, Ill., cook.
 Robken, L. B., Little Rock, Ark., fireman.
 Rose, C. M., Des Moines, Ia., section foreman.
 Ross, T. J., Germania, Ark., section foreman.
 Ryan, F., Chicago, Ill., stenographer.
 Schneider, Geo. H., Cedar Rapids, Ia., bridge and building painter.
 Sconce, E. E., Eldon, Ia., switchman.
 Scoville, C. C., Little Rock, Ark., car repairer.
 Seaman, E. S., Manly, Ia., car repairer.
 Silcott, L. E., Rock Island, Ill., clerk.
 Simon, Herbert, Des Moines, Ia., supply.
 Smee, E. H., Booneville, Ark., brakeman.
 Smith, Roy V., Maynard, Ia., operator.
 Smuck, C. R., Herington, Kan., dispatcher.
 Seren, G. C., Belleville, Kan., engineer.
 Stark, E. W., Chicago, Ill., stationary engineer.
 Steinsick, A. E., Trenton, Mo., engineer.
 Stueber, F., Cedar Rapids, Ia., machinist.
 Spruell, L. C., Haileyville, Okla., fireman.
 Sypneske, A. J., Blue Island, Ill., brakeman.
 Steed, R. D., El Dorado, Ark., fireman.
 Scotts, C. G., Little Rock, Ark., car dist.
 Taylor, F. G., Little Rock, Ark., claim adjuster.
 Tibbets, H. R., Manly, Ia., fireman.
 Tichy, G., Hamilton Park, Ill., handyman.
 Tiedemann, Carl, Chicago, Ill., clerk.
 Tinsman, R. H., Chicago, Ill., clerk.
 Trotter, C., LaSalle, Ill., section foreman.
 Tuffanelli, A., Blue Island, Ill., fireman.
 Turner, D. W., Cedar Rapids, Ia., boiler maker.
 Van Tisseghen, P. R., East Moline, Ill., fireman.
 Vaughn, C. H., Caldwell, Kan., switchman.
 Verner, Fred, Amarillo, Texas, bridge and building man.
 Vestrum, L. H., Estherville, Ia., fireman.
 Walbrand, A. H., Cedar Rapids, Ia., machinist.
 Walker, F., Kansas City, Mo., car inspector.
 Walsh, Thos. J., Cedar Rapids, Ia., fireman.
 Warner, L. E., Rock Island, Ill., dispatcher.
 Weber, L. C., Fairbury, Nebr., brakeman.
 Whalen, D. J., Cedar Rapids, Ia., fireman.
 Williams, F., Moline, Ill., section foreman.
 Williams, J. W., Haileyville, Okla., switchman.
 Wooten, L. W., Ft. Worth, Texas, car inspector.
 Wyant, A. G., Blue Island, Ill., conductor.
 Whalen, Dan, Cedar Rapids, Ia., fireman.
 Yates, D. W., Grinnell, Ia., operator.
 Yunker, O. R., Raymond, Ill., operator.

The exceptionally small percentage of disqualifications in connection with physical requirements is very gratifying. The following employees enlisted in Company "B" were released to another company of the Third Regiment in order to reduce the number of enlistments to the required figure.

C. R. Hunter, DeValls Bluff, Ark., operator.
 J. W. Reeves, Lucerne, Mo., operator.
 E. R. Bennett, Quitman, La., operator.
 E. S. Hale, Melcher, Ia., operator.



TRAIN SERVICE IN MEXICO.

The Mexican Railways announce, effective May 23, 1917, the resumption of train service between Laredo and Mexico City and Tampico, via Monterey,

Train leaves Laredo at 8 a. m., arriving at Mexico City at 10 p. m., and Tampico at 8:40 p. m. the following day.

Returning, trains leave Mexico City at 6:30 a. m., and leave Tampico at 5:55 a. m., arriving at Laredo at 3 p. m. the following afternoon.

Sleeping car service is available.

Through tickets, however, must not be sold to any point in Mexico south of the Rio Grande. Sell tickets to Laredo only.

PAUL HEVENER SERVES COUNTRY

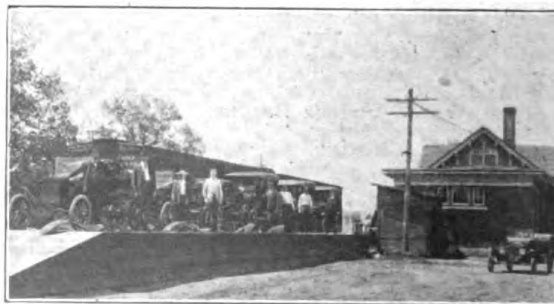
Answering our country's call for volunteers to serve as officers in the United States army, Mr. Paul Hevener, superintendent insurance department, has obtained a leave of absence to join the officers training school at Fort Sheridan. Mr. Hevener is well known on our railroad, and his many friends applaud his decision to serve the flag in the present crisis. Mr. Hevener has faithfully served the Rock Island for the



Paul Hevener.

past twelve years, and his constant smile and hearty greeting will be greatly missed during his temporary absence.

Mr. Hevener is President of the Railway Fire Protection Association and an active member of the Illinois Athletic Club, being secretary of that organization, and is an ardent enthusiast of the "I. A. C. Reserves," with which body he holds the rank of First Lieutenant Adjutant. In the "Tri-Color" for May, the official monthly of the club, we note that he has spent many evenings in this capacity drilling with other members in the club gymnasium.



Searcy, Arkansas, showing carload of automobiles unloading: Employees standing from left to right are—J. C. Fowler, Agent; Don Brasfield, Operator; Robert E. Lee, Messenger Boy, and Joe Singleton, Clerk.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

OUR RESPONSIBILITY—OUR DUTY IN THIS WAR CRISIS.

To you, fellow employes and co-laborers of the Rock Island Lines, may I be permitted to express a few thoughts that occur to me in connection with OUR responsibility and OUR duty in the work of life and limb conservation at this time when our country and our good people are called upon to face a crisis never before approached in the history of those who have always stood for **PEACE — LIBERTY — JUSTICE and RIGHT**. At this time, we verily believe that OUR Safety Bureau has had its burdens increased, its responsibilities added to and its sense of loyal duty and devotion to mankind's interests more strongly appealed to than ever before.

To conserve life and limb in time of peace was but to follow nature's first law, "Self-Preservation," and in advocacy of that principle our aims were directed. Our railroad needed strong, able-bodied, clear-headed men to handle its every day work in the shops and on the line as well, our country's industries were taxed to their utmost to provide for man's wants and needs, and every available force was conserved to meet such demands and through the co-operative efforts put forth to teach employer and employe alike that life and limb conservation was the **MOST ESSENTIAL** factor that entered into successful accomplishments, records for good were made, even beyond anticipation. But **NOW**, another situation faces us. We are under the same stress and strain to make every atom of energy count for good advancement that we were under in the days past, when **PEACE** and quiet prevailed, with the added necessity confronting us to protect **OUR COUNTRY, OUR PEOPLE, OUR FAMILIES, OUR RESOURCES and OUR CITIZENSHIP** against the ravages of those who seek to destroy them, and never before, as **NOW**, has the strong, stalwart, able-bodied, clear-headed, conscientious and physically perfect man been needed, and for this reason, and for others as well, the burdens of OUR Safety Bureau have increased, our responsibilities have become more serious ones and it **NOW** behooves **US** to do all that can possibly be done to

further advance the work of life and limb conservation so that when those among us who are eligible are called for **SERVICE**, let them respond and stand before the examining boards as living evidence that the Safety movement has done its full part in its advocacy of Nature's First Law, and let it be said at home and abroad that the Rock Island Lines' Employes were not "Weighed in the Balance and Found Wanting," but that they were "Weighed in the Balance and Found **NOT** Wanting," from a physical standpoint as well as because of their other true and beneficial qualifications to **SERVE** their **COUNTRY** in time of actual danger and need. Nothing can be more patriotic, more devoted to Liberty, Right, Love of Country and Home than to respond to the "Call" and to be able to prove physical fitness for the tasks that lie before us.

To those of us who for many and various reasons will not be expected to respond to the "Call" at this time at least, let it be said that **WE**, too, have a greater responsibility resting upon us, a greater burden to carry for it will be **OUR DUTY** to see to it that those who are to handle the affairs at home are in mental and physical condition to do so, and let us not relax one iota in our efforts to increase interest and to effect results that will reflect credit to the Safety Movement and assure our Government and our management as well that there are among us those who are **CAPABLE**, in every sense of that term, to handle any situation that may be presented, and to do so with the greatest dispatch and with the highest degree of efficiency, so that OUR railroad, The Rock Island Lines, may be looked upon as **THE** railroad that did its full part when "Uncle Sam" called us, whether it be the furnishing of men for enlistment or the handling of the business of our Country in its time of stress and strain.

To be of such services let us resolve as we have never resolved before to make Thoughtlessness, Carelessness, Recklessness, Heedlessness, Violation of Rules and last, but not least, Intemperance **OUR** avowed enemies and let us exert every power of manhood to overcome these admitted foes, and, in addition, let us resolve

to be RIGHT, JUST, CONSIDERATE, PAINSTAKING and PATIENT employees of the best railroad in this great Country of ours, under whose Flag we are now gathered and whose righteous cause we are determined to defend to the very end. To accomplish all these, let our thoughts be guided by a sense of DUTY, by a burning desire to SERVE and in the final analysis the plaudit "Well Done" will be OURS.



SAFETY FIRST—NEBRASKA DIVISION.

At 10:30 a. m., April 27th, marked the opening of one of the best safety meetings that has been held on the Nebraska Division for some time. With the exception of two members, who were away on important business, there was a full attendance. Mr. Allen presided at the meeting. On account of the inclement weather, many train and enginemen were absent as visitors.

Everybody seemed to become interested in the meeting from the start; and their interest continued throughout the meeting. All questions were discussed from all sides. The most conspicuous feature was the reporting of action taken on open suggestions. Out of fifty-two open suggestions, forty-one were reported as having been taken care of; and the eleven others were reported as being handled for immediate correction. There were thirteen new suggestions offered at the meeting; and definite plans were decided on for their immediate handling for improvement or correction.

In keeping with the season, the matter of keeping hedges and trees trimmed or cut, so as to improve the view of enginemen, was discussed; and it was definitely decided to handle this proposition properly so far as it concerned our property; and to take such action with outsiders as would bring the desired result. The handling of gasoline and other combustible liquids was another much discussed question; and it was decided to handle this proposition strictly in line with the instructions contained in the Rules and Regulations for the Safe Handling of Explosives and other Dangerous Articles. There were five Prevent Injury post cards reported at the meeting on which necessary action had been taken.

Safety Supervisor Stillwell gave a short talk on safety matters, calling special attention to injuries caused by playing practical jokes—and especially to those resulting from playing with compressed air. As the compressed air subject had not been brought to the attention of the committeemen it was the consensus of opinion of those present that it would do much good, and was also something, the danger of which, they did not fully appreciate. The meeting closed with Mr. Stillwell's talk.

You Just Cannot Keep These Fellows Away.

The following are the names of those Committeemen who allowed NOTHING to keep them away from the Safety Meetings during the last half (six months) of 1916. These men "Make Good" and do not "Make Excuses." They are ALWAYS THERE. Where? At the Safety Meetings.

St. Louis Division.	F. Peterson.
J. S. Jones.	R. E. Greene.
Wm. McIlrath.	John Olson.
C. W. Cain.	John Wagner.
S. P. Ayers.	Geo. Stansberry.
E. E. McMeans.	L. D. Chalker.
W. O. Toole.	L. R. Sanstrum.
L. Standiford.	J. W. Joslin.
T. J. Rogers.	Geo. Lewis.
L. A. Everett.	J. P. Beeler.
O. L. Jones.	L. E. Harries.
C. Henderson.	E. P. Nash.
E. Ham.	
Geo. Thudlum.	El Paso.
A. Kelso.	H. E. McMullen.
Chas. Jesse.	J. S. Irvin.
J. D. Moore.	F. M. Fling.
Kansas City Terminal.	J. Crawford.
A. Stauffer.	Frank Devault.
A. Fleming.	C. Ragland.
Joe Dolan.	G. Purnell.
A. K. Aholtz.	H. O. Sturdy.
Fred Cutler.	B. F. Beam.
G. W. McCormick.	H. M. Richardson.
G. W. Stephenson.	J. O. Parker.
Horton Shop.	E. C. Stiles.
J. Schultress.	J. Gireaux.
Geo. Young.	Joe Mann.
Sanford Johnson.	M. Kelly.
A. B. Howland.	R. W. Cannon.
Ira Elkins.	H. C. Fritzsche.
R. L. McKinley.	John Cushman.
H. W. Lingenfelter.	J. C. Graham.
R. E. Kane.	A. Wagoner.
Wm. Bucholtz.	C. E. Simpson.
E. W. Collins.	G. M. White.
J. W. Hartley.	J. A. West.
Frank Trice.	W. M. Wilson.
Southern.	Lansing.
W. A. Hyde.	H. J. Sewell.
B. L. Wheatley.	W. J. Eddy.
C. B. Teller.	R. T. Gollehan.
J. O'Conner.	R. T. Rutherford.
Geo. Ross.	F. Newcome.
J. P. Tillery.	R. Russell.
W. B. Lockwood.	A. M. Cutrier.
J. M. Kimport.	R. B. Vernon.
C. B. Howell.	D. B. Lathian.
Chas. Andrews.	Oklahoma.
W. T. Colburn.	E. W. Gulley.
S. C. Faulk.	J. O. Matthews.
M. A. Garrett.	E. Harding.
J. B. Hamilton.	J. B. Nugent.
Kansas.	A. L. Yost.
M. Conway.	Ed Lyman.
J. W. McFee.	M. S. Bledsoe.
B. F. Butler.	R. W. Warren.
C. H. Pearson.	H. Powell.
L. Lemons.	J. M. Kanaga.
F. S. Green.	W. V. Matson.
P. Lewis.	S. Jackson.
John Guffey.	J. Kivitt.
Theo. Blehler.	A. L. Hoffman.
Thos. Livingston.	Geo. Hinds.
Hamp Smith.	W. L. Harking.
Jay Baxter.	M. Sprackties.
H. S. McCullough.	W. P. Loper.
L. R. Carter.	J. V. Henderson.
Chas. Cain.	F. Milbrack.
S. P. Jones.	J. W. Easter.
G. A. Klein.	W. E. Crossman.
S. P. Jones.	D. P. Roe.
E. J. Bonner.	H. Harvey.
Thos. Carence.	Del Stephens.
L. L. Lyne.	J. J. Taylor.
J. K. Sullivan.	C. Hodgkinson.
B. L. Volles.	Amarillo.
W. E. Carroll.	J. B. Bloom.
	T. S. Barnes.
	W. E. Danvers.

J. W. Farley.	E. W. Townsend.
V. B. Eubanks.	J. H. Gould.
J. R. Drake.	H. A. Long.
F. Thompson.	H. H. Young.
D. B. Huggins.	Harvey Daniels.
C. A. Mason.	John Yockstick.
W. W. Watts.	J. L. Sanders.
Panhandle.	H. C. Myers.
F. N. Tinsman.	T. F. Saltzman.
W. H. Dick.	O. J. Rhodes.
A. H. Sturdevant.	G. F. McCaleb.
Frank David.	C. Scherers.
Geo. Wilmoth.	Arkansas.
Wm. Burns.	M. O. Gay.
Shawnee Shop.	R. E. Hernden.
C. L. Sharpe.	O. J. Page.
C. L. McWilliams.	C. N. Mable.
Wm. Aronson.	C. E. Mealey.
J. G. McGlothlin.	G. H. Farrell.
T. P. Jackson.	T. L. Walker.
G. H. Fetty.	Wm. Thomas.
G. W. Moore.	John Gibson.
John Hale.	W. H. Reaves.
Indian Territory.	B. B. Shaw.
D. Van Hecke.	E. E. Whitehurst.
Jas. McNeerney.	John Dodson.
	Wesley Woods.

CARL SCHOLZ LEAVES ROCK ISLAND

Mr. Carl Scholz, manager Mining and Fuel Department, after many years of efficient and loyal service with this company, has resigned to accept service with another company, and it is with much reluctance that his resignation is accepted.

Mr. Scholz has taken service with the C., B. & Q. R. R. as Consulting Mining Engineer, having in charge development of coal properties of the Burlington Railroad. Mr. Scholz has expressed a deep regret at leaving the services of the Rock Island. He has been connected with this company for fifteen years and the record he leaves behind is one to be proud of. His relations with officers and employees here have been very pleasant and he has expressed a desire of thanking them for their hearty co-operation in everything that has been undertaken. The Burlington Railroad is most fortunate in securing Mr. Scholz's services and he leaves the Rock Island with our very best wishes for his future.

Mr. Robert E. Lee has been appointed acting manager Mining and Fuel Department, with headquarters at Chicago.

SPRING.

Spring, with its cheer,
Is with us once more,
And oh! what loveliness we behold,
Here and yonder
Far and near,
Come forth its beauties as of old:
Robin red-breast from a nearby tree,
Voices his welcome
With merry glee.
Down in the shady woodland
The mayflowers nod and grow,
While out in the open meadow
The daisies sway to and fro.
The violets in splendor
Bow their fragrant heads to the dew,
And little birds assemble
And once more renew
Their songs with the chorus
Of happy, happy Spring.

APPOINTMENTS.

Responding to our country's call, Mr. Paul Hevener, superintendent insurance department, has offered his service to the government and has been ordered to U. S. A. officers' training camp at Fort Sheridan, Ill. He is hereby granted leave of absence. All correspondence with the insurance department will be conducted in his name.

Responding to our country's call, Mr. Hal. S. Ray has been commissioned captain in the quartermaster officers' reserve corps, U. S. A. He is now ordered to active service and is hereby granted leave of absence. Office of assistant general passenger agent, Des Moines, will be continued and correspondence conducted over his name.

Effective May 1st, Mr. A. L. Haldeman, acting superintendent, was appointed superintendent of the Dakota Division, with headquarters at Estherville, Iowa.

Effective May 23rd, 1917, Mr. C. E. Garber was appointed agent and operator at Gilead, Neb., vice M. R. Miller, transferred.

Effective April 20th, 1917, Mr. A. G. Smith was appointed agent at Bellaire, Kans., vice Mr. E. F. Ford, transferred.

Effective May 15th, H. N. Lille was appointed agent at Kismet, Kans., vice H. F. Williams, resigned.

Effective May 5th, Mr. John W. Bladock was appointed acting roadmaster, Territory El Reno, Okla., to Terral, Okla., with headquarters at El Reno, Okla., vice Mr. J. B. Mobile, temporarily assigned to other duties.

Effective May 1st, Mr. F. H. Joels was appointed division special agent Missouri Division, with headquarters at Trenton, Mo., vice Mr. C. C. Sloat, resigned.

Effective April 19th, Mr. G. C. Cannon was appointed agent at Bloom, Kans., vice Mr. S. C. Oswalt, transferred.

Effective May 1st, Mr. G. A. Carroll was appointed division engineer of the El Paso Division, with headquarters at Dalhart, Texas, vice Mr. C. C. Cunningham, transferred.

Effective May 1st, Mr. G. A. Carroll was appointed division engineer of the Mexico Division, with headquarters at Dalhart, Texas, vice Mr. C. C. Cunningham, transferred.

Effective May 11th, 1917, Mr. O. N. Cash was appointed agent at Plymouth, Neb., vice Mr. J. J. Knoblauch, transferred.

Effective April 20th, 1917, Mr. J. D. Foreman was appointed agent at Otego, Kans., vice Mr. A. G. Smith, transferred.

Mr. H. M. Brown has been appointed general agent, Freight and Passenger Departments, with office room 413, Colorado Building, Washington, D. C.

Mr. Geo. F. Ramspacher has been appointed general agent, Freight and Passenger Departments, with office at 434 Widener Bldg., Philadelphia, Pa.

Effective May 1st, the following changes will be made in names of stations on suburban line of Chicago Terminal Division:

MERITORIOUS SERVICE.

J. M. Barlow and R. K. Stewart, engineers, R. J. Gleason and Z. M. Gregory, conductors, and brakemen D. I. Mills, C. A. McClure, M. Frazier and J. A. Levins, of Halleyville, commended for action taken in extinguishing fire at Bridge 3832 on April 7th.

H. N. Peney, agent, Halleyville, commended for bedding stock car at his station, saving delay to train and crew in loading stock.

Gus Papas, section foreman, Halleyville, commended for discovering brake beam down on car and signaling train crew in time to have train stopped and necessary repairs made.

A. L. Hawkins, Clerk, Hartshorne, commended for valuable service rendered in extinguishing fire which was discovered at our depot at Hartshorne on May 12th.

H. H. Landess, conductor, and C. O. Jackson, engineer, of Dalhart, commended for assistance rendered in bedding four cars of stock at Romeo, April 30th, which avoided some delay to train.

W. D. Oakford, engineer, and I. S. C. Runnells, fireman of Colorado Springs, commended for their quick action in responding to call for

the wrecker, 5:35 a. m., March 22nd, being on their engine at 6:05 a. m. and going without breakfast until they reached point of accident.

R. E. Conduitt, conductor, of the Ft. Worth Division, commended for the good judgment used on train 32, May 3rd, when he had two passengers ticketed Fort Wayne to Oklahoma City and they decided to go to Kansas City instead on account of not having sufficient cash, he consented to carry them on their baggage, but they later met a friend of theirs who was able to cash draft for them and in that way straighten out the fare proposition.

The following gentlemen have been commended for putting out fire at west end of the long track in Trenton Yard, March 13th, and undoubtedly saved the company loss which we otherwise would have suffered: Engineers E. R. Shotwell, M. Davidson, H. N. Hoyer; Fireman, Gilbert Keith; Switchmen: Bert Bearden, C. Brenenstahl, Jas. Reiman, W. H. Plarce; Yard Clerk, Jesse Ward.

O. C. Wilms, section foreman, Dalhart, on April 25th, upon learning that a freight train was tied up at Mater for an extra East that was being delayed at Adberg by No. 1, due to engine failure of No. 1, took his automobile, went to Mater and brought flagman to Hudson.

J. H. Anderson, car inspector, Joe Augustin, sealer, Cecil Stump, call boy, C. A. Gragny, switch foreman, A. C. Sturdy, switchman, L. C. Prather, switchman, and Jim Day, night yard master, of Pratt, commended for transferring car of cattle on April 15th, Fowler, Kansas, to Kansas City, C-77211 to EP&SW 15019 account bad order, freight house men off duty.

F. A. Bledsoe, conductor, of Des Moines, commended for courtesy extended an invalid party on his train No. 6, March 10th.

H. Buchanan, conductor, and H. E. Bailiff, brakeman, of Pratt, on April 6th, put out fire on right of way at west end of passing track Imogene, which was caused by spark from No. 4's engine.

J. A. Crowell, brakeman, Pratt, on April 2nd, while on 2/91, fired engine 1985 from Greensburg to Bucklin, on account of fireman getting hurt.

C. C. Fertig, engine foreman, Shawnee, Okla., commended for excellent switching service rendered the Choctaw Cotton Oil Co. at Shawnee.

L. A. Dean, brakeman, Pratt, on April 5th, while on No. 81, discovered a broken arch bar on Frisco 121583, corn for McPherson, Kansas, at Canton.

N. W. Stephens, fireman, Kansas division, has been given letter of commendation for loyal manner in which he served the company during the recent lawsuit in the Gibbons case in Wichita.

E. H. Wilson, conductor, Kansas division, was given letter of commendation for assistance rendered another train in rerailling cars derailed at a switch at Caldwell on No. 95.

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

Conductor Bob Russell and Brakeman Charley Carpenter of the Louisiana division are to be commended for some of the good things said about them by Mr. E. W. Gates, manager of the Crossett Lumber Co., Crossett, Arkansas, in his letter of May 3rd, addressed to the Employees' Magazine, which reads as follows:

"On March 10th we sold McFadden & Co., of Little Rock, 700 bales of cotton to be shipped to them c/o St. Louis Cotton Compress Co. at Little Rock. We immediately ordered cars from the Rock Island for loading this cotton. However, about this time there was great agitation on account of the expected strike of all trainmen, also the car shortage was most severe.

Notwithstanding this we were able to get proper equipment for loading this cotton, 17 cars in all, and we feel that this was due largely to the extraordinary efforts of conductor Bob Russell and his head brakeman Charley Carpenter. Just about the time we would get to thinking that we were 'blowed up suckers,' 631 would roll in with a couple of nice boxes for us. In order

for them to get us the cars, it was sometimes necessary to unload and rehandle large quantities of freight. However, it was done, and after rustling two pianos out into the freight house at Crossett, we finally finished loading the cotton in C. R. I. & P. 261509, same containing 90 bales. We are advised by the St. Louis Compress Company that this is the largest load handled at their plant number one this season."

Through information given by A. M. Oldham, yardmaster, Oklahoma City, our Ft. Worth office was able to secure six passengers from Ft. Worth to Amarillo via our line.

C. M. Martin, conductor, Kansas City, secured one passenger from Kansas City to Enid, Okla., April 13th.

Mr. Tom Hackett, Secretary to Dr. S. C. Plummer, Chicago, recently secured passenger for our line Chicago to San Francisco. He also secured a passenger Chicago to Fort Worth, Tex.

G. H. Whitehead, conductor, Eldon, Mo., on arrival of No. 23 at Kansas City, turned over three passengers for Enid, Okla., who purchased tickets via our line.

J. M. Moore of Des Moines, on April 18, secured two and one-half fare tickets to Midvale, Sask., Canada, via our line to St. Paul, and another line to destination.

W. W. Newhall, conductor, Kansas City, Mo., on arrival of No. 23 at Kansas City, April 13th, secured passenger Kansas City to San Diego.

J. Hopper, conductor, Des Moines, Ia., recently secured three passengers Oskaloosa to Davenport, Ia.

Phil Billings, conductor, Des Moines, recently secured three passengers from Glvin to St. Paul for our line.

R. J. Simson, conductor, Shawnee, recently secured two passengers McAlester, Okla., to Bridgeport, Texas.

W. G. Hughes, switchman in the 7th street yards, Kansas City, secured two passengers, Kansas City to Liberal, Kansas.

Chas. E. Martin, conductor, Kansas City, recently secured five passengers for our line, Cameron Junction to Liberty, and one passenger Lathrop to Kansas City.

J. J. Rawlins, engineer, Enid, Okla., secured passengers for our line, Enid to Denver, Colo.

E. M. Webster, engineer, Little Rock, Ark., recently secured two passengers for our line, Hot Springs to New York.

T. Riley, of Des Moines, recently secured three passengers for our line, Des Moines to St. Paul.

Phil Billings, conductor, Des Moines, secured passenger for our line, Minneapolis to Des Moines.

J. R. Morris, conductor, Trenton, recently secured four passengers for our line, Kansas City to Caldwell, Kansas.

John J. Klingler, baggage agent, Des Moines, has secured within one month the following: One passenger, Des Moines to Baltimore; one passenger, Des Moines to Centerville; two passengers, Des Moines to Englewood; two passengers, Des Moines to Los Angeles; one passenger, Des Moines to Williston, N. D.; two passengers, Des Moines to Kansas City.

G. H. Whitehead, conductor, Eldon, Mo., recently secured two passengers for our line, Kansas City to Prince Rupert, B. C., also two passengers, Kansas City to Pendleton, Oregon.

R. Thompson, conductor, Eldon, Mo., on arrival of No. 27, at Kansas City, persuaded one passenger to use our line to Pratt, Kansas.

C. H. Bell, agent, Mt. Zion, recently secured for our line, two cars of emigrants from Mt. Zion to Chester, Montana, for which cars had been ordered to move via another line. This netted our company \$114.00 per car, and also resulted in selling the family of this emigrant four tickets to same destination, netting total of \$364.04.

H. D. McDowell, of Keokuk, Ia., recently secured routing on RI 38515, starch from Keokuk to New York City, from which revenue amounted to \$105.77.

J. C. Key, section foreman, Homewood, Ark., was instrumental in securing routing on business from J. A. King, merchant at Adnora via our line.

Irving Campbell, Brinkley, Ark., was instrumental in securing routing for the Rock Island on car load of sewing machines from Cleveland, Ohio, to Brinkley.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Young.

Our chief clerk, Mr. Brown, says if the boys of the office don't let up on signing up for Uncle Sam he will have to do his own sweeping before long.

Is business good here? Well, did you ever see a bunch of ants working in a hill? Sure, then don't ask us such a question, just watch us. This from the agent of Krebs.

These funny pants, sometimes called Fancy Form Fitting Pants, that come along with spring, may be O. K. for saving cloth, but they won't allow a feller to eat all he wants, according to Dick Hammond of the McAlester office.

Of course flags are all right, but your dear old Uncle Sam-bo would rather have you wear something of a different color, say a kind of a yellow like his boys' suits.

"Shorty," the agent at Alderson, would have us go bare footed as in our boyhood days in order to get back at the high cost of shoes. He no doubt wasn't raised where there were nice little stones to stub your toe against.

Thanks to our trainmaster, Mr. McNeerney, the hot boxes are about a thing of the past. It's just as easy, he says, if you know how.

Bob Freeman of McAlester has gone into the stock business on a large scale, according to his own statement. Sure you ought to see his pig.

The agent at Tishomingo tells of seeing in some paper where there has been found a weed that is good to eat. O shucks now, we saw where the mayor in a certain town in Missouri was going to arrest those that raised weeds instead of a garden. Which way out, please.

It seems a race between Haileyville, McAlester and Shawnee in having the nicest station grounds, while the agent at Holdenville is co-operating with the laddies of his town in raising spuds where before grass grew.

Our old friend Harvey Daniels, fireman of Shawnee, tells us of seeing engine 2130 strip herself. Why, Harvey, you should of at least placed your hand over your eyes, we would.

Section Bosses Biddler and Holland of 2366 are digging gumbo spots out of their track this month, and says as for speed limit there ain't going to be any when they get 'er fixed. Got a cigar for Jim Bolton?

Roy Stuart at the "Y" the other day wanted to know what would become of us if it were not for the old fashion Baleing Wire. Hard to tell, Roy, but some Hog-er's would have one more excuse for doubling we're sure.

"Skinny" Walker got "sick" the other day in order to lay off to come home. Better watch yourself, "Skinny," the G. Y. M. at Shawnee is some Dock sometimes on such as that.

The entire division mourns the loss of two of our civil engineers that lost their lives in an accident near Whites May 12th. Right when we need the best of men as they were, and when we couldn't tell how we would get along without them, they were taken away from us.

Every little helps, and you should see the amount of chicken and gravy in the "rough" scratching around every fellow's back yard, says Roy Burns, who made a trip over the division the other day. Kind 'a locat'en 'em early, ain't you, Roy?

Henry Weeks, the car "knocker" at McAlester, was going to have lots of milk and butter to sell, but the poor little calf that was given him died. Uncle Joe, the crossing watchman, said it smothered to death when Henry was carrying it from the stock pens in his jumper pocket.

Charley Harden, the operator at Holdenville, wants to know what these new style suits for men remind you of. Well, as to the most of us they look about like a Ford in the second stage of incubation. That right, Sally?

Conductor Boggs wants to know why something less expensive than Portland cement can't be used by beanries in making hot cakes. Well, Brocky, we was going to suggest flour, but pure gold dust might be tried.

Denver mud might be a good medicine, says Herman Howard, but for him he would rather risk some of that he got on him around Calvin while trying his luck for the finny tribe.

The helper at Anderson rolled up his pants three times and they were too short yet, but he came right on over to McAlester and took the sweetest thing to the ball game a few Sunday's ago.

Our old friend, Jack O'Brien, of Haileyville, says in dispatching troops in Europe he has figured it out that they had Positive Meet's, and the trouble is now they are trying to SAW BY. Well, Jack, we've seen 'em get bunched that way ourselves.

Slats of McAlester is cutting down expenses these days by going back to the old Cob. We noticed he cut off behind Cigard soon after he got married, so soon that we didn't get ours. Did you?

Uncle Zeb Mansfield, running the Motor into Howe, went fishing the other day with Lu Winleing and some more, and says things went on fine until Lu caught him with one foot on the bank, the other in the boat, then tried to slip said boat out from under him. We're sorry for you, Lu, Uncle Zeb never forgets—some day you go too far—

Jess Gibson, of Shawnee, used to make fun of Bologgna as being nothing but pure Dog, and now it's getting closer every day to being sure-nuf-so. O, Gee, Jess, where is our wandering Daug t'night?

Chisle Chin Levins said he did all the work on the work-train near Krebs while his partner, Mark Frazier, kept tab on the conductor, George Green. That's right, we saw George ourselves helping watch the Cork of some one's fishing line.



NOTES FROM THE AMARILLO DIVN.

"By Sorghum Bill."

I expect it is nothing new to many of the readers, but it is a fact that we had an 8-inch snow on the 8th of May; the heaviest of the season, followed by a big rain on the 9th and 10th. It is needless to say that it put a new color on the situation, particularly the wheat, and a few of the farmers' faces, which had begun to look blue over the prospects but you will find the Pan Handle always with the goods ready to deliver on time.

We always just have a Devil of a storm shortly before Mr. T. H. Wilhelm of Ft. Worth pays us a visit, and always a dead sure thing we have one after. But the Sea was very Rough—"C". For some time there has been a Pinto bean mission on and Friend Petersen put us all hip to the plans, so between Mr. Bloom, Supt., Mr. Danvers, Master Mechanic, and of

course SORGHUM BILL with the Aid of PETE been talking beans till things begin to crack and believe me after the aforesaid storm and just before Mr. Wilhelm put in his appearance it was all BEANS. Of course he took a survey of the field and found the territory locally well canvassed, and as usual received a very complimentary mention in a letter addressed that made a man feel rewarded for his efforts since then Mr. Petersen has put out a circular that will surley get every spot that we missed. on the Bottom of the circular he goes like This "Now forget to talk plant a Pinto bean and plant a bean yourself get every one in your community to plant a PINTO Bean have them all plant Pinto beans, We will need them before the war is over to feed the world and the straw to feed the live stock, So dont forget you are serving your Country when you plant a Pinto, Beans are Beanness" Now with all that is said a careful canvass demonstrates that the word passed has had its effect and there are over 15,000 Acres pledged one man at Roy N. M. on the Dawson line is going in for 2,000 acres, I expect there will be an earthquake there", A party mile and half Northwest of SanJon on our line is in for 3000 acres, You can put Sorghum Bill down for 10 Acres also Master Mechanic Danvers for 15 or 20 Acres on his farm. The New Mexico end of our line is the tipical bean country of the Southwest one the plains country the do excellent the principally reson the bean culture has not been carried on extensively as Mr Cal Aten of Adrian told me is that it did not pay when they had to sold as low as 2 and one half cents per pound but with the present prospects it is safe to say that beans will stay up around 7 and 8 cents. The Nutrition of the bean stalk is quoted as being the next thing to Alfalfa making it a two fold purpose crop. In line with the above Mr Rourke, Mr Beckett, in fact every official on track inspection Special, encouraged and invited the planting and cultivating of the "RIGHT of Way for beans." At the time this article comes out in publication, which will be just about the right time to plant beans and not too late for those having ground to spare to plant, Plant a Pinto Bean.

During the last month we had T. H. Wilhelm, J. W. Thompson, W. H. Davidson and W. P.

Williams, all of Ft. Worth, visited us. These gentlemen are always pleasant visitors full of business and make friends and leave friends every time they come and go, and their faces are always welcome in Amarillo.

Jimmie Hayes of the Relay office at El-Reno spent a few days in Amarillo with the Dispatchers expecting to relieve one of the Boys who intended taking a vacation but for reasons unknown changed his mind after Jimmie's arrival. Come again Jimmie always glad to see you.

There is a scheme now on foot between Sorghum Bill and D. D. Gay, section foreman Glenrio and E. G. Wilmoth, section foreman of Erick, Okla. It is still up in air but it goes like this: "Along about 1910 or 1911 when Glenrio was a name only for a station in the tropical desert in the state of New Mexico on the State-line most every traveler remembers where the cross into Mexico or into Texas, marked by a fine depot located in a Barrow pit or steam shovel pit with nothing but sand for trimmings, Things had changed since Willie was a boy and in an agreement between the three of us Wilmoth to contribute the bermuda Grass, Bulbs seeds and roots from his stock at Erick, DD Day does the filing and landscaping Sorghum Bill has already got the pickets around it and the Water cut in and hope by fall to have a real park where once was a barren waste and if we succeed in getting a real park we will try to get park tied to the name "GLENRIO PARK" Sorghum Bill was also served with a notice that Mr W E Moses proprietor of Glenrio N M Town site with headquarters at the Glenrio hotel a magnificent up today institution just completed with Mrs Bigoness in charge who is also giving us a foot race in the park Line when Fall track inspection comes off we want to see who can showup the best Park.

The Amarillo Divn for 1917 has made a record in stock handling both in and outbound the number of shipments and the numerous shippers are not necessary but it is up towards 700 Cars stock handled principally outbound there never was an accident neither going or coming except to one train tcc andthat was like this "They started out from Glenrio with about 37 cars behind a 1400 with practically 12 miles of



J. W. Davis, General Foreman, and Force of Car Men at 124th St., Chicago.

six-tenths grade track coming out of the Cap Rock is very crooked and in a distance on 4 miles a train travels North South East and West a time or two the usually wind struck up about the time the hardest pull was on and caused this train to double 7 miles but this lost time was practically overcome by the time this stock reached the Pan Handle Divn.

To those known to the crude vicillites at hand and the usual drawbacks that accompany the loading and handling of stock you will have to admit this is an admirable record, which somebody will have to get up and go some to beat, General Agent Petersen and Master Mechanic Road Master Gruhlkey and the Electric Prod pole were a busy bunch keeping all the details up out on the road. The Dispatcher force did their duty and kept the Boys moving giving everybody a show to do his work and keep going. That's what you call Team Work.

You know Patriotism is the Watchword these days and right here I want to say that the spirit among the Rank and file prevails among the Amarillo Divn, a neat pole installed at the passenger station and a 5 X 9 flag was hoisted there were not great ceremonies adopted but the patriotic spirit was in the men just the same, R. H. Turner of the Round house force was just a step in advance and had a flag of the same dimensions above his round house, The Ft. Worth and Denver people followed suit and our Santa Fe friends had quite a celebration over theirs. All told there is no class of people for patriotism as was demonstrated among the Railroad men.

You know it is poor stoick that wont fight for his country, The Rock Island Officials have given the men a splendid opportunity to put their names down on as 'what is known as the Railway Military Co' Consisting of every branch of service open for every loyal employe to sign in service for his country about 15 of the boys have signed up out of this bunch up to date Fred Verner of The Bridge and Building Gang No 1 has been called and left the 18th, also Leo Hill Engineer and W. L. H. Worley lineman, the other boys are patiently waiting for their call. The spirit of these men that will undertake to organize this country and serve must be appreciated, they are all banking strong on meeting with our former Supt Mr A. E. Walker with whom they feel at home as a leader you know when one thinks back in history when our power wasnt much and facilities for fighting very meager about 1176 it was the French that came to our rescue with their money friendship and force we jumped over the Gap that otherwise might have been a turning point in the destiny of this nation and today to them we owe them the greatest gratitude that we could perform, we are now enabled we have the Money and the men and the spirit and we are going to help them there is no telling as the years roll by when it may come their turn agin and comments from the press and the spirit of the people all lean towards this patriotic move. Of course every nation in Europe has contributed a certain amount of talent to build this country up to where it is, it is too bad to think we had such a bright country as Germany under the rule of a blockhead to drag it down as it is The Belgium people are as busy hukble and deserving people they have almost been wiped off the map and it is our duty as I see it to free them from the Grip of such a Parasite as the Kalser. I am proud to say for myself that I have 4 boys that will have to do their duty like many other fathers I am not a bit backward should the call come to do my best in these few words I dare say I voice the opinion of thousands of other men and I hope the War will be brought to a victorios ending in the shortest possible time. Possibly in the next issue I will be able to give a list of the boys taken off the Divn.

Heres one to the Editor" In the May issue of the employes magazine there is one that reflects credit to the Editor and Manager If you please in its make up and style particularly the cover design for attraction Venture to say there will be others copy or improve on it, but the original is good, It is full of good news and every employe seeks the journal eagerly to get the news, and we hope the Manager will spring some patriotic pictures during the balance of the war.

The usual track inspection was made over this divn May 8th those on board were Mr G W Rourke Ass't Genl Mgr, Mr F T Beckett Engr of EOM Way Mr A B Warner Vice Pres & Supt CRI&G Ft-Worth, Supt Mr H J Sewell Supt Bloom, Master Mechanis Danvers, RoadMaster Gruhlkey and Burrows W. H. Davidson Claim Adjuster Ft-Worth T H Wilhelm Genl Agent Ft-Worth D. B. Logan the Safety man and by the Way L S Shedd who never fails to come in on the safety devices and are good and tell you about them in a nice way when they are bad, Mr Long Supervisor of coal chutes beside numerous other string out among the train each one keeping his eyes skinned for something to comment on good or bad, and I am happy to say that this inspection was one of the most interesting of them all everything had a place and pretty near everything in its place, we all only need to look back the short space of a year or two to see how we were just dragging and haggling along, Material piles strung here and there everybody has a system of his own. Everybody working hard and accomplishing naught. Premises that all looked like they belonged to some Kerry Patch' Employes looked like they originally belonged to some poor farm by hard work proper origination and a little sticking to it ness, flavored with a little bit of style we are now able to bear inspection, and with lots of room for improvements left. We are not going to stop where we are but each visits I hope will find us progressing, Right here I want to say that we have some premises that will rank up with some of the best residences in their town, and credit is due to the foreman and the roadmasters territory on which they are located, Nothing advertises a property as much as neatness about the home we might go into other details where the same thing may be said the piling of material disposal of Rubbish proper drainage, as well as the small details of track work, are all necessary to bring about good results. The officers as a whole on the Amarillo Divn I know are more than glad to please the higher officials and all employes seem to be rather surprised to hear so many complimentary remarks as expressed from these gentlemen on this trip about the progress we have made and it has done a whole lot to encorage the good work.

The party arrived at Tucumcari about 730 P.M. and in good shape ready for a trip up the El Paso Divn.

Section Foreman R. R. Rawling off on a Thirty days Vaction.

Section foreman Rhyne of Royal and Burrows of Sayre have swapped Sections on account of high altitude Mr. Rhyne Wife to be benefited by the change.

August Compas of Boise Section has been promoted to Extra Gang Foreman Number 2 Now at Vega. This Boy came to me on the June 1910 as a common Greek laborer and has stayed with the game and has made good.

John Falukos Section foreman of Bard has taken atwo weeks leave of absence

Extra Gang No 3 has been retired on the new ballast Program the men being consolidated with No 1 and No 7

Joe Pagono Extra Gang Foreman No 7 has returned from Kansas City Joe was formerly from Missouri Divn and when we had our high winds he got the Blues but after all there is nothing like the Pan Handle

Mrs Burrows Wife of J Burrows RoadMaster visiting friends at McLean

There has been something the matter with Conductor Sam Mederius and I was worried until I made an inquiry and this is the way the story goes, There was a boomer Tabby Cat come to Sams house and the misses would not give him any ground but Sam shared the little space in the chicken house where Tabby and the Chickens made themselves at home Recently Mrs. Mederius is making a visit and has been gone for a couple of weeks, and Tabby is all out of place the Misses being gone and Sam out pretty regular he was afraid there was something wrong When sam would come home and light the lamp, Tabby would show up beneath his bedroom window and call to get in for he knew Sam Himself was his friend, After a good feed Sam would put him out and that was the last

of Tabby until the next time. Now Sam spied on old Nester coming in with a Jag of trunks and said to me he believed he got his eye on the old ladies trunk and that she must be coming home. The next morning it turned out wrong Sam was still Batchelor. The way Sam talked the misses would have showed up pretty soon.

Station Agent R M Thompson has returned to Wildorado after relieving several stations down the line off and on. Leaving the home duty of handling the Wildorado to Mrs. Thompson who is qualified now to handle the Station about the next thing Thompson will be beat out of his Job we have at least one lady on the line that can take a mans place when the Necessity requires it.

Agent G R Baucum transferred from Adrian to Groom

J. E. Turner Transferred from Conday to Vega

J. W. Ferguson from Endee to Conway

J. B. Demis from Ramsdell to Endee

Former Opr Damrell of Shamrock transferred to Agency at Ramsdell

F E Stevens from Groom to Shamrock as Agent.

E. Newsom former Helper of McLean acting as relief agent at Jericho seems to be making good.

The increase of 2cents and half an hour or 25 cents a day for the Bridgemen is very much appreciated and very thankful

The increase given the Section Men on the 10 brought a million smiles and the Management could not have invested the same amount of money to any better advantage.



"BURR OAK TRANSFERS."

By Bandy.

The monthly "Prevent Claims and Safety First" meeting was attended by our agent J. W. Lawhead, Edw. Harrington, freight house foreman, P. S. Kiefler, chief claim clerk, and C. C. Mapes, transportation clerk, Thursday, May 17th. Reported the entire committee went on a tour of the terminal division ending up at South Chicago for the meeting and refreshments.

May 17th was a busy day for our rate clerks. They are preparing for the fifteen per cent increase in rates which go into effect soon(?) If they do, there will be a hot time at that end of the office.

WEATHER FORECAST.

Chicago and Burr Oak—Mdse. and car loads shipments heavy to be continued for an indefinite period. May moderate sometime in the future. Official temperature, Burr Oak, April 1st to May 1st, \$207,776.61 over April, year ago.

Miss Helen Lussenhop has been on the sick list for the last ten days from a nervous breakdown. We hope that she returns shortly as we miss the Misses greatly; leaving all jokes aside, we do.

"Skee-six" Neeb now on nights doing general work. Since the boy has been on nights he has raised a "mustache," if you please. What's it from, pie, or B. O.'s?

May 1st Carl Groskopf has been with this company and at Burr Oak twenty-three years. From messenger to assistant cashier. Some climb, old boy! Your annual? Forget it.

Geo. Groskopf, now our reconsigning clerk. Geo. says some clerk. We all agree with you. Watch your hold list. Yes, "Lettuce," watch it.

QUESTIONS?

Bandy—Who's the girl wearing that bright yellow sweater-yet?

Bill Ferguson—Forget it, Bill. Come up and get acquainted—next to me.

Bandy—What's bad for the eyes?

Fred Piehl—Lots of things, yellow mostly.

Walter Weisner, our tonnage clerk, has joined

the second regiment I. N. G. band. Good for you, Pety Dink, you're a brave little lad.

Lest we forget—John Stationak, Asst. O. S. D. clerk, has offered his services to Uncle Sam.

Ernest Anderson took in the carnival held here recently. "Sappy" claims the only show worth seeing was Calamity Jane of the 49 ranch. We agree with you—some ranch!

Our bill clerks in investigating claims pull off some rich ones. Listen to Story, if they put a heater in a bunker of a freezer do they have to open the side doors? Gus Milne, what would you do if you can't locate,—? etc. Good night! What wouldn't you do—for seven cents per?

We stand corrected; Miss Selma Fehrer, who handled the switchboard, has returned to Hamilton Park. Miss Hazel Harris of Rock Island, Ill., is now in charge. You're doing fine; don't get discouraged, Hazel.

The H. C. of L. doesn't keep our girls from wearing the best there is. Berdie and Grace attended a Y. W. C. A. meeting, recently. That means colonial dresses. Is it a correct guess?

Walter Crossland, Carl Rodhe, Claude Harvey offered their services to their country. Walter passed, the other two did not account a few defects in their build. No matter, boys, you tried. You did your duty.

About every pay day some quack doctor tries this office. A corn doctor, the latest addition. The boys introduced him to our expense bill clerk. Told him she had bunions on her elbows, caused by waiting for work?

FLAG RAISING AT BURR OAK TRANSFER.

Saturday, May 12, 1917.

The employees of Burr Oak Transfer station joined in a flag raising program which took place at 3 p. m., May 12th, 1917, and at which time there was a gathering of 200 or more, including families and friends of several of the employees.

The flagstaff was made at 124th Street shops, through the kindness of General Foreman Mr. J. J. Acker, and the flag was purchased by the station employees. The Flag Raising program was started by a military selection given by Snyder's Young Men's Band of Blue Island, who kindly offered their services in connection with this event. Following was a greatly appreciated discourse on "Our Flag" by the Rev. W. E. Pierce, also of Blue Island, after which all joined in his prayer.

While the flag was being raised, the band played "The Star Spangled Banner," and all of those gathered joined in the song, which stirs all patriots.

We were then favored with a patriotic and exceedingly interesting talk by Supt. C. B. Pratt and in which discourse he included a description of our local Red Cross movement which is a subject that everyone should be personally interested in and lend their assistance toward making the same a complete success.

The band then gave us "America" and all joined in the song, after which the benediction was pronounced by the Rev. Pierce and the band closed the program with another military selection.

Mr. Pratt's presentation of the details in connection with Red Cross work created considerable extra enthusiasm among our help on that subject and on the following Monday, 75 of our employees signed up for memberships in that association.

MEMPHIS TERMINALS.

As an indication of their patriotism a most appropriate subscription was made by the employees of Memphis Terminals for the purchase of a United States flag, and "Old Glory" now floats sixty feet in the air over the local office building.

All by himself, Hugh M. Mask, receiving clerk in the warehouse, just by talking with a friend who was moving with a car load of household goods to Earle, Ark., via another route, induced him to use the Rock Island both for his freight and passenger business.

H. Merkit of the yard office at Memphis is in Hot Springs for his health; he is being relieved by R. C. Perrin.

H. F. Weist is one of the new bill clerks; a handsome chap he is.

Mr. and Mrs. W. R. Malone made a trip to Cairo, Ill., during May to visit relatives. Mr. Malone is statistician in the local office, and up to this time had only missed three days from the office in as many years.

A private party, headed by Chief Clerk J. W. Terry, took a sail to President's Island on May 13th on the steamer "Minnie" to see what fishing luck they could have; it's the same old fish story, two fish bit at every bait they cast but none caught.

Mr. J. W. Harper took a run to Atlanta, Ga., on Sunday, the 6th. We all suppose this trip was brought about by the sentimental post card some gentleman sent him which read, "Ain't it queer how often you see the folks you don't want to, and never see those you do want to," or however it goes.

May 4th Mr. William R. Matthews and Miss Ariyce Lillian Kelly were quietly married in Little Rock, Ark. Mr. Matthews is car accountant in the local office, and the best wishes of the force go with him and his bride. We know Bill is very happy, because he is going around the office with a smile that won't come off.

Mr. E. H. Claypool, revising clerk, is also handling the embargoes; he won't let the cars stop in Calhoun Street Yards—gets them to connecting lines before they have a chance to light; anyhow, we wish he would have his pretty daughter come to the office oftener.

We all give thanks to Chief Clerk J. W. Terry for originating the flag subscription.

Likewise Miss James and Miss Hafer thank Mr. Cato for the gifts of candy—but we would be glad to write his few letters anyhow.

Miss Ola Hafer from the local office at Little Rock spent her vacation with her sister, Miss Georgie Hafer.

Car Clerk E. E. Medearis planted three beans, two peas, one Irish potato, two peppers and six grains of corn; he says when it grows he will have a garden and be ready to combat the H. C. L.

Statistician Malone has ordered a pair of double lens glasses. He worked so long at night he can't see in the day time.

Our new heating system will sure be fine next winter; repair work is being done and we are all "het" up about it now.

Crossing Watchman Chas. King will soon leave for a few weeks' vacation to Louisville. If he fails to bring the ladies some Louisville candy he will be sorry. Some of the love powder kind, Mr. King.

Special Officer B. S. Yeaton has brought Mrs. Yeaton from Chickasha and they are now house-keeping.

John Younger's dad has a new machine, and poor John is just about to be taken into the navy. Nate Slaughter, who used to be with us, is after him.

Some new members of the force are Paul Patterson, who must be a newlywed, as he gets a letter every day from Mrs. Paul Patterson. Mr. W. J. Martin, whom we would say something nice about, but he's married, too.

Leslie Cottingham, trace clerk, was absent two weeks account illness; some girl smiled at him and he fainted.

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(NIAGARA FALLS) AND RETURN

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Including
Meals and
Berth

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MICH. AND RETURN

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Nothing new to report on Miss Bessie and Pete Conway; she said she drives every Sunday by the Cottingham Grocery Co., and sees lots of other attractions but never runs into Pete.

Will the yard office please send us some personals?

MISSOURI DIVISION.

By Hugh Sume.

D. A. Logan, chief clerk to Supt. Ruppert, resigned May 1st to accept position as chief clerk to Special Accountant W. D. C. Smith at Chicago.

M. J. Doyle, chief accountant, has accepted a position as chief clerk to Supt. Ruppert at Trenton, vice D. A. Logan. His position will be filled by Roland W. Ross, from Herrington, Kans.

F. H. Joels has been appointed division special agent for the Missouri division, vice C. C. Sloat, resigned.

Wm. Bronson has been appointed night yardmaster at Trenton, Mo., effective May 1st, vice D. M. May, who has been appointed general yardmaster at Eldon, Ia.

Miss Mae Stanley has accepted a position as stenographer in the maintenance department, superintendent's office, Trenton, Mo.

Road Foreman E. W. Reed has been commissioned first lieutenant in the U. S. Officers' Reserve Corps representing the company assigned to and organized on the Rock Island Lines. Thirty-six applications for enlistment in this Reserve Corps have already been received at Trenton, which company will probably be called for service in France in the near future.

Lloyd Wheadon, stenographer to Supt. Ruppert, has accepted a position with the government as stenographer under the adjutant General at Charleston, S. C.

John Ashby, transportation clerk in the superintendent's office at Trenton, spent May 12th and 13th in Quincy, Ill., visiting friends.

Condr. J. M. Enyart and wife, of Eldon, Ia., spent last week in Chicago on business.

May 2d Yardmaster C. E. Mitchell and wife of Eldon left for the southern states where they will make their future home. Mr. Mitchell has been general yardmaster at that point for the past two years, and leaves with best wishes of all for his future success.

B. Beardon, of Trenton, Mo., has been appointed night yardmaster at Eldon, Ia., effective May 1st, vice H. W. Moss, transferred.

Agent R. R. Potts and wife, of Eldon, have just returned from a pleasure trip through Texas and other southern states.

Miss Hazel Wahl, stenographer at the roundhouse at Eldon, has just returned from a seven weeks' trip through Louisiana, Texas, and Arkansas.

J. Coie and wife, machinist at Eldon, were called to Kansas City this week on account of Mr. Coie's mother.

Mrs. F. H. Nachtrieb, wife of General Foreman Nachtrieb at Eldon, is spending the week in St. Louis visiting friends.

James W. Reed and wife, hostler at Eldon, were called to Joliet, Ill., last week, on account of the death of a relative at that point.

Machinist Bueter has transferred his household goods from Silvis to Eldon, and will make that his future home.

Roundhouse clerk, Frank Hawker, has layed off on account of being seriously ill, but if we would investigate as to how serious he was, believe we would find him at the home of his better half on the outskirts of Ottumwa.

Mrs. J. W. Brown, wife of boilermaker, has just returned from an extended visit throughout the southern states.

On April 30th O. O. Hawk and C. W. Reed held a meeting in the Safety Car at Eldon for the purpose of discussing rules and regulations. J. Patnoe, assistant engineer fuel economy, and T. W. Brown, roadmaster, gave very interesting talks, and the meeting as a whole was a very successful affair. There was a very good attendance at the meeting, and hereafter similar meeting will be held each month.

"Buck" Doolin seems to have taken a great interest in the fair sex, and is seen almost nightly at the picture show. From all indications he may be joining the benedict class before long, but we know it will not be for any slacker reasons.

H. H. Mohler, son of Trainmaster Mohler at St. Joe, has entered Engineer Reserve Officers' training camp at Fort Riley. Mr. Mohler is pursuing a course in chemical engineering at the University of Kansas.

James Doolin, efficient car clerk at St. Joe, has accepted a similar position with the Union Terminal Railway at St. Joseph.

Agent R. A. Dean, local chairman of the O. R. T. at Gallatin, left May 8th for Seattle, Wash., to attend annual convention.

L. E. McClure, chief dispatcher at Trenton, with his wife, is enjoying a few weeks' vacation in the southern states.

Chas. Moss, clerk in superintendent's office at Trenton, made a business trip to Kansas City last week.

ESTHERVILLE, IOWA.

The mechanical department employees at Estherville roundhouse purchased a large flag which was raised Sunday, April 29th, 1917. The boy scouts furnished the band and addresses were given by Mr. Haldeman, our superintendent, also Francis Kennedy, County Attorney, and Judge Lee. The raising of the flag was largely attended by the population of Estherville regardless of the bad weather.

A number of our boys have enlisted in various branches of military organizations. Clarence Johnson and Lee Palmer have joined the navy and are now stationed near the Great Lakes, training for active military service. Harold Case has joined the infantry and is now training in El Paso, Texas. Last news from Clarence Johnson and Lee Palmer, they expected to leave on the battleship "Montana" for high seas.

Warren McMahon, machinist, spent Sunday at his home in Boone, Ia. Mr. McMahon's son has enlisted as an apprentice seaman.

John E. Collins, machinist, spent a few days at Cedar Rapids, visiting his brother who has been ill.

A number of our boys are now catching fish from last year's ideas, from 12 to 15 feet long, weighing from 18 to 20 pounds. The law is open May 15th—think the weights and lengths will drop to a normal figure.

Spring house cleaning has been completed and after whitewashing and cleaning up, the round house is in a first-class condition. Everybody co-operate and keep it clean.

Frank Roy, stenographer, has sent his application to the government for a position as motorman on a Zeppelin. Of late he has been seen practicing with his louse and when he opens the wings to leave the earth, she only hits on three legs.

Mr. Robert Neville has been made chief clerk to the master mechanic in place of J. Delfenbach, transferred to Oklahoma City. We all wish Mr. Neville success in his new position.

Two of our firemen, Emmet Robb and Ray Bryan, have enlisted in military organizations, but up to this writing have not heard from either of them stating what they have joined.

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TIME RECORD					
MARK TIME IN SECONDS					
DATE		SEC. FAST	SEC. SLOW	S. SET R. REG.	INSPECTOR SIGN IN INK
1	Mar 6 1917	2	✓	✓	TBAC
2	Mar 20 1917	✓	✓	✓	TBAC
3	Apr 3	✓		✓	TBAC
4	Apr 17			✓	TBAC
5	May 1 1917		3	S	TBAC
6	May 15 1917		✓	✓	TBAC
7					
8					
9					
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11					
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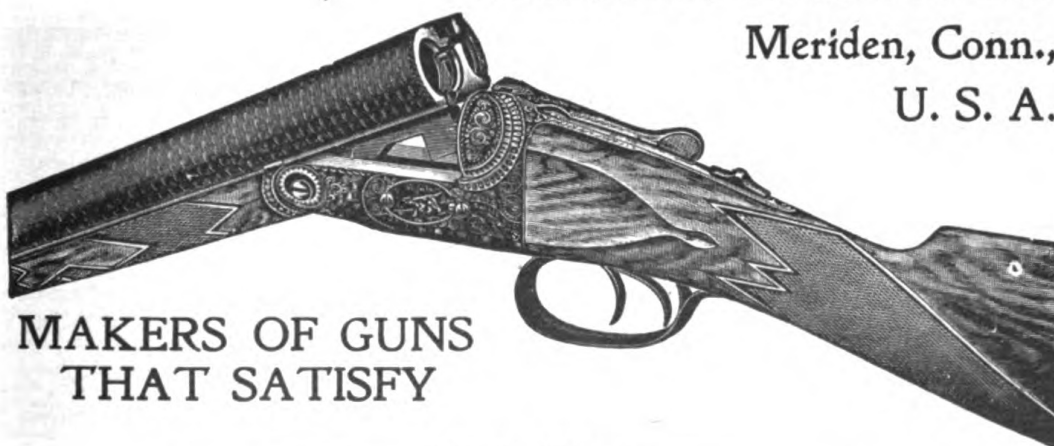
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CHICAGO GENL. AGENT'S OFFICE.

Mr. C. V. Savage's mother has been very sick of late but we all hope for a speedy recovery.

There has been raised on Dearborn St. between the Marquette building and the Fair, a large flag. It was first raised on France Day in honor of Gen. Joffre and the British and French commissions. It also has a very patriotic effect on employes and citizens.

Word was received from Mr. Caswell, who is stationed at Jeffersonville, Ind., as assistant to general quartermaster. He has full charge of the transportation department and states that they are receiving and shipping vast quantities of supplies every day. It shows that Uncle Sam is doing his part in this great catastrophe which has finally involved the United States.

Business is rushing in all departments.

Speaking of ankle watches, "Girls take notice." Bill Clair wore one on his ankle to the La Salle street station and back. What nerve!

Miss Caswell and Miss Putz, sten's, are going to take a trip to Starved Rock. What is the attraction, girls, so early in the season?

Mr. John Garner is no slacker. He left for Crystal Lake, Ill., May 13th, on his vacation, and is going to assist his son-in-law in planting potatoes and other vegetables.

Mr. J. B. O'Connell is a golf player. Play hard, Jack, while the playing is good.

There was received from Mr. S. H. Johnson's office May 12th, a letter with petition attached explaining the great Red Cross movement which is now in progress. The following patriots contributed and were enlisted: M. T. McCraney, H. G. Smith, A. W. Gorden and D. J. Daly. Any others wishing to enlist, communicate with Mr. Johnson's office.

W. C. Clair was absent May 16th on account of his uncle's death.

Mr. A. W. Gorden made a trip to Davenport.

Mr. F. O. Becker is seeking a lieutenancy in the Aviation corps. Flying is good, old man, but the walking is better.

NEBRASKA DIVISION.

By M. B. Kelso.

Conductor M. E. Patterson has returned from a very pleasant vacation spent in Hot Springs.

Conductor Elsham and wife were also Hot Springs visitors the past month.

Material Clerk W. B. Kinnamon was called to Illinois April 27th on account of the death of his mother-in-law.

Road Master's Clerk Vernon Lea and General Clerk Willie Osburn spent Sunday in Denver.

Our enginemen's time keeper has been spending a few days in Texas. Bachelor's life does not agree with him and he had to go south to bring his wife home.

Cashier C. A. Shoup at Beatrice expects to join the benedicts in the very near future and we wish him and his new wife joy in the journey through life. They expect to take a trip to Omaha and Colorado.

Operator Eaton and wife are spending their vacation attending the operators' convention.

Operator J. E. Bryan left the service of this company on account of his health.

Bert Kinnamon, material clerk, has just completed his new home. It's fine, but many of us would appreciate the "House Warming" which we were faithfully promised during its construction.

Miss Edith Kelso, formerly with the Northwestern Ry., has returned to Fairbury and accepted a position as master carpenter's clerk.

C. R. Burnhart, who has been agent at Meadow, Nebr., for several years, has tendered his resignation to take effect June 30th. He does not indicate where he intends locating, but we wish him success in his new vocation.

Howard C. Mull, representing the Verona Tool Works of Pittsburgh, Pa., was a Fairbury visitor during May. He came here relative to the use of Verona tools and made the superintendent's office a visit.

Mr. W. W. McQuiestan, formerly with the Missouri Pacific as agent at Barnes, Kans.,

has accepted service on the Nebraska Division in same capacity.

The following Nebraska Division employes have filed applications for enlistment in the railroad regiment, and have hopes of being accepted and making the trip to France. P. W. Pierson, L. C. Weber, E. O. Calder, S. E. Gilbert, A. Carmony and G. C. Sorum. The following have already been instructed to report at Chicago for examination: P. W. Pierson, E. O. Calder, L. C. Weber and A. Carmony.

Mr. O. N. Cash, formerly agent at Rockford, Nebr., has bid in the agency at Plymouth, Nebr., made vacant by Agent J. J. Knoblauch bidding in operators position.

All employes of the Nebraska Division extend to Engineer Nate Downes and family, our heartfelt sympathy in the loss of their son and brother, Cal Downes, who passed away at this point May 14, 1917. Cal was widely known among all railroad men at this point.

Superintendent Allen and many employes are called to attend law suit at Plattsmouth, Nebr., May 22, 1917, in connection with automobile accident at Alvo some time ago.

Bernard Hurless, of Engineering Corps, and Harward Jenkins, of superintendent's office force, were called to Ft. Snelling a few days ago for training in connection with Officers' Reserve Corps. Both passed final examinations and were accepted.

Mr. M. R. Miller, agent at Gilead, Nebr., has bid in the agency at Rockford, Nebr., made vacant by O. N. Cash going to Plymouth, Nebr.

Mr. Homer Emery, fireman on this division, is home for a short vacation. He is now connected with the selling department of a shovel company and is engaged in making tests over different roads in this vicinity. Emery is on leave of absence as fireman trying out the new position.

Arthur Myers, formerly secretary to the superintendent, has accepted a similar position with Superintendent Walker at Little Rock. Vern Denny, formerly trainmaster's clerk, relieved Myers, and Carl Franz, formerly chief clerk's steno, relieved Denny.

C. E. Garber, operator, Munden, Kans., has bid in agency at Gilead, Nebr., relieving Miller, who goes to a similar position at Rockford.

Dispatcher Walter Graham has been called to Topeka on account of the death of his grandmother.

Engineer Lewis Brown has been on leave of absence the past month and has spent the time visiting friends in Ohio, Michigan and South Dakota.

Arbor day was celebrated by the employes in the depot offices and car department, freight and yard departments in the raising of a beautiful flag. Lineman Frank Grant superintended the erecting of a thirty foot pole, and all employes were present as the flag was raised to the top.

Machinist Hamilton has resigned at Fairbury to accept a position as round house foreman at Fairview, Okla., on the Orient Ry., effective May 21st.

Mr. Edwards left May 15th for Trenton to act as road foreman in Mr. Reed's place.

Alfred Epp, not being satisfied in keeping even with the world, has gone in debt for a wife. His misfortune is entirely upon his head as he was given good sound advice by all of the boys not to do it.

STRAIGHT DOPE.

There's never a day but what some jay
Bursts forth in song and story
Of the eagle eye and the tallow pot
And the con in all his glory;
The engine wiper and the section snipe
And the train dispatcher, weary,
The youthful op and the railroad cop
And the Pullman porter cheery.

They're heroes all, if you only fall
For the bunk these guys would hand us;
But take it from me, just between us three,
They don't quite understand us.
We hit the ball and give our all,
Whether car toad or brass collar.
It's not for fame we play the game,
But for the mighty dollar.

KANSAS CITY, MO.

The Rock Island Lines are exceedingly fortunate in having appointed John Hyzy, car carpenter, on the Safety First Committee, and that he is the first-aid man in Armourdale yards, where he administers with considerable skill to the car repairers and shop men.

Mr. Hyzy has had considerable experience on the Northern Pacific and Canadian Pacific railways in Winnipeg, Canada, where teams have competitive exhibitions of their skill. His team there was fortunate to win the prizes.

We hope Mr. Hyzy will receive proper encouragement and assistance in his work and that he will recruit a team in this work among our employes.

✻ ✻
SILVIS.

By C. O. A.

On Thursday noon, May 3rd, an immense flag, one of the largest in the country, was raised over the big shop at Silvis. The entire shop force turned out. The Silvis school children attended in a body, accompanied by the principal and teachers, and many other patriotic people from Moline, East Moline and Silvis were in attendance. It was estimated that between three and four thousand people witnessed the ceremony. Mr. W. J. Creer, foreman of the Boiler Department, was master of ceremonies. Mr. S. W. Mullinix, our Superintendent, was the first speaker and gave a rousing address on the flag, its origin and its meaning to all loyal citizens. That he struck a sympathetic chord in his hearers was attested by the thunderous applause he received at the conclusion of his remarks. Mr. G. S. Lowe of the machinists, was the orator, such as our friend Billy Green, and he delivered an enthusiastic address which was loudly applauded. Mr. Hugh Higgins, general yard master at Silvis, was the next speaker. He gave a masterly address on the duty of railroads and railway employes during the war. His claim that railroad men, particularly Rock Island employes,

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¶ Your home will be happier and more cheerful if you select a superb New Steger Piano or Player-Piano. Entertain your family and friends. Give your children a greater love for music. Enjoy the delightful strains of your favorite melodies.

¶ Artists of eminence praise Steger Instruments. The Steger tone is of wonderful richness. It possesses beautiful, clear, mellow, singing qualities.

¶ Steger Instruments are used in many leading conservatories, musical colleges and schools. Their reliability is backed by the liberal guarantee of the largest piano factories in the world, located in the "Piano-city," Steger, Illinois, on the Dixie Highway.

¶ Let us tell you about the reasonable prices and convenient terms on which you may have a New Steger Piano or Player-Piano in your home.

Three years in which to pay, if desired.

Liberal allowance for old instruments. Delivered direct from our factories to your home, or through our regular appointed distributors. We invite comparisons. Beautiful illustrated Steger Style Brochure, sent free, on request.

Steger & Sons

PIANO MANUFACTURING COMPANY

Established 1879

Dept. 21 Steger Building
N.W. Cor. Wabash & Jackson, Chicago, Ill.

were among the most loyal and patriotic men in the country, was cheered to the echo. Mr. Higgins is a forceful speaker, and that he is loyal and patriotic to his country was proven by his address which, when concluded, was wildly cheered. The master of ceremonies then gave a short address which also received loud applause, after which the signal to raise the flag was given. The flag was raised by Mr. Elmer Whitmarsh and Arthur Bellis, the latter an ex-sailor. As the flag slowly raised, the school children, led by their teachers, sang "The Star-Spangled Banner," the entire assemblage joining. When the flag unfurled, everyone raised his hand and saluted and at the instance of Mr. Mullinix they gave three rousing cheers for "Old Glory." This concluded the ceremony. A photo in this issue shows our main flag, which can be seen for many miles around. This photo was taken by one of our special apprentices, H. A. Morrison.

This main shop flag is 20x36 feet in dimensions and flies from a steel pole some 70 feet above the shop and more than 120 feet above the ground. It was purchased by the employees of the big shop and they wanted and obtained the



SILVIS ROUNDHOUSE.

largest flag possible to get. That the employees of the "Rock Island" at Silvis are loyal to their country is attested by the fact that no less than ten large flags are now flying to the Silvis breezes on company property, and all were purchased by popular subscription and are located as follows: main shop, blacksmith shop, power house, round house, car department, store house, coal chute, yard office, transfer house and car repairs shanty as well as smaller ones among the section men's bunk cars.

Silvis has already furnished a large number of volunteers who have already gone to the front. Among them were two brothers Andy and Matthew Murrin, sons of our labor master, Matthew Murrin. Word has been received that one of these boys has already sailed for France. We have several applications, already filed, of Silvis employees being desirous of joining the Railway Military Regiment and we feel that Silvis is a very patriotic point on the Rock Island System.

One of our old timers, John Winters of the hose department, died very suddenly May 7th and will be greatly missed by men of his department.

We must not forget to mention that A. J. Combers, round house machinist, was just recently married. A Davenport girl, we understand, was the bride. We wish to congratulate him and his wife, and now understand why he was working so hard and carrying home garden utensils a short time ago.

Three machinists, all working in the same gang at Silvis have formed a trio matrimonial club, all married the same date, May 16th, Mr. H. E. Kurth, Alvin Meegan and D. C. Henrickson. Congratulations, boys. I suppose Mr. Roach's gang will have enough smokes to last a week when these boys return.

Our old friend L. H. Hill has been heard from and reports everything lovely at Grand Rapids.

Sympathy is extended to Machinist C. A. Johnson, account of his little boy passing away April 30th, of pneumonia.

Buster Brown thought he was forgotten, but, nay, it can not be so.

Buster Brown is happy, blithe and gay. And he goes through the shops and office smiling all the day.

To drive his old tin lizzie last summer was his joy,

But times have changed for Buster, now he's papa of two boys.

This summer, good friend Brown, there's hot times in store for you,

Your tin lizzie will be idle, there'll be other work to do;

It may be rather tiresome, but keep on smiling still,

While you push the baby carriage up and down the Eighth street hill.

You'll not exceed speed limits, there'll be no horn to toot,

And the motorcycle copper alongside of you won't shoot,

And take your name and number and also crush your joy.

No—those things will not happen while you're pushing that fine boy.

And when to sleep he's fallen and stars are shining bright,

And you kiss the little fellow, ere you turn in for the night.

And as you gaze upon him your bosom heaves with joy,

'Tis a fine thing to be "papa" of another bouncing baby boy.

Forget the old tin lizzie—forget the tooting horn. Just mark upon the calendar the day that boy was born.

We congratulate you, Buster, also your wife, so coy.

'Tis a blessing to be parents of a bouncing baby boy.



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

**Murine relieves
Soreness, Redness
and Granulation.**

*Druggists supply Murine
at 50c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Machinist apprentice "Doc" Hamilton says he is going to step out into society one of these days. Say, boys, keep an eye on your girls!

The fire boys have taken it upon themselves to care for the big flag. According to flag etiquette Old Glory rises each morning with the sun and is lowered when the last ray of golden sunlight disappears in the west.

Machinist apprentice Jimmie Trent, who recently had a few months in the drafting room, is again wearing the overalls. Jimmie says, gosh, these dirty clothes don't feel natural.

Saturday morning, May 12th, boilermaker I. Bellis came on duty at the usual hour, apparently in good health and spirits. Within two hours he was stricken with apoplexy and died shortly after reaching his home in Moline. Mr. Bellis was an old employe at Silvis and was formerly foreman. He was a gentleman of the old school, kind and courteous to all with whom he came in contact, and always practiced the principles of the Golden Rule. His sudden demise was a shock to his many friends. His funeral was held Tuesday, May 15. The boiler shop was shut down and all the boilermakers and helpers attended in a body. The Old Fellows, of which he was a member, also turned out in a body and had charge of the services at the grave. Mr. Bellis was about sixty years old and leaves his widow and one son Arthur to mourn his death and they have the sympathy of many friends.

The Brotherhood of Railway Employees held stag entertainment May 16 at Turner hall, Moline. Mr. Fred O. Hartkin, mayor of Silvis, acted as Master of Ceremonies. Three 5-round boxing bouts were exhibited between some of Silvis' employes whose skill surprised the spectators. The first bout was between machinist apprentice Albert Peterson of Silvis and Eagle Eye of Rock Island, the second bout, Clarence Sellers and F. Bledsoe, known as Skillet; the third was young Frankie Sinnett, who has never been defeated in the Bantam weight of this country, and F. Sersig, both of Silvis. Mr. Sinnet gave a little talk on the art of boxing which was greatly enjoyed. A two out of three fall wrestling

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Elegant Rooms with Hot and Cold Running Water and Private Telephones--- many of the rooms of this hotel have fine private baths

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We Cater to the Railroad Man

519 PINE ST., ST. LOUIS, MO.

**50c
75c
\$1.00
Per
Day**

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match was also staged between Engineer Brandell of the Iowa division and Jacobs of Davenport. Mr. Brandell won the match against Jacobs. All of these exhibitions were a great credit to the B. of R. E. in being so fortunate as to secure the talent for that evening. Boiler-maker helper Geo. Hampshire and round house foreman Vic Carlson received great applause, favoring the great crowd with several solo selections. At an intermission the crowd were directed to the dining room where hot dog sandwiches and soft drinks awaited them, after which several good talks were made by some of the officers of the B. of R. E. and as a conclusion a drawing was staged as everyone had a number that gave him a chance on a \$25 suit, \$5.00 hat, \$1.00 necktie, cigars, etc. Everyone went home that night giving the B. of R. E. credit for pulling off one of the cleanest stags ever witnessed.

A song composed by W. J. Green, senior foreman, Silvis boiler shop:

SOLDIER MARCHING SONG.

We have heard the cry of freedom,
Uncle Sam, Uncle Sam;
And we're coming to the rescue,
Uncle Sam;
And we'll fight with our last breath,
Till we close our eyes in death,
For freedom on the high seas,
Uncle Sam.

Chorus.

Here's to Old Glory, Uncle Sam, Uncle Sam,
May the Union last forever, Uncle Sam;
When our banner is unfurled, in this battle of
the world,
May victory perch upon it, Uncle Sam.
We have heard the cry for justice,
Uncle Sam, Uncle Sam,
That comes from France and Belgium,
Uncle Sam;
Poor Serbia's calling, too,
And with our armies true,
We'll fight for justice to those stricken lands.

Cho.:

Fair Liberty is threatened,
Uncle Sam, Uncle Sam;
And she's calling for protection,
Uncle Sam.

And we will heed her call and together stand
or fall,

That liberty may rule in every land.

Cho.:

For freedom and for justice,
Uncle Sam, Uncle Sam;
Are principles for which we'll ever stand;
And with liberty for all,
Every nation, great or small,
May they soon be governed like our own dear
land.

Cho.:

Foreman Geo. Pesch is the proud father of another bouncing boy and cigars were not overlooked by George. Since his family has increased he finds a machine necessary to take his family out about town and has purchased a 1901 Maxwell. They say it is a two lugger, but Pesch says it will run.

Machinist Geo. Hastings was called home to Des Moines on account of serious illness in the family, May 21st.

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Help Make El Reno a Clean
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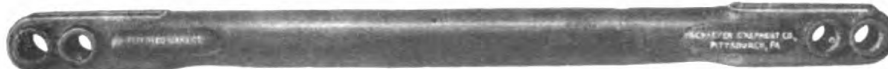
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IN
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CHEAPER THAN COAL
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USE IT FOR COOKING
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OUR SERVICE DEPART-
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JOHN H. HARDIN, President

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Railroad Boys ride with Auto Racers and Win Electric Lanterns

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The boys who won were Delegate R. J. Mann, of Lodge No. 535, St. Albans, Vermont; Delegate C. H. Kelly, Lodge No. 749, Salem, Mass.

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It puts compulsory service upon every nut it grasps. There's no escape 'till a wrench releases the "BOSS".

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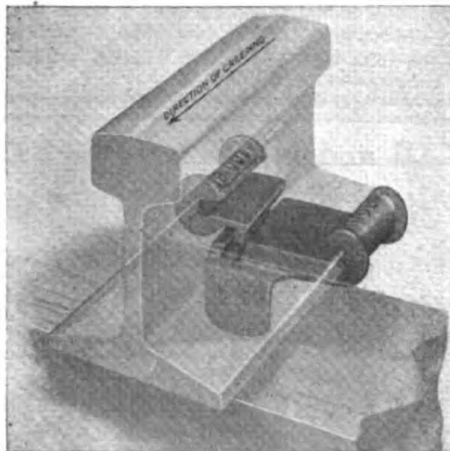
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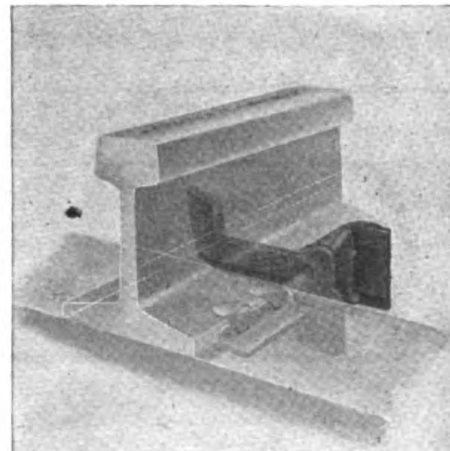
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Journal Bearings, Engine Castings,
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The best coal in Iowa

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Manufacturers of

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Complete Oxy-Acetylene Equip-
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They are the Railroad Lockers

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**Cut Over Pine Lands in
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EXCELLENT FOR FARMING

We will sell in small
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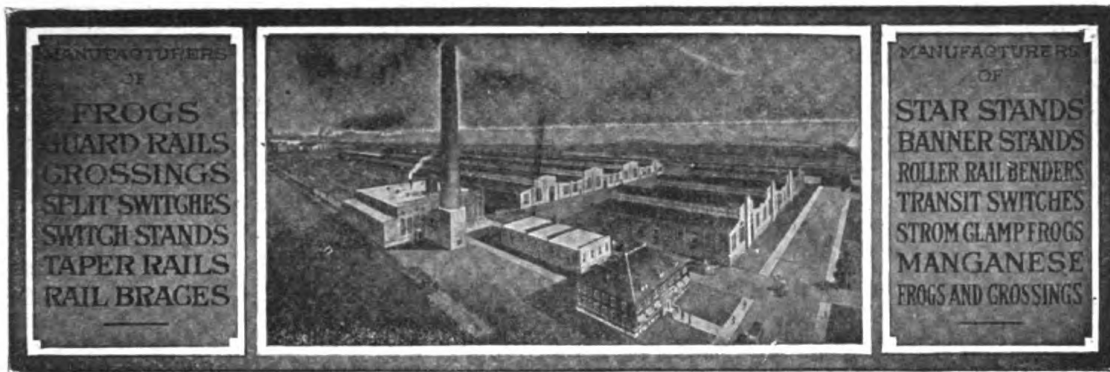
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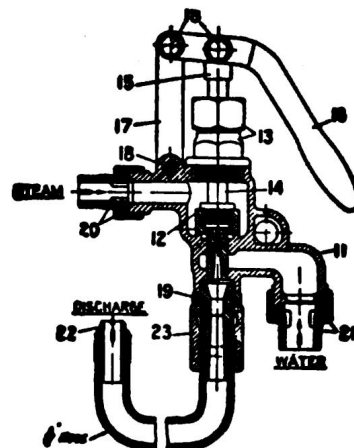
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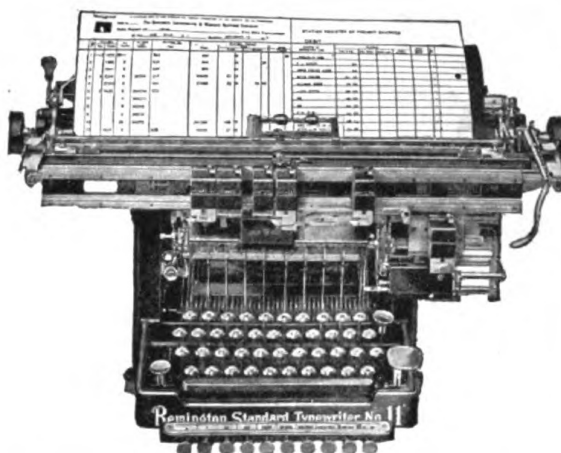
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Abstracts of Inter-line Waybills
Tonnage Reports
Passing Freight Reports
Local Clearing House Statements
Station House Accounts
Summary of Abstracts

Auditors' Offices:

Statements of Receipts and Disbursements
Records of Weights of Car Loads
Voucher Claims
Abstracts of Inter-line Waybills
Listing Audited Vouchers
Division Statements
Freight Claim Reports
Voucher Checks
Statements to Other Roads

Passenger Ticket Reports
Reports of Inter-line Ticket Sales

Treasurers' Offices:

Listing Pay Envelopes
Bank Deposit Slips
Writing and Adding Record of Cash Received
Stock Lists
Dividend Checks
Reports of Names of Stockholders
Amount of Their Holdings
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Master Car Builders:

Shop Charges on Foreign Cars
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