

UG 9 1916

ROCK ISLAND EMPLOYEES' MAGAZINE

AUGUST 1916



Finck's OVERALLS

"Wear like a pig's nose"

"Your nose was made before my Overalls, but my Overalls wear like your nose."

...

They are the most comfortable and roomy garments I have ever had for the money and it is economy for me to pay a little more for

FINCK'S "DETROIT-SPECIAL" OVERALLS

...

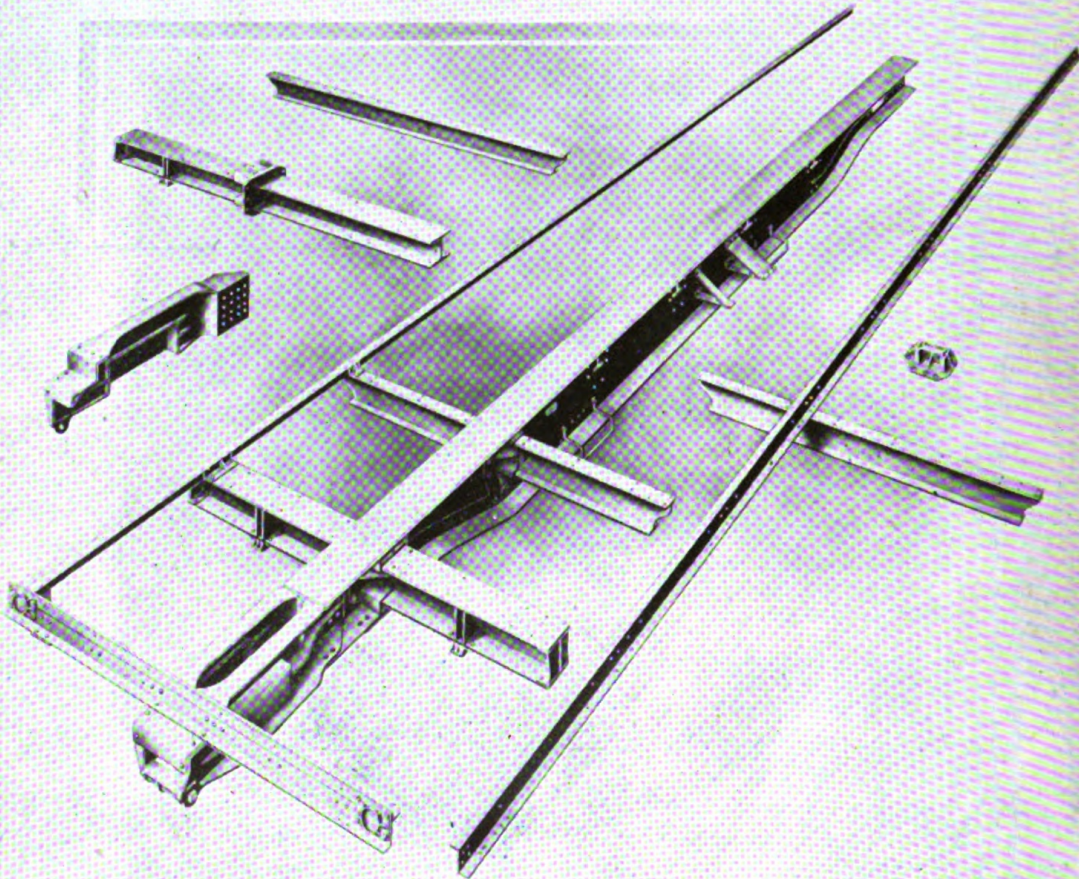
Railroad Men can purchase "Detroit Specials" at all leading dealers who realize what a good work garment means to them and to you.

W.M. FINCK & COMPANY
DETROIT.



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

Bettendorf Single Center Sill Underframe Partly Assembled



The Bettendorf Company
Bettendorf
Iowa

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



910 Michigan Avenue

Insures more Railroad Men

Pays more Railroad Men

Employs more Ex-Railroad Men

THAN ANY OTHER COMPANY

**Before I'm hurt
tell me how little
Income Insur-
ance costs.**

Name.....
Address.....
Age.....
Occupation.....

Quick Duplication

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



The Light Running Fox Typewriter Guaranteed for 3 Years

The Fox is a high grade typewriter guaranteed to Railway Telegraphers for *Three Years*, for the Fox will stand up for many years under the hard use that the average Telegrapher gives to his typewriter.

Trade in Your Old Typewriter on the Light Running Fox

Send us the name, model and serial number of your typewriter and we will at once mail you our New Catalog and write you exchange offer on the New Fox Model No. 24. Cash or time payments.

The Fox is the Lightest Running Typewriter in the World and will give a lifetime of service without repairs.

**AGENTS AND DEALERS
WANTED EVERYWHERE**

Fox Typewriter Co.

6208-6258 Front Ave., Grand Rapids, Michigan



DAVID RUTTER & COMPANY

Plymouth Building, CHICAGO

Producers and Shippers of **PIRATE COAL**

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

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries

Grades—SLACK, EGG, LUMP AND CHUNK

Rock Island Coal Mining Company

Mines at Alderson and Hartshorne, Oklahoma

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

Coal Valley Mining Company

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

**Producers of Sherrard and Matherville
Coals.**

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

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

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

Do You Expect to Take a Vacation?

Wherever you go you should let everyone know that you are identified with one of the greatest American railway systems in the West.

Wear a Rock Island Emblem

On your coat lapel or watch fob. It will command respect and attention for you at every hand and you should not go without one. We have ordered a limited supply of these made up, and to be sure and get one in time or before the supply is exhausted



FOB
1-2 Actual Size



Actual size of buttons or cuff links.

you should fill out the attached coupon and mail today. Place an ☒ in the square following the article desired and remit in stamps, express or post office money order. Do not send silver or personal check.

ROCK ISLAND EMPLOYES MAGAZINE,
LA SALLE ST. STATION, CHICAGO

Send the articles marked below to the following address, money order for _____ enclosed :

NAME

STREET NO. TOWN

R. R. DEPT. STATE

Cuff Links

- Plated.....75c pair ☐
- Rolled Gold.....\$1.50 pair ☐
- Solid Gold Emblem Faces, plated shank and bean, \$2.25 pair..... ☐
- Solid Gold Faces, shank and bean\$4.50 pair ☐

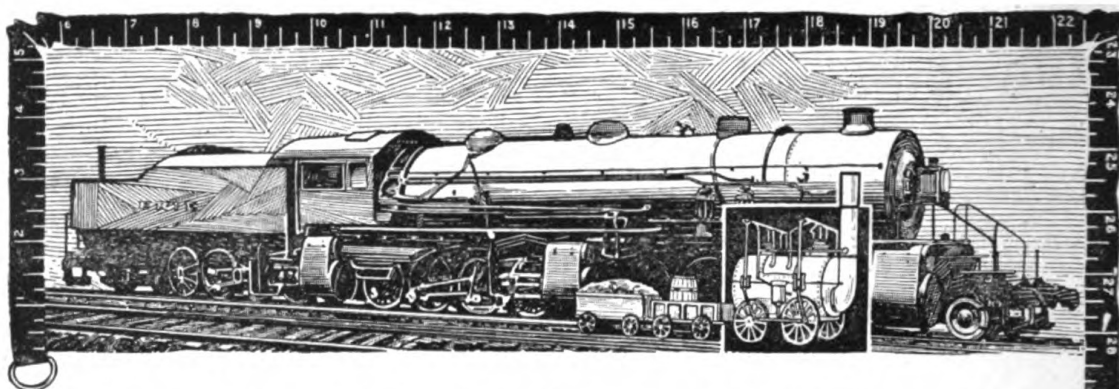
Buttons Pin Back Screw Back

- Plated.....35c ☐ ☐
- Rolled Gold..75c ☐ ☐
- Solid Gold ..\$1.25 ☐ ☐

Fobs—Fine Russia Leather

- Leather Fob without Emblem.....25c ☐
- Complete with Plated Emblem.....60c ☐
- Complete with Rolled Gold Emblem...\$1.00 ☐
- Complete with Solid Gold Emblem.....\$1.50 ☐

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



Measuring Lengths and Strengths

THINK of it! The 9-foot locomotive hauling 8,000 pounds. Then a march of a hundred years and the 105-foot locomotive with a hauling capacity of 90,000,000 pounds!

Stifel's Indigo Cloth

Standard for over seventy-five years

for

Overalls, Jumpers and Uniforms

has been a close traveling companion of the railroad in this march of progress. In the textile field Stifel's Indigo sets the standard for strength, length of service, and fast color. It's the "fabric indestructible" that imitations have never been able to measure up to.

Railroad men, to help you get the old standby railroad garment cloth, we put this trade-



REGISTERED

mark on it for your protection. Look for it on the back of the cloth, on the inside of the garment. It means full measure satisfaction in every square inch of cloth.

Cloth manufactured by

J. L. STIFEL & SONS

Indigo Dyers & Printers. WHEELING, W. VA.

NEW YORK.....	260-262 Church Street
PHILADELPHIA.....	324 Market Street
BOSTON.....	31 Bedford Street
CHICAGO.....	223 W. Jackson Boulevard
SAN FRANCISCO.....	Postal Telegraph Building
ST. JOSEPH MO.....	Saxton Bank Building
BALTIMORE.....	Coca-Cola Building
ST. LOUIS.....	928 Victoria Building
ST. PAUL.....	238 Endicott Building
TORONTO.....	14 Manchester Building
WINNIPEG.....	400 Hammond Building
MONTREAL.....	489 St. Paul Street



Lake Cruises for Your Summer Vacation

7 Days Trip

The Magnificent Steel Steamship
"Minnesota" to BUFFALO
(NIAGARA FALLS) AND RETURN

\$40

Including
Meals and
Berth

via Milwaukee, Charlevoix, Harbor Springs, historic Mackinac Island and Detroit viewing both ways by daylight the beautiful scenery of the Detroit River, and St. Clair Flats stopping at all points of interest. 12 hour stop at Buffalo allows plenty of time to see Niagara Falls. During season leaves Chicago every Saturday at 1.30 p. m.

5 Days Trip

The Elegant Steel Steamship
"Missouri" to SAULT STE. MARIE,
MICH. AND RETURN **\$27.50**

Including
Meals and
Berth

via Charlevoix, Petoskey, Harbor Springs and Mackinac Island the "Soo" River in daylight, returning via a portion of the North Channel of Georgian Bay and Grand Traverse Bay, stopping at all points of interest. During season leaves Chicago every Monday at 4:00 p. m.

SS. "MISSOURI" also makes special trip each week to Onkama, Frankfort, Glen Haven and Glen Arbor leaving Chicago Saturdays at 4:00 p. m.

Our line of steamers offers you the greatest possible opportunity for real rest and genuine pleasure. You can go for a full week or only a few days as you prefer.

The Elegant Steel Steamships

'MANITOU'—'MINNESOTA'—'MISSOURI'—'ILLINOIS'

offer unrivaled service between Chicago, Charlevoix, Petoskey, Bay View, Harbor Springs, Mackinac Island, Ludington, Manistee, Onkama, Frankfort, Glen Haven, Glen Arbor, Leland (via auto or connecting steamer from Glen Haven) Sault Ste. Marie, Detroit and Buffalo, connecting at Mackinac with all lines for Lake Superior and Eastern Points. For illustrated folder and book of tours address

Northern Michigan Transportation Co.

J. C. CONLEY, Gen. Pass. Agt., New Municipal Pier (East End Grand Ave.), Chicago, Ills.

EVANS ARTROLA



Talking Machine

To introduce the latest invention in Talking Machines I will give for the next 10 Days, Absolutely FREE one of these wonderful instruments to purchasers of

FREE

Evans Artist Model
PIANOS AND PLAYERS AT
Wholesale Prices

Freight paid—on interest. 30 days' free trial. Easy payments. By our Factory to You PLAN WE CAN SAVE YOU **\$175 to \$200**

Write today for our Special Artrola Gift Offer.

STORY & CLARK PIANO CO.
F. O. EVANS, Gen'l Mgr., Dept. H27, CHICAGO



A Wickless, Oil-less, Odorless Railroad Lantern



Federal Electric Lantern Best by Test

Hundreds of Federal Electric Railroad Lanterns have been in use by railroad men in many branches of the service for over two years and have proven to be the most convenient and dependable of any lantern ever used.

It throws a clear bright light and can be seen distinctly for over a mile. Designed by a railroad trainman and meets all railroad requirements. Lights instantly by simply turning handle. Collapsible—fits easily into suit case or bag.

You will find its use a pleasure and convenience, and will be proud to own one.

Write today for our circular completely describing this Electric Lantern.

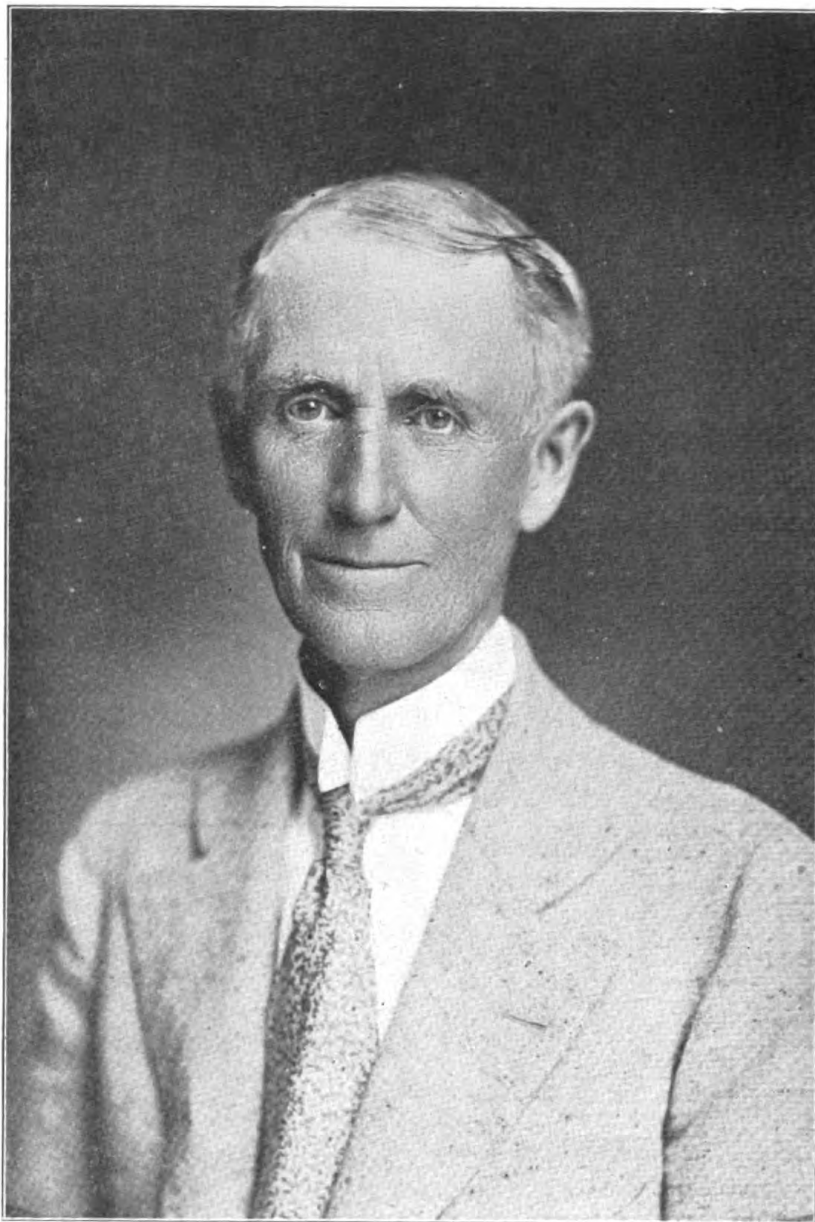
Federal Sign System (Electric), Desk 141, Chicago

Dealers and agents wanted everywhere.

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

Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY



Thomas H. Simmons.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

AUGUST, 1916.

No. 2.

THOMAS H. SIMMONS RETIRES

Mr. T. H. Simmons, commercial agent at Cedar Rapids, Iowa, after twenty-nine years of loyal and efficient service was retired at his own request and placed on the pension roll, effective July 1.

Mr. Simmons was born in Augusta, Maine, on the 28th day of May, 1849, and was educated in the public schools in that city. After leaving school he worked for a short time in his brother's drug store at Augusta, and in August, 1869, came west, as they said in those days, "to grow up with the country." He landed in Des Moines on August 12, 1869, that date being impressed upon his memory by a total eclipse of the sun occurring on the afternoon of that day. He had some ambitions to become a farmer and soon obtained a job on a farm near Des Moines which he held until the spring of 1870; any ambitions that he may have had to become a tiller of the soil had by that time completely disappeared, so he secured a position in a drug store in Des Moines, subsequently worked in a drug store at Atlantic, Iowa, and lastly, at Omaha, and in the spring of 1872 joined an engineering corp that was running the preliminary line of the Omaha & Northwestern Ry., now a part of the C., St. P., M. & O. system. This work was completed in August, 1872, when he went to Marshalltown, Iowa, and secured a job as time keeper of a gang that was building a round house for the

Central Iowa Railway, and after this job was completed secured a clerkship in the General Freight Department of that road which he retained for several years, rising to the position of chief clerk of the department.

On February, 1875, he was transferred to Eddyville Transfer as agent for the Central Iowa Railway where he remained until June, 1879, when he returned to Marshalltown and was given his old job as chief clerk of the General Freight Department.

Eddyville Transfer was located about a mile north of a town where a physical connection was made with what was then the Keokuk & Des Moines Ry., where business was interchanged between the two roads; this station, however, was abandoned good many years ago.

In November, 1879, he was appointed assistant general freight agent of the Iowa Central at Marshalltown, Iowa, and held that position until April 1, 1886, when he went to St. Paul as general northwestern freight agent of the Minnesota & Northwestern Ry. (now Great Western) and Central Iowa Ry., the Minnesota & Northwestern having completed its line to Manly Jct., forming a through line to St. Louis, in connection with the Iowa Central and Wabash Ry., via Albia.

On August 15, 1886, he returned to Marshalltown as general freight agent of the Central Iowa, succeeding Mr. H. L. Shute, who had been appointed general freight agent of what is now the Soo Line.

He retained the general freight agency at Marshalltown until August, 1887, when he came with the B. C. R. & N. Ry., as assistant general freight agent, retaining that position until February 1, 1893, when he was given the full title, succeeding Mr. C. D. Ives, son of the then president of the company. Mr. Simmons held this position until June 1, 1902, on which date the B. C. R. & N. was absorbed by the Rock Island, and after that date and until May 1, 1903, remained in Cedar Rapids with the title of assistant general freight agent of the C., R. I. & P. On May 1, 1903, he removed to Chicago, where he held the position of assistant general freight agent of lines east of the Missouri River until February 1, 1906, when he was appointed general freight agent, succeeding Mr. E. B. Boyd. He held this position until

January 1, 1910, when he was assigned to special work, Mr. Snyder succeeding him on that date as general freight agent.

On October 1, 1910, upon his own request, he returned to Cedar Rapids as commercial agent of our company, which position he held until July 1st, this year, when he was forced to leave the service of the company on account of ill health.

Mr. Simmons has sold his home in Cedar Rapids and together with Mrs. Simmons intends during the latter part of August to remove to Chicago, making their home at the latter place, where their two married sons live. Mr. Simmons insisted upon being retired owing to the fact that his health has not been good, following an attack of grippe last winter. It is earnestly hoped that being free from the burden of active duties and benefited by the resultant rest, it will only be a short time until his health is restored and his friends at Chicago will have the privilege of seeing much of the kind and genial Tom Simmons.



LOCOMOTIVE FUEL PERFORMANCE

About the 10th of each month the Mining and Fuel Department will post in every round house on the system blue prints showing the fuel performance of the respective divisions in graphic form. Some explanation regarding the form adopted will be instructive to those handling fuel and interested in fuel economy. The form is herewith reproduced on a somewhat smaller scale, and monthly additions will be made showing the changes.

Graphic tables show more clearly the changes in conditions by ascending or descending lines, as the case may be, than can be portrayed by figures, particularly if a long period is involved. The charts, as will be noted, are laid off in vertical and horizontal lines. The vertical lines cover three fiscal years, from July 1, 1915, to June 30, 1918. The horizontal lines show the scale of pounds of coal per 1,000 gross ton miles in freight and passenger service and in

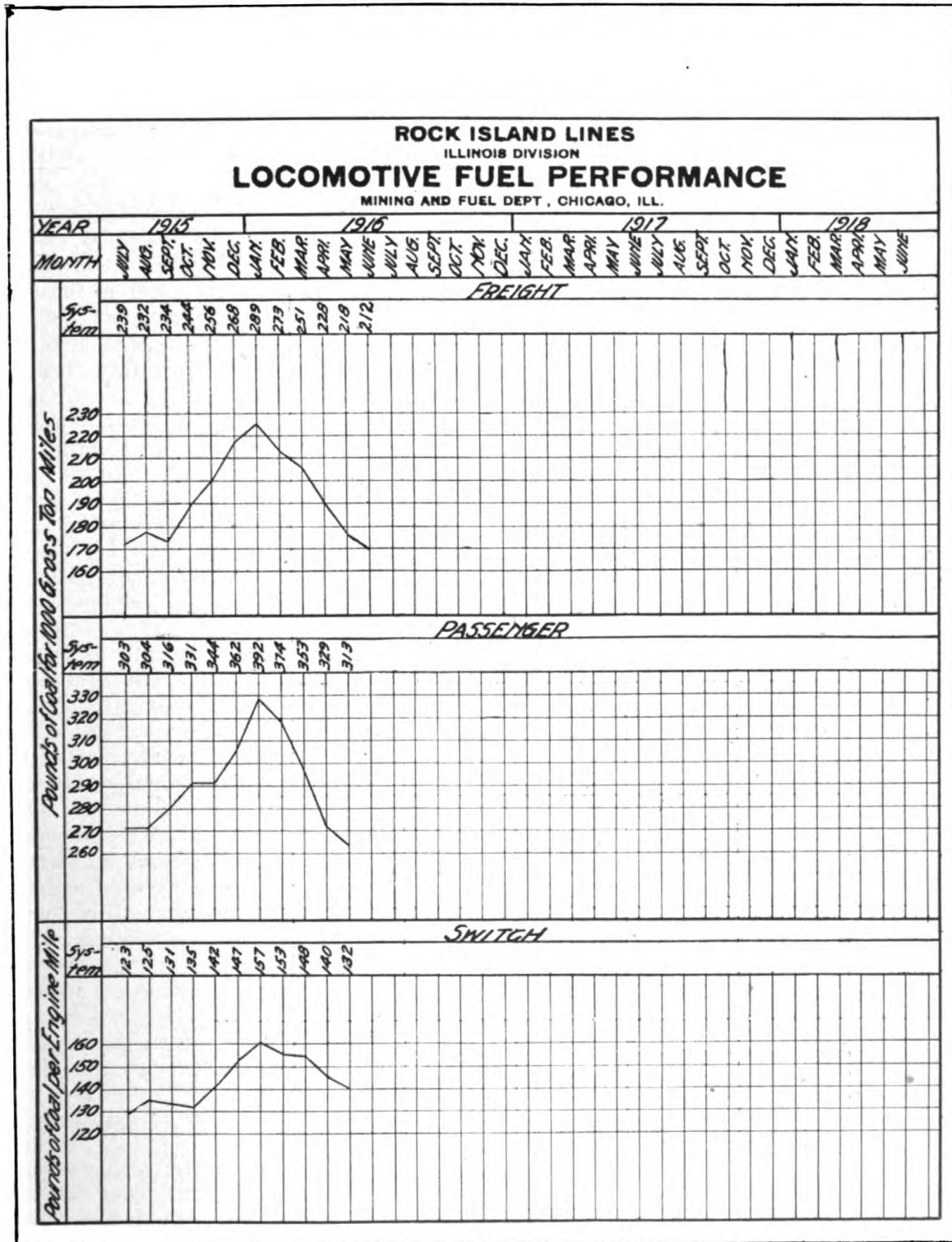
pounds of coal per engine mile in switch service. The heavy lines represent the fluctuation in consumption. In order to get the consumption for a given month, you follow the vertical line from that particular month down to where you meet the heavy line, and by following the horizontal line to the left hand margin, the pounds of coal consumed will be observed. The row of figures running horizontally across the sheets under the words "Freight, passenger and switch" represents the average consumption of the system, so that each division may promptly see how its performance compares with that of the system as a whole. For illustration, on the sheet herewith reproduced, representing the Illinois Division, it will be noted that the system consumption in freight service for the month of December, 1915, was 268 lbs.; for the same month the Illinois Division, as shown by the graphic line, was 215 lbs. For May, 1916, the

system consumption had gone down to 218 lbs. and the Illinois Division to 172 lbs.

Graphic charts visualize more distinctly and impressively to the mind any changes, because an increase in consumption means an ascending line, a decrease means a declining line, and with a little practice it will be found that these

graphic charts are more indicative and make comparisons easier than figures.

At division terminals there will be two charts posted, and it will perhaps be noted that there is much difference in the consumption of one division compared with the other, and in order to keep our employees fully advised as to how all divisions over the entire system



compare with each other, a statement will be furnished showing the respective position of every division according to rank. It is proper to state that the results as shown in these tables do not reflect conditions entirely within the control of the engine crews or the management, and for the encouragement of those who occupy the lower positions it is only fair to say that the great variation is not due to lack of effort on their part. There are certain factors, such as the quality of the coal available, type and size of engine used, grade conditions, and density, direction and distribution of traffic, which all have an important bearing on coal consumption. One division may be supplied with superior types of engines in order to expedite traffic; a division with heavy grades and traffic moving against the grades would necessarily show a higher consumption of the same character of fuel than a division operating with no grades or one where the grades favor the loads. It is, therefore, necessary to establish handicaps or allowances for these varying conditions before an actual and fair comparison is possible.

It is noted that during the winter months the consumption increases and during the summer it decreases. If the line during the coming winter will not go as high as it was last winter and the operating conditions and power has not been changed, then fuel economy has been effected. Our aim should be to keep the graphic lines from showing a high peak in the winter and make the lines for the summer periods as low as possible.

Inasmuch as the preparation of these charts and their maintenance involves a considerable expense, it is hoped that employees will take an interest in watching them closely with the view of observing the changes and the position occupied by the various divisions. If any further information is required, the division staff will be glad to make explanations, and letters addressed to the manager of the Mining and Fuel Department or to the engineer of fuel economy at Chicago will receive their personal attention.

DEATH OF CAPTAIN HAZEN T. MILES.

A great many of the older employees of Rock Island Lines will learn with great regret of the death of Captain Hazen T. Miles, which occurred in Chicago on June 1, 1916. Press of other matter precluded notice of this event appearing in previous issue.

Captain Hazen T. Miles entered the service of this company as rate clerk in the office of the ticket auditor in October, 1885, transferring to the Passenger Traffic Department in the same capacity in April, 1886, since which time his services were continuous, with loyal and faithful regard to the company's best interests to the time of his death.

Captain Miles was regarded as the dean of passenger rate men in the western territory, without a peer in the general and intricate problems of rate and division questions, and his loss is keenly felt by the entire rate fraternity throughout the country.

Captain Miles was actively identified in the organization and development of the organized militia of the State of Illinois. He was one of the first to answer the call for the formation of a state guard organization in Illinois in the early 70's, was a charter member of Company C of the First Illinois Infantry, and passed through the various grades of private, corporal, sergeant, lieutenant and captain of that company, remaining in command of same for six years. Captain Miles served with his regiment in the railroad strike of 1877, in the coal miners' strike and the stock yards strike of 1886, and was on duty at the Jackson Street Armory on the evening of the Haymarket riot. He was subsequently offered a majority in the regiment, but declined same on account of the attachment he felt for Company C, which he had worked so long and faithfully to bring to the highest grade of soldierly efficiency.

All who knew Captain Miles mourn his loss as a good comrade and a faithful friend.



IF

John and Bill went out camping. They were hungry and John said: "If we had some ham, we'd have some ham and eggs, if we had some eggs."

PREVENT FIRE LOSSES

REMEDY THE DEFECTS—DELAY MAY CAUSE DISASTER

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

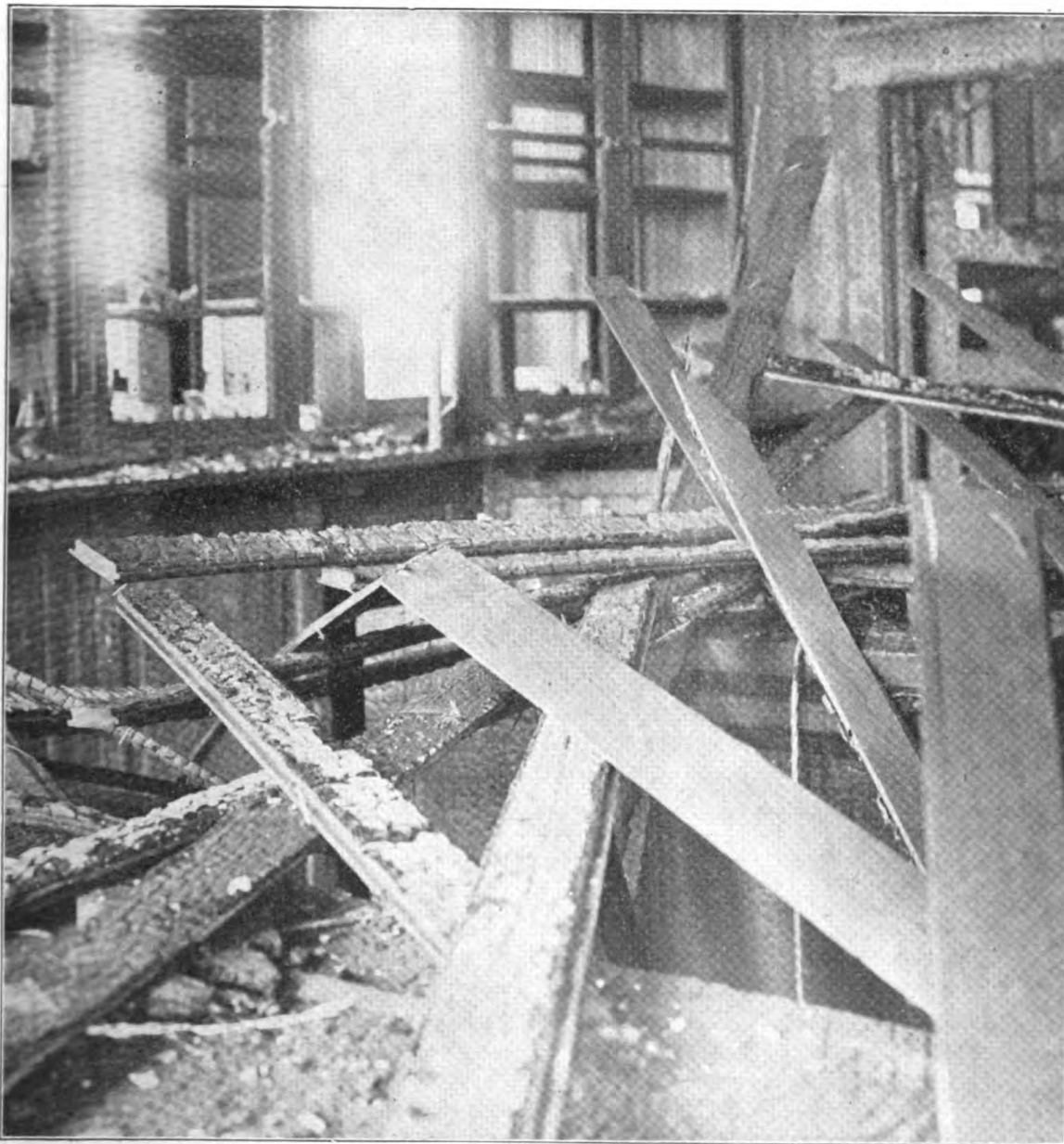
ARE YOU PREPARED TO FIGHT A FIRE LIKE THE ONE SHOWN BELOW?

Following is report made by P. Hevener, Superintendent Insurance Department, in connection with damage to Chemical Laboratory Building and Contents at 47th Street Shops, Chicago, 6:55 p. m., June 15th, 1916:

How Discovered and Work of Fire Departments.

Fire was discovered by roundhouse machinist at 6:55 p. m. A. D. T. box No. 315, at the roundhouse office was pulled and

city fire companies at 47th street and 53rd street notified, and shop fire whistle blown. Our company fire brigade, under Captain Ed. Serviss, responded, and three streams of water under 120 pounds pressure were playing on fire inside of three minutes, several minutes before the two city fire companies arrived. It was not necessary for the city department to use their engines as a pressure of 120 pounds was maintained during the fire. Leads of hose were laid from standpipes in the machine shop and roundhouse, and one from fire hydrant op-



Water Analysis Room, Looking East.

posite the laboratory. Captain Serviss also laid hose for the protection of other buildings in this congested area, nearly to 51st street, to be ready for any emergency which might arise. The efficient service rendered by our fire brigade cannot be over-estimated, and was the subject of special comment by the chief of the Englewood battalion of the city fire department. Fire was confined to the second floor, although there was considerable water damage on the first floor. The extensive damage done on the second floor was caused by the heavy escape of gas from gas jets on the test benches; jet cocks were melted off, allowing gas to escape. This would not have occurred had there been a stop cock located, as commented on elsewhere in this report.

Loss.

The loss, fully covered by insurance, is as follows:

Tin shop	\$ 48.60
Laboratory building	5,783.84
Contents	3,054.84
Total	\$8,887.28

Origin.

When fire was first discovered, the flames were coming through the roof about the center of buildings where the sky-lights are located. Mr. Sedwick, acting engineer of tests, states that he was in the southwest analysis room just prior to the time he stopped work for the day—5:45 p. m. The only person remaining in the building after Mr. Sedwick left was Mr. Van Buskirk, electrician, who was on the first floor and did not leave until 6:30 p. m. The watchman is not due to make the first pull of A. D. T. boxes in laboratory building until 7:42 p. m. The wiring was installed in this building at time of construction, some



Northeast "L" General Laboratory.

eleven years ago, and had not been renewed, although the condition of same had been commented on several times, and the question of rewiring had been taken up. The roof of structure had just been repaired, one or two days prior to the fire, account of same being in a leaky condition, and one of the facts to be borne in mind is that there was undoubtedly considerable moisture in the wood moulding, and insulation of wiring was probably in bad condition. As stated above, the wiring was in wood moulding, and some of the fuse boxes were of wood. The fuses were on ten amperes, and while the test after the fire developed all fuses blown, the fact remains that the fuses on the second floor, probably melted from the heat, and the door and part of the sides of fuse box were burned off. While it appears that fire burned more rapidly in the hall, a very careful investigation does not disclose that the fire originated at this point, but rather that same started either in the far end of the sample room and burned through into the southwest analysis room, or on the north side of the southwest analysis room. Fire burned more rapidly in the hall for the reason that there was more draught at this point, account collapse of the skylights, and opening of east door on the first floor at the bottom of the stairway. Mr. Sedwick states that the only samples on the top shelves in the sample room were coal samples. The bottom shelves were not burned as bad as the top shelves and ceiling. The acting engineer of tests also states there was nothing involved in the fire on the second floor which could possibly cause spontaneous combustion—the supply of waste was kept in wood boxes, but this is still intact. The supply of fuses is still intact, as well as acids, paints, gasoline, varnish remover and other high volatiles which might lead to the belief that fire started from this source. A very careful analysis of the facts and conditions leads to the conclusion that fire originated from defective wiring, but this theory is founded on circumstantial evidence only.

Remarks.

This fire clearly demonstrated the value of company fire brigades, and too much praise cannot be given the brigade at 47th Street Shops. Weekly practice of this brigade has brought it up to a high degree of efficiency as shown by the excellent results accomplished. It is safe to say that had it not been for our company brigade this fire would have spread to the tin shop and the loss would have been a great deal heavier. It is recommended that the Insurance Department be authorized to purchase helmets and rubber coats for fire brigade at the following shop points:

47th street, Chicago; 124th street, Chicago; Silvis, Illinois; Cedar Rapids, Iowa; Horton, Kansas; Shawnee, Oklahoma.

Lesson.

The lessons to be gleaned from this fire can be summarized as follows:

1. The necessity of locating a building

of this character, with its highly combustible contents, in a more isolated place.

2. The desirability of installing all electric wiring in iron conduit, instead of wood moulding.

3. The necessity for protecting exterior openings, as well as proper construction of skylights and parapets, and elimination, so far as possible, of all wood floors and joists.

4. The danger arising from the storage of high volatiles in non-fireproof rooms, on wood shelving, which not only adds to the rapid spread of a fire, but prevents fire companies working to advantage, should have careful consideration in drawing up plans for reconstruction.

5. The need of fireproof partitions with metal doors on all openings.

6. The desirability of installing automatic sprinklers in a building containing so much inflammable material.

7. Consideration should also be given to the desirability of providing additional entrances to 47th street shop yard so city fire companies may have readier access than at present.

8. The need of proper containers in which to keep high volatiles and explosives.

9. The need of stop cocks on main gas supply pipes between meter and outlets.

DEPARTMENT OF THE INTERIOR— BUREAU OF MINES.

New Publications. (List 45:—July, 1916.) BULLETINS.

Bulletin 106. The technology of marble quarrying, by Oliver Bowles. 1916. 174 pp., 12 pls., 33 figs.

Bulletin 115. Coal-mine fatalities in the United States, 1870-1914, with statistics of coal production, labor, and mining methods, by states and calendar years, compiled by A. H. Fay, 1916. 370 pp., 3 pls., 13 figs.

Bulletin 118. Abstracts of current decisions on mines and mining, reported from October to December, 1915, by J. W. Thompson. 1916. 74 pp.

TECHNICAL PAPERS.

Technical paper 117. Quantity of gasoline necessary to produce explosive conditions in sewers, by G. A. Burrell and H. T. Boyd. 1916. 18 pp., 4 figs.

Technical paper 121. Effects of temperature and pressure on the explosibility of methane-air mixtures, by G. A. Burrell and I. W. Robertson. 1916. 14 pp., 3 figs.

Technical paper 145. Sensitiveness to detonation of trinitrotoluene and tetranitromethylanilin, by G. B. Taylor and W. C. Cope. 1916. 11 pp.

Note.—Only a limited supply of these publications is available for free distribution, and applicants are asked to cooperate in insuring an equitable distribution by selecting publications that are of especial interest. Requests for all papers can not be granted. Publications should be ordered by number and title. Applications should be addressed to the Director of the Bureau of Mines, Washington, D. C.

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER,
General Superintendent Freight Claims

Article III.

Lack of space in this issue prevents publication of much matter that had been selected from proceedings received since last month and that unfairness may not be shown by publication of suggestions of some agents and other division employees while other equally valuable suggestions could not be printed, this article will be confined to utterances of committee chairmen.

Southern Division Meeting, Fort Worth, June 20th. Mr. Warner, in connection with suggestion for appointment of standing sub-committees. My idea would be to have one committee which would be called "Station Service Committee." This committee in general would look after the receipt and delivery of freight, both carload and less than carload shipments. If that committee so desired, they could be divided into two or even four sub-committees, in order to look after the work; these committees to report back to the Station Service Committee, who in turn, would make report to the General Committee. The second committee could be termed as "Transportation Committee," to investigate the transportation of freight, both carload and less than carload, including the handling of cars in terminals and on line. The third could be called "Equipment Committee" and look after proper inspection of cars and preparation of cars for loading of the various commodities, including stock cars, etc. The fourth could be called "Live Stock Committee," and specialize particularly on the handling and movement of live stock and also the prevention of claims, account stock killed on right-of-way.

The matter of appointing these committees was discussed at length and it was decided by chairman, Mr. Warner, that he would appoint, between date of meeting and end of the next week, four committees, sending all the members of the General Committee a notice as to what committee they have been appointed on, and also the members of each committee so that everybody will know who the various committees are composed of. Of course, it is to be understood that if any of you see anything that will be of information or interest to the committee investigating that particular subject, you are to let them know. All employees will have notice of the appointment of these various committees, so they will have all assistance possible in investigating the various subjects assigned. Each chairman may divide his committee into as many sub-committees as can be properly done for the best interest of the organization and call just as many meetings of his committee as may be necessary to properly handle the investigations and reports. We want to give each committee every opportunity to investigate the subjects assigned

them, going into the matters thoroughly and if necessary make trip out on the line, making trip on local trains each way, or in any other manner which will derive best results.

Arkansas Division Meeting, Little Rock, June 15th. Mr. Walker requested that all members of the committee secure a little note book and when on the road or around their branch of the work any irregularities are found, that note be made of it so it will not be overlooked or forgotten. Agents were advised that at any time that anything comes up in connection with the handling of their station, which is not entirely clear they should take the "safe side" and ask this office, the Trainmasters or Transportation Inspector and be put right.

Kansas City Terminal Division Meeting, Kansas City, June 27th. Supt. Saunders. We do not want to lay down any ironclad rules covering this rough handling, but believe if you men would talk it over among yourselves you would soon learn the various irregularities in the tracks and yards and would soon find the best way of handling a car on a given stretch of track, to eliminate any possible chance of rough handling.

Dakota Division Meeting, June 20th, on Local Freight Train No. 84, between Sioux Falls and Estherville. The features of the "Prevent Claims" committee and meetings was explained by the chairman, viz.: Attention is called to the fact that while some of the agents have not been supplied with prevent claims cards action has been taken toward providing each station with an additional supply and the attention of all employees is called to the use of these cards for the purpose of reporting all irregularities in the service, equipment, etc. It is not the intention to use these cards for the purpose of criticizing employees, except where carelessness becomes habitual. Conductors are required to carry a supply of the cards in their caboose and in case their supply is exhausted call on first agent for small supply. All employees should understand the object of the "Prevent Claims" movement is to do what we can to reduce the amount of money paid out on this account all over the system and every employee, no matter in what capacity, should make every effort possible toward this end.

Minnesota Division Meeting, Albert Lea, June 22nd. Superintendent Wallace. The matter of handling 505 reports by agents and conductors was also discussed. It is of vital importance that 505 reports show complete handling of stock shipments, from the time loaded at originating point until unloaded at destination. You cannot get too much information on these forms as to the condition of stock when yarded and loaded, and agents should, in addition to the information they are already showing, state

whether or not a representative of the company was present at the time loaded. Conductors should make note on this report of any irregularities they notice in the handling of the car while in their charge and the agent at final destination must use great care in showing the exact condition when unloaded. In many instances, we have been able to reject claims on live stock shipments through the aid of information shown on 505 reports.

"HOW I SECURED NEW BUSINESS."

By Lee R. Sumpter, Asst. C. P. & T. A.,
Fort Worth, Texas.

Late one summer afternoon a very severe wind and rain storm suddenly came up and passersby on the street were forced to take shelter under the nearest awning. Among the number gathered under the awning of our city ticket office was a lady who opened the screen door and stepped inside. I invited her to be seated and wait until the storm should cease. After she was made comfortable I phoned her husband for her, requesting that he call at our office for his wife, explaining to him that although it was our closing time I would gladly keep the office open until convenient for him to get to our office. While waiting for the husband to arrive I learned that the couple were planning their summer trip and I got busy soliciting for the Rock Island. The result of the storm, my courtesy and solicitation was the sale of two round trip tickets to Colorado.

PRAISE FOR THE FORTY-SEVENTH STREET FIRE BRIGADE.

Insurance Claim No. 6510.

June 26, 1916.

Mr. Edward Serviss,
Chief of Fire Brigade,
Forty-seventh Street Shops, Chicago.

My Dear Mr. Serviss: I desire to express to you and the members of your fire brigade my personal appreciation and the congratulations of the management for the splendid work in connection with the fire which damaged the laboratory building at Forty-seventh street shops.

Too much praise cannot be given yourself and the other members of the brigade for the excellent results accomplished. It was clearly demonstrated that your brigade was "prepared" to fight a fire, and there is no doubt but the loss would have been a great deal heavier had it not been for yourself and the other members of the brigade.

It is with gratification and pride that I am able to write this letter of commendation, and I am sending a copy of same to Mr. John Simpson, editor of our magazine, with request that he publish same to demonstrate the results of "preparedness."

With kindest personal regards I beg to remain,
Yours very truly,

(Signed) P. HEVENER.

SAFETY BUREAU—HONOR ROLL.

The following members of safety committees First District were present in person at all safety committee meetings during the first six months of 1916:

Des Moines Valley Division—

C. Flynn, J. Dulin, C. A. Johnson.

Iowa Division—

A. E. Tyler, F. Ackerman, C. Paulson,
M. R. Conyers, A. O'Dea, J. P. Pinkerton.

Chicago Terminal Division—

O. F. Boldt, P. S. Paul, Peter Laskell,
Chas. Griggs, Geo. Shroud, W. Heckler,
W. S. Zink, H. P. Justin.

Minnesota Division—

J. Bachman, A. C. Parkinson, P. McCoy,
Tim Maher, Wm. Anderson, J. C. Hassler,
O. J. Wulff, R. F. Wright, J. C. Prantle,
Ray Nikirk, B. Flaherty, C. E. Rioth, C. B.
Wilson, C. H. Gruver, Geo. Tjaden, J. McNulty,
E. B. Van Aiken, C. W. Lafler, W. E. Warren.

Cedar Rapids Shops—

J. M. Kerwin, Chairman; S. E. Mueller,
Chairman; O. C. Dibble, L. Be Vier, O.
Sites, W. J. Smith, L. T. Rush, F. Donisthorpe,
W. J. Monroe, C. S. Mahaffy, W. S. McClung,
W. E. Warren.

Nebraska Division—

W. Clifton, Ed Kirby, W. A. Thurman,
F. W. Shannon, Thos. Beard, J. Archer.

Valley Junction Shops—

W. T. Abington, Chairman; C. Hanley,
J. Mack, R. Herman, Thos. Elliott.

Missouri Division—

Ben Hall, W. R. Dilley, A. L. Clem, H.
Draper, W. J. McAdams, J. H. Wood, H. A.
Mohler, O. O. Hawk, E. J. Harris.

Illinois Division—

C. S. Finley, D. J. Trainor, A. Fingler,
Edw. Egan, C. M. Brown.

Cedar Rapids Division—

J. Vane, G. W. Dipple, B. Strauss, C.
Linchon, W. S. McClung, W. L. Pauley, J.
R. Hayes, J. Archer, J. J. Hervert.

Dakota Division—

Thor Nelson, O. F. Manthe, E. J. Kleve,
Wm. Fahey, W. A. Heidke, E. W. Knight,
T. W. Brown, J. R. Hayes, J. W. Petersen,
S. P. Perkins, A. L. Kaldeman, J. W.
Tenny, J. M. Kerwin, H. A. Houston.

Colorado Division—

None.

GOOD FISHING.

Mr. Smith was telling some friends about a proposed fishing trip to a lake in Colorado which he had in contemplation. "Are there any trout out there?" asked one friend.

"Thousands of 'em," replied Mr. Smith.

"Will they bite easily?" asked another.

"Will they?" said Mr. Smith. "Why, they're absolutely vicious. A man has to hide behind a tree to bait a hook."

SUPERANNATED
ROLL OF
Rock
Island
EMPLOYEES
HONOR

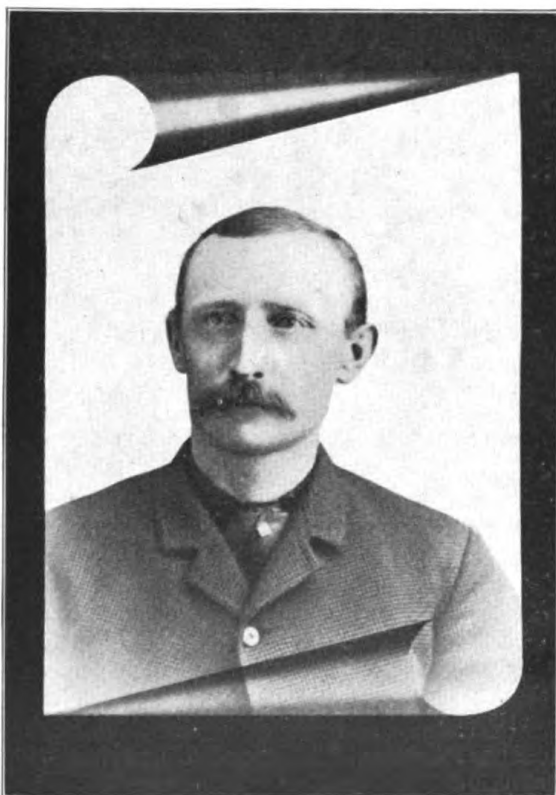
PENSION DEPARTMENT.
 Established January 1, 1910.

EMPLOYEES PENSIONED DURING MAY AND JUNE, 1916.

Allen J. Gruver, section foreman, West Union, Iowa, whose application for pension was approved June 28, 1916, was born March 5, 1855, entered service of the B. C. R. & N. Ry. on March 10, 1874, and remained in the service of the B. C. R. & N. Railway and the C. R. I. & P. Railway until March 1, 1915, when he was granted leave of absence account disability. He entered the service as laborer in the main-

Gruver, 41 years; C. H. Gruver, 39 years; U. G. Gruver, 26 years, and B. C. Gruver, 19 years.

A. J. Gruver served his time on that part of the old B. C. R. & N. and C., R. I. & P., known as the (Pea Vine) Decorah Branch of the line. He has seen it in its infancy and has lived and near died with it. He has helped to re-build it over and over, it going out of the right-of-way about



A. J. Gruver.

tenance of way department and remained in that service until his leave of absence. He was appointed section foreman of section No. 11 at West Union July 22, 1877, and was the time of his leave of absence in charge of the same section, this section being one of the, if not the hardest section, on the whole line of the C., R. I. & P. Railway to maintain. He was next oldest of five brothers who were in the service of the same companies for a long period of years. Their combined years of service with the same company would amount to 156 years, namely, W. J. Gruver, 31 years; A. J.



James Howard.

every time that a heavy dew would fall, it being in the washout district from West Union to Decorah.

Mr. Gruver owned that part of the line of which his six miles covered and it has been many times said that if some misguided youth should go down the line and pull a spike or drive a different one, John would detect it on his first trip along the valley. During his time in the service he has at several times been offered a higher and better paying position, but has always maintained that he must stay on the old line that was given to him in his boy-

hood days and pass out of service from the same position.

Mr. Gruver has been granted a pension dating from March 1, 1915, at which time he left the service. He is very thankful for the action of the company of which he has served so long and at any time he can turn a kind act or lend a helping hand to the company he will be only too glad to do his best for them. John's slogan was always this—"what you have to do, do it well and if not worth doing well, do not do it," and he done it.

*

James Howard, joint yard conductor, Leavenworth, Kansas, whose application for pension was approved on June 28, 1916, was born in Syracuse, N. Y., April 1, 1851, of Irish parentage; family moved to Freeport, Ill., when he was a small child and his early schooling was received at that point. He entered the employ of a contracting firm on railroad construction work in 1869 and employed by them for a period of about six months, leaving them for other firms along the same line of work and quit this line of work in 1869 at Fairfield, Iowa, to enter the Rock Island service as brakeman on a supply train, hauling material to "the front" when the line was building from Fairfield to Lineville, thence to local work at which he worked for about a year, going to Trenton, braking out of Trenton to the Missouri River, until the old Missouri River bridge at Fort Leavenworth was completed, after which he broke on a passenger train, Trenton to Leavenworth.

In June, 1872, he was made conductor at Trenton and assigned to run out of Leavenworth to Edgerton Junction, and in charge of Leavenworth yard straight Rock Island service until June, 1894, at which time the Rock Island and Burlington, jointly entered the new terminal yards in Leavenworth over the new bridge, and he became a joint employee of the two lines, which have continued to operate these terminals, alternate years since that time.

During his forty-seven years' continuous service he never missed a pay day, and the only serious accident which he had was in 1906, when the pilot of an engine which he was riding, hit a crossing, and rolled him underneath, laying him up for about eighteen days. He is at the present time O. K. physically, having lost no fingers after all the handling of cars in the link and pin days and has always been strong for safety first, to which he attributes his getting through all the years without getting any serious injuries or having any serious accident chargeable to the boys working with him.

*

Michael Deniher, car inspector, St. Joseph, Mo., whose application for pension was approved June 28, 1916, was born at Chicago, Ill., on January 5, 1855. Was reared on a farm in the states of Illinois and Kansas. In 1888 he moved to St. Jo-

seph where he has since resided. He commenced to work for the Rock Island at St. Joe as coach cleaner, August 27, 1889, was promoted to car repairer and later to car inspector, which latter position he held for fifteen years, up to the date of his



retirement November 27, 1915, when he was compelled to give up his position account incapacitated for further work.

✥ ✥

B. C. R. & N. REUNION.

The B. C. R. & N. reunion this year will be held on September 13 and 14 at Cedar Rapids is the announcement made by President W. D. Francis. A large attendance is expected and, as usual, a good time is in store for all who attend.

✥ ✥

ANOTHER ON THE PORTER.

Bandits who held up a train in which a number of millionaires were traveling in New Mexico got \$11.20. The porter had probably beaten them to it.

✥ ✥

MURINE EYE REMEDY.

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

NEW DEPOT AT HAZEN, ARKANSAS

Our new depot at Hazen, Arkansas, is one of the best looking stations on the Rock Island Lines. It is a frame building on a concrete foundation, brick veneer up to the distance shown on the photograph, with an artificial stone cap for same. Above this the walls are natural color stucco on metal lath. The roofing of the main portion of the building is a pretty shade of green, interlocking shingle tile roofing. The portion over the baggage and express room is covered with a tar and gravel roofing.

The main building is 24' by 60', with an attic for record storage over ticket office. The baggage and express room is 22½' by 52'.

The building is heated by a hot water heating plant, the boiler being in a con-

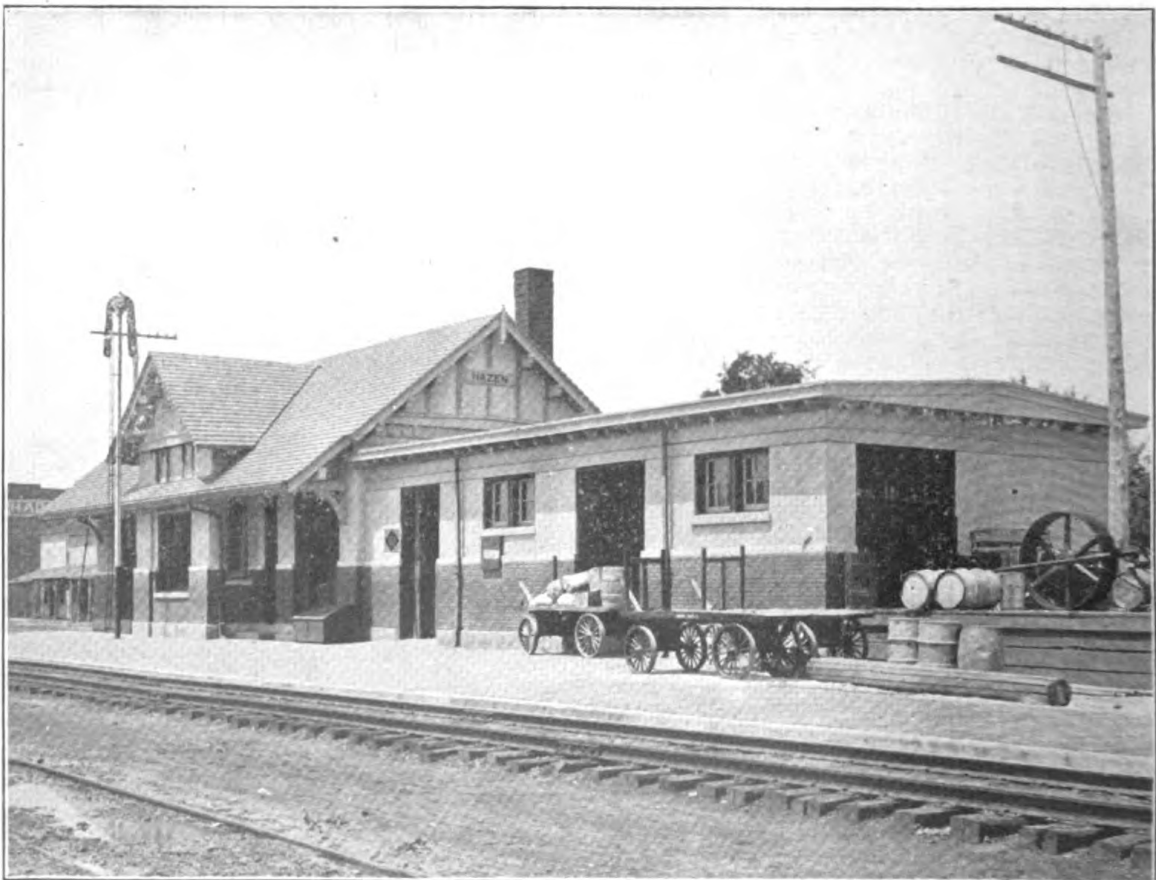
crete pit in the baggage room; contains sanitary plumbing for whites and negroes, and is lighted with electric lights.

At the end of the freight room there is a freight platform 12' wide and 80' long. This platform has a stub-end side-track on one side, so that heavy articles, such as machinery, etc., that do not need to go in the freight house to be sheltered from rain, can be left on the platform and taken away by teams directly from the platform.

The building proper cost approximately \$8,000, exclusive of platforms and work outside of the building line.

Platforms as shown on the plan are of brick, with concrete curbing.

T. S. Leake & Co. of Chicago were general contractors.



New Station at Hazen, Arkansas.

MERITORIOUS SERVICE

Mr. C. H. Turner, agent at Spickards, was given ten merit marks for interest displayed in noticing brake beam dragging on car in train No. 95 while passing his station June 24th, flagging train and thereby possibly averted an accident.

Mr. E. L. Swords, conductor, Missouri Division, was given ten merit marks for voluntarily firing engine on train No. 990, Washington to Silvis, July 2nd, account fireman overcome with heat.

Mr. Oscar Williams, conductor, Missouri Division, was given ten merit marks for interest displayed in preventing delay to Golden State Limited No. 4 at Mill Grove, June 21st, when engine on that train disabled. Mr. Williams was on a freight train standing on siding when he noticed No. 4's engine was disabled and he immediately got in position to have his engine cut off and put on No. 4 without being requested to do so and this prompt action on his part saved considerable delay to No. 4.

Mr. W. C. Doolin, brakeman, Missouri Division, was given ten merit marks for voluntarily firing engine on train No. 909, Princeton to Trenton, July 3rd, when fireman was taken ill. Mr. Doolin was also given ten merit marks for voluntarily firing engine on Extra 2515 July 11th, when fireman was taken ill.

Mr. W. E. Haller, engineer, and W. C. Woodard, fireman of Trenton, Mo., on July 14th, while on train 917, discovered overhead bridge just west of Altamont station on fire. Their prompt report of the occurrence enabled our section men to extinguish the fire before it had gained any headway and but small loss occurred.

Messrs. F. G. Blodgett, conductor, G. C. Moore, engineer, Ben Nelson, fireman, and L. C. Shaddock, lineman, all of El Dorado, Ark., have each been very highly commended for the good work performed by them on the night of July 12th, when the draw-span of the Ouachita River bridge was open and the engine out of commission, that train No. 635 was saved a long delay, which otherwise would have resulted.

Mr. F. R. Nichols, engineer, Amarillo, Texas, was in charge of engine on train 91 June 6th, when Fireman Drake took sick at Fuller and was unable to fire engine. In order to avoid delay to this train he fired the engine from Fuller to Lela.

Mr. O. Doyle, lineman, El Reno, Okla., has been highly commended for his successful efforts in connection with restoration of wire service over the Cimarron River when 25 bents were lost from bridge in recent washout at Isabella. He swam the main channel of the river to first pier of steel open and connected the wires, thereby saving a 24-hour delay waiting for bridge to be repaired before river could be crossed to make repairs.

Messrs. W. V. Connell, conductor, C. C. Moore, engineer, C. S. Rhodes, fireman, Jack Brice, brakeman, L. M. Carr, baggage-man, and John Mayfield, porter, all of

El Dorado, Ark., have each been highly commended for services performed on train 632, June 5th, in clearing away a number of trees which had been blown down across the track between Carthage and Leola, and proceeding with their train, thereby saving considerable delay.

Mr. John McCoy, brakeman, El Reno, has been commended for voluntarily firing engine 1572 from Elk City to Sayre on June 29th after fireman had tied up, thus avoiding considerable delaying train and the necessity of tying up entire crew under the law.

Mr. C. R. Bowman, lineman, Manly, Ia., has been highly commended for valuable assistance rendered at recent derailment at Packard.

Mr. H. E. Howard, conductor, and Mr. P. J. Kane and Mr. G. W. Cobb, brakemen, of Haileyville, have each been commended for extinguishing fire in car loaded with lumber from Warren, Ark., to Dawson, Okla. Through their efforts the fire was extinguished before any damage was done to the lumber and with only slight damage to the car.

Mr. N. Martin, conductor, Pratt, Kansas, has been commended for the good work performed on June 20th when he acted as flagman from Herrington to Pratt, train porter being left.

Mr. Fred Scott, brakeman, St. Louis Division, has been given ten merit marks for firing engine from Union to Carie avenue, when regular fireman took sick, train No. 82, June 6th.

Mr. M. H. Teed, agent, Shamrock, Texas, recently prevented a claim for our company. Shipment of refrigerators from Kendallville, O., to Shamrock, reached his station and was damaged to such an extent that consignee did not want to accept the shipment, but after he assured them that if they accepted shipment that settlement would be made promptly.

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

Mr. Harry Huneke, of the store department, Colorado Springs, has been instrumental in securing passengers for our line, Colorado Springs to Hot Springs, Ark., and return, this party having intended to use another line.

Mr. Jack Neveleff of Chicago, has been highly commended for securing eight passengers for our line, Chicago to Colorado.

Through the effort of Mr. Clyde Cronk-hite, in general manager's office at Des Moines, we have received quite a number of California passengers, and he is to be commended for his interest and help.

Mr. E. L. Zink of the store department, Silvis, has been instrumental in securing routing of orders being placed by the Mueller Lumber Co. of Moline, with the Hamilton Brick & Tile Co. of Hamilton, Ill.

Mr. W. L. Gane, conductor, Dalhart, Texas, on arrival at Kansas City, train 4, June 20th, secured passenger for our line from that point to St. Louis.

Mr. B. H. Horswell, agent, Larchwood, Iowa, has been instrumental in diverting to the long haul over our line, ticket to Colorado Springs, and two and one-half tickets to Grand Rapids, these parties having intended to use another line out of Sibley.

Mr. Geo. W. Allen, flagman on passenger run on Iowa Division, brought a party to the office at Rock Island, who purchased ticket Rock Island to Bozeman, Montana. This party was contemplating using another line. Later he also brought in a party who purchased a ticket to Seattle.

Conductor Francis of Cedar Rapids, has secured for our line, passenger from Cedar Rapids to Chicago, and is to be highly commended for this.

Mr. C. O. Meunell, agent at Eldon, while on his vacation and engaged in conversation with man in company with his wife and son, ascertained they were en route from Ontario to Columbus, Ohio, and then to Marion, Kansas. He persuaded these parties to change routing they had intended, which resulted in their using our line from St. Louis to Marion, Kansas.

Mr. C. C. Jones, conductor, Memphis, is highly commended for securing the following passengers for our line:

One round trip Memphis to Hot Springs. Six whole and three half fares Memphis to Hollis, Okla., via Elk City. These parties having intended to use another line. This is certainly appreciated by the management.

Mr. F. H. Mathews of the auditor passenger traffic department, Hamilton Park, recently interested himself to the extent of securing several tickets Chicago to Kansas City.

Conductor Francis of Cedar Rapids, has again secured some business for our line. He recently brought in a party at Cedar Rapids who purchased ticket to Chicago.

Through the solicitation of Mr. L. F. Browning, brakeman, El Reno, Okla., party purchased one ticket to Oklahoma City to Lincoln, Neb., via our line.

Mr. W. F. Wellman, scale inspector, Chicago, was instrumental in securing two passengers for our line from Topeka, Kansas, to Colorado Springs, these parties having intended to use another line.

Mr. J. Kelley, conductor, Manly, Iowa, has been instrumental in securing for our line, two full and three half fares, Manly to St. Louis, Mo., these parties having intended to use another line.

Mr. Will Gibson, porter at the Little Rock baggage room, recently secured movement of colored fraternal order to Hot Springs. Mr. Gibson is a member of uniform rank, and with the aid of a couple more members employed by our local freight house, he swung the business for us against a considerable majority of the party.

APPOINTMENTS.

Effective July 15: Mr. H. Clewer was appointed master mechanic of the Missouri Division. Headquarters Trenton, Mo., vice Mr. E. J. Harris, resigned.

Effective July 1: Mr. H. F. Reddig was appointed superintendent Oklahoma Division, with headquarters at El Reno, Oklahoma, vice Mr. C. L. Ruppert, transferred.

Effective July 1: Mr. D. Van Hecke was appointed superintendent Indian Territory Division, with headquarters at Haileyville, Oklahoma, vice Mr. H. F. Reddig, transferred.

Effective July 1: Mr. H. J. Sewell was appointed superintendent Louisiana Division, with headquarters at El Dorado, Arkansas, vice Mr. D. Van Hecke, transferred.

Effective July 1: Mr. C. L. Ruppert was appointed superintendent Missouri Division, with headquarters at Trenton, Missouri, vice Mr. F. W. Rosser, resigned.

Effective July 1: Mr. J. G. Bloom was appointed superintendent Amarillo Division, with headquarters at Amarillo, Texas, vice Mr. H. J. Sewell, resigned to accept service with another company.

Mr. T. H. Simmons, commercial agent at Cedar Rapids, Iowa, after twenty-nine years loyal and efficient service, is retired at his own request and placed on the pension roll.

Effective July 1: Mr. W. B. Metcalf is appointed commercial agent with headquarters at Cedar Rapids.

Effective August 1—Mr. T. W. McCarthy was appointed master mechanic of shops, Horton, Kas., reporting to the mechanical superintendent at El Reno, Okla.

Effective August 1—Mr. R. J. McQuade was appointed master mechanic of the Kansas Division, headquarters Herington, Kas., vice Mr. T. W. McCarthy, transferred.

Effective August 1—Mr. G. W. Cuyler was appointed master mechanic of the St. Louis Division, headquarters Armourdale, Kas., vice Mr. R. J. McQuade, transferred.

Effective August 1—Mr. G. W. Cuyler was appointed master mechanic of the Kansas City Terminal Division, headquarters Armourdale, Kas., vice Mr. R. J. McQuade, transferred.

Effective July 13: E. E. Smith was appointed agent and operator at Broughton, Kansas, vice W. B. Ristine.

Effective July 17: Mr. O. C. Dibble was appointed acting machine foreman at Cedar Rapids shop, vice Mr. W. Kucera, assigned to other duties.

Effective July 8: Mr. Chas. E. Stone was appointed Asst. General Car Foreman at Shawnee, Okla., vice Mr. J. T. Brady, resigned.

Effective July 20: M. W. Shaw was appointed agent and operator at Antelope, Kansas, vice A. E. Ralston.

Effective July 22: A. E. Ralston was appointed agent and operator at Enterprise, Kansas, vice H. T. Logan.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Young.

AUGUST, Aw-Ha. As you have no doubt noticed by this time, August slipped in on lots of us, catching us unprepared as to being able to keep cool. August was named after July because there was a space left in there between the latter and September that had to be filled in some way and it got its name by splitting the word into what the inventor wished at that time. AU GUST, the U after A was for filling also to keep down suspicion, like we see nowadays in chicken served in beaneries, in other words shaped to suit the occasion, and this will apply to chickens we see in the parks as well as at dances. GUST means something pertaining to wind, a gust of such is highly appreciated along about this time of the year, all of which makes us think that the inventor lived in Kansas. The Gust he had reference to must be prefixed with the A and U to distinguish it from the other gust about this time of the year that some prefix the three letters thusly, DIS, in showing their appreciation of the weather. Those that apply this term, however, are mostly the ones that voted to have things the way they are as to prohibition, and are sorry for it, but it being too late to do anything about it now they simply go ahead and say they had rather slip up a back alley and get soused to the brim than to take a cool bottle home to friend wife so she too could forget to ask, "Is it hot enough for you?" We are not saying anything but "let the people rule," but why is it they don't pull those kinds of elections in August instead of December? Maud Muller might have helped in the harvest, but we are betting what we have left that her disposition wasn't any sweeter after she raked all the hay they say she did if it was in August and she lived below the Mason and Dixon line. After all, though, this month brings lots of happiness, for some get married this month and others don't.

Dandy Fox, conductor on 651-652, took a lay-off while the weather was so hot in July, and Mr. L. O. Windling of Shawnee was in his place.

Conductor Cook slipped in to Halleyville the other Sunday to get a good dinner at the "Y." Says that things are fine and dandy.

We noticed that Brakeman Stephens of 683 and 684 ordered for his dinner chicken ala-Francis; not that he liked it cooked that way, but there is another Francis which was on his mind at the time.

Troop trains that were handled over the Indian Territory division got the usual advertising as to newspaper dope and kissing, as well as good handling. "Better than we've had since starting," was the way they put it.

No, Chally, we don't expect it to snow at any time this month.

After the O. S. & D. meeting a few weeks back business so picked up on the branch that it is noticeable. It was found that there was a competing road handling some stuff that we could handle ourselves.

The agent at Milburn says Conductor Hoghes is harder to get along with since his namesake has been in the limelight for President. Probably Todd thinks he will get some kind of a job around the White House.

Probably before this is out Brakeman L. E. Stoltz will be married to a Hartshorne belle, his honeymoon trip to be to St. Louis, Mo. As a suggestion, L. E., you had better get some good cigars while there.

George Wheeler of the yard office at Halleyville is now a regular visitor of the barber shops

trying to grow a mustache. as she was overheard telling George that was one of the impossibilities she imposed upon him when he asked her to name something for him to do that he might prove his love for her. Poor George.

Gray Phillips, the night ticket agent of Halleyville, who has been working nights for eight years, says he thinks he will get a regular night job if he sticks long enough.

Our friend, Jack O'Brien, went on his vacation to parts unknown, but from the way he looked when he returned he is in sympathy with the Germans. If they should lose in Europe they would be forced to give up operations around Milwaukee.

Brakeman Ray Danvers was on the banks of the Arkansas, just roaming, when he perceived some fellows fishing for a certain party that fell overboard. All effort was proving in vain, so Ray, who is a believer in things, rubbed his hands together, shut his eyes, mumbled hokus-pokus, then told the searching party to get a shirt that belonged to the drowned man and throw it into the river. They did as Prof. Ray said, and lo and behold the said shirt of its own will or of Rays, we don't know which, floated for a few seconds, then sank. Ray told them there they would find their man, which they did, according to Ray.

Blondy Wollard never forgot the girl he left behind in old Missouri when years ago he went away to join to golden west to make his mark, and so returning some few weeks ago he found the same little girl waiting. Whether Blondy made his pile or not we can't say, that's his business, but we do know he brought the finest looking (excuse us), sweetest natured and most up-to-date little girl back with him that can be found any place. That's still his business, but what we want to register right here is that we smoke and that's our business, as well as a part of his, and if he believes in Safety First he will finish the deal by coming through. Be governed accordingly, Blondy.

Bully Cobb of 83 and 84 says Cubeb's Colic and Corns are the reason why some people fail, but when one gets to be Swing Braky what is he to do?

Ben Robb, the engineer on the wrecker, of course didn't mean to high tone anybody, but it is reported that a few evenings ago he passed Kress's with—er—ah, now probably she was his cousin, but he refused to see an old friend (?) of his for some reason.

The agent at Seminole says that no one loves a man that snores.

Certain philosophers are giving themselves a lot of unnecessary trouble as to how the women will act after the war is over, and so on, telling us that they will have learned the lesson of self-support and that they will not depend upon men as in the past. We passed it up, but Burny Shelton comments that it is a case of counting chickens before the eggs are hatched, and if the prediction comes true why we should worry.

Bow-wow Levins remarked that the amount of sporting blood in you wouldn't be as much as that of a sweat bee if you didn't at least "wish" the Deutschland a home run with a clean score. So there.

Honesty is the best policy all right, according to Harry Lewellen of 83-84, but you'll see all kinds of tricks worked by a local brakeman to beat the other fellow into a refrigerator these hot days to unload the meat. Well, who wouldn't?

We are warned by Conductor Herman Howard that in case of a snowstorm this month we should carefully cover all traces of wild oats that we have sown in the past. Can't do it, Herman, all the whole crop.

Pete Watrous remarked the other day that some brakemen's idea of preparedness for a trip was a fresh package of Camel's and only enough matches to light the first three. In other words, Pete, it is a case of Gimmie, is it not?

Some people get along, while some merely get BY, and it is a wise conductor that knows his brakemen, according to Arthur Williams, conductor on No. 83 and 84.

Every man on the entire Indian Territory division was never caught off their guard more so than when they learned that they were going to lose their old boss, Mr. H. F. Reddig. Having been with us so long, we had learned to look on him as an absolute necessity to our very existence. He was indeed a boss of men, but the kind that is not one of those that drove, but instead men would do for him things because it was for him. Striving always to be in the right, he looked at both sides of a question, and after deciding he asked no man for permission to perform. Placing confidence in those that were under him he relied upon their better judgment to meet conditions. The future of things immediate as well as in the far advance were carefully planned, using the past as object lessons, and never jumping at conclusions, he thus built an organization that he relied upon to not cause him regret. Living close to his men as he did, and with them as he did, endeavoring to be one of them as he was, won for him a place in their very hearts and took him into their homes even though in name only, which caused no little sorrow there also when it was learned that he was going from the Division, for the men's troubles were his also and he mourned with them, their happiness was his as well and he joined with them in rejoicing. Then is there any wonder that he will not only be missed by the men, but by their families as well?

There comes in his place, however, a man that will never be forgotten, for he was with us before and when he left us as train master we sorely missed him. Good fortune indeed favors us as to having men to head our affairs, to lead us and so on. Mr. D. Van Hecke, our new superintendent, extends his hand to the men of this Division with the same spirit as did Mr. Reddig, asking you to co-operate with him in bringing about success, and who could look such a man as he in the face and then fail him? Who would betray the confidence he places in such hands? We think we will be safe to say no one with a heart, for he meets you on the level and expects you to do the same. While we are sorry that we lose Mr. Reddig let's wish him all the success we can, at the same time joining hands in making Mr. Van Hecke's administration a success also.

AMARILLO DIVISION.

By "Sorghum Bill"

You know we must be getting better when a man with crutches can get on at Tucumcari and leave them off at Amarillo and go it alone.

Brothers Varney and Lothian were here in the interest of prevent injury and claims by the looks of the list in July Magazine. Things must be coming their way. Our little old division ain't so slow, eh!

You know we have the best Indian for a freight claim man—one who can contrive a contraption that will sort white beans from red ones that got mixed in a "shuffle," one who can grade prunes by class, size and weight satisfactorily to the purchaser without a grunt—that is Mr. Jones. He's been on the division several times of late chasing down something in his line and he is a winner everytime; besides that he's a good, pleasant man to meet and always up and a-coming, and always puts a cheering face on a nearly helpless case.

The boys on the Amarillo Division have made their share of showing in the troop movement, and as far as that goes, I expect every other division thinks the same. Whether it worked out or not remains to be seen. But one thing sure, most every train handled had some one in authority on them to pass complimentary remarks on the kind of handling, favors and information they got while passing along. For instance men from the eastern coast that only read of Texas, or New Mexico, or Oklahoma,

would see things or ask queer questions that always got satisfactory answers or explanations that made the fellow feel that the Western people have the wide open, free, manly spirit in them. Polite and accommodating away beyond the expectations of many of our Eastern friends, and you could see it beam in their faces that they met the unexpected. Well, for all that, we are here because we are here and ready to do the same things over again. That spirit will remain in the West for many a year. To our many Eastern friends we are obliged for their many compliments and we'll see that they all get the same treatment either going or coming. All the officials were on the jump, and it is pleasing, indeed, to have such an organization on the division.

Mr. Fay Thompson, city passenger agent at Oklahoma City, was on the troop trains over this division, as well as Mr. Jones of Ft. Worth and Mr. Griffith of Memphis.

Mr. Emerson of the Texas Railway Commission was a pleasant caller on the division and made a trip over part of it on 42, with Mr. W. H. Gruhlkey, R. M. and M. C., stopping at McLean.

Mr. and Mrs. D. Booth, conductor, took a short trip away during the month and have returned.

Mr. T. D. Wilhelm, general agent Ft. Worth, paid us a visit on business. He doesn't seem to reduce tonnage any. Wonder if another trip to Cameron, N. M., wouldn't be a treat?

Mr. Roy Lease of the engineering corps of El Reno, came out to lay out some lines and corners for the new fence going up across the great X. I. T. ranch. He is looking good and walks faster than ever.

Like the black cat came back, so did W. H. Worley, our old-time lineman, and he was the welcome boy. Not wishing anybody any ill, but somehow the machinery seems to be hooked up right now, since he's back.

Mr. J. G. Bloom was appointed superintendent over the Amarillo Division July 1, 1916, and landed just in time to help out on the reconstruction of the plant, which is just opening up, and will grow larger as work progresses along. He is a thorough maintenance man, having been with the Rock Island a long time on the old second district in the engineering department, and is able and familiar with the maintenance game, and will certainly be a big boost for the Amarillo Division towards getting ahead. Mr. Bloom will have the hearty co-operation of every man on it, and it is hoped that in the near future we can go it with any of them.

Mr. H. J. Sewell, whom Mr. Bloom succeeded, has been appointed superintendent at Eldorado. We are sorry to see him go, now that the big struggle for a start on rebuilding is won. But such is railroad life.

You can hear the earth tremble when the 95248 steam shovel and Schneider, the engineer, get things moving at Alameed. He sure can show that shovel how the "cow ate the cabbage" and the caliche ballast am sure coming out to "Rey Gay" and the "Greek," and they are doing their best to keep out from under the landslide that is slowly slipping upon them; they are shorthanded. Help is scarce with us, and until harvest help is relieved we will be on the rough side of the rug. Those two "little" 1700 class engines are doing fine work. It doesn't take a pair of field glasses to see that we must change our plans to handle big improvements. It would kill us dead if the manager would dump only a quarter million dollars on us, and yet you will hear the "gibblegabble" say, Why don't they spend a few million? Come on ye; get a-hold of a million; see what an elegant load you'd couple into. But then it's a great relief to get the much needed, and it is hoped it will continue. All the crews, etc., are doing their level best and nothing but good results can come from the efforts. It's got to.

Fireman Cleghorn had the great bird pay him a visit and at present everything seems to be going on very well.

Frank Easdon, ice foreman Wildorado, Tex., made a short visit to McLean.

Frank Coffey of Alameed, section foreman, visited friends in Hallyville and Ft. Worth.

Material for three new bridges west of Amarillo were distributed and other material for repairs to other structures.

The new test well drilled at Vega, Tex., was completed shortly after 4th of July and was tested out and pumped 45 gallons per minute, 15 of it being fine sand. Water is fine. With a finer strainer it will make a good well and another step towards taking off the water cars west of Amarillo. The work will be held up pending the decision of the proper authority. The water was found at 200 feet and well is 250 feet deep.

Mr. D. B. Lothian just stepped in and reports hot weather along the line. Nothing new to us; it has been exceedingly warm here for two weeks and some grain crops are in need of it. Wheat is yielding beyond expectations, not so much in quantity, but quality, since farmers say they are nearly as well off as last year, as the quality this year is a better price. Last year lots of it was poor and price low. Cattle need water, and while in good flesh, grass is getting dry and short.

Mr. D. Van Heeke, our old-time superintendent, has been transferred from Arkansas to Oklahoma, on the Indian Territory Division. All the old "Scouts" of the Amarillo Division are glad to know of it and know without wishing that he will make good. He has a good set of men to stay with him. Times and things change. So do we. Keep moving.

NEWS FROM SOUTHERN DIVISION.

By Bart Mynatt.

Miss Mary J. Higgins, stenographer in the auditor's office, secured the Rock Island employees nominee in the Fort Worth popularity stenographer contest. This contest is proving to be of great interest to all contestants, and it is hoped that all the employees of our company will sincerely get behind our candidate and win for her the capital prize offered. The managers of the campaign announce that they have secured in the first week something over one hundred thousand votes. This is a mere demonstration of the fact that every one connected with the Rock Island is keenly alert and eager to participate in things of local interest. The prizes are of enough importance that anyone would be glad to participate for them, out of the large number of employees of our company there were seven contestants for the nomination from the Rock Island forces, and there is no complaint from any quarter from the way votes come in from the many departments and all feel sure with this solid line up that success is sure.

Mr. Henry Lucas, auditor of the C., R. I. & G., has just returned from attending the annual convention of the Association of the American Railway Accounting Officers at Detroit, Mich., June 28, 29 and 30. Mr. Lucas states that he had an exceptionally good time upon this business trip, and has many compliments for the various points of interest he visited while away. It is a treat to hear him enthusiastically tell of his extended trip. He also visited Chicago and other middle western points.

Traveling Accountant W. H. Dixon spent his vacation at home in Fort Worth. Unlike most of the force in the auditor's office, home to him is as big a treat as going away is for the rest of us.

For the purpose of discussing the various questions which have arisen in connection with the compilation of figures showing increases of revenue, resulting from the various increases in state rates, in the so-called rate case; Texas auditors met at Houston July 14th; this company being represented by Mr. P. J. Waters, chief clerk, who reports several important decisions.

Mr. Bert Williams and M. V. Duncan are together spending their vacations in Colorado Springs and Salt Lake.

Mr. H. E. Ferree attended meeting at San Antonio of the Southwestern Claim Conference July 14th, and important matters were discussed.

Mr. Charles Rudd has just returned from a trip to Galveston, where he has been enjoying the beach.

Mr. J. J. Fletcher, agent at Vineyard, is away on his 15-day vacation, visiting various points in Texas.

Mr. E. H. Beacon, agent at Newark, is away for 15 days' vacation, visiting in Oklahoma.

Mr. T. A. De Voss, agent Dallas Union Depot, is in Kansas City this week looking into how the Kansas City Union Depot ticket office is handled for his assistance in handling the ticket office in the new five million dollar depot when opened.

Mr. N. H. Lassiter, general attorney, and family are on their vacation at the present time in northern Wisconsin, where they will spend the hot summer days fishing and hunting.

Frank Childs has just returned from Houston, Tex. He informs everybody that the beauties in Houston cannot surpass those in our home town, as he claims to know a beauty when he sees her.

A study of the railroad situation of Fort Worth has developed the fact that Fort Worth has more railroad men, certainly within its borders, than any city southwest of St. Louis, and this without a Railroad Y. M. C. A. As a result, definite steps have been taken towards the organization of a railroad department, and the local association, with the help and co-operation of the international and state workers, is putting Mr. B. C. Dunham in the field at this time to start a fund which will eventually mean in all probability the largest railroad men's headquarters southwest of St. Louis.

Mr. Dunham is an expert on railroad association work, being connected with the Southern Pacific Railroad department, and has just finished putting in a small association at Belle Mead, near Waco, for the Katy. Mr. Dunham

VORENBERG HOTEL

THE ONLY
FIRST CLASS HOTEL IN
TUCUMCARI, NEW MEXICO

Sam E. Killen Coal Co.

DALHART, TEXAS

Your business solicited
and appreciated

T. L. Swearingen & Co.

WHOLESALE AND RETAIL
GROCERS

DALHART

TEXAS

Make Your Future Bright

You can make your future bright by saving a part of your earnings. Do not depend upon luck to provide for old age. Begin at once and establish a growing savings account. It is not so much the amount that you start with, that counts, as the regularity with which you make additional deposits. We invite savings accounts in any amount.

AMARILLO NATIONAL BANK

AMARILLO, TEXAS
(United States Depositary)

estimates that it will take some two or three months to complete the canvass of the four thousand railroad employes of Fort Worth, and when this is done the local association will see to it that a like amount, dollar for dollar, is raised from the other citizens. In addition to this, there will come whatever can be secured from the corporations.

The building when completed will be the most modern structure, having all the appurtenances necessary to conduct a first class Y. M. C. A. and headquarters for railroad men.

The great volume of business anticipated by the general freight agents has caused Mr. Wilhelm to personally visit the Amarillo and Mexico divisions to straighten out car shortage in that vicinity for the moving of grain crop, which is so abundantly produced in that section of our state.

Mr. N. G. Henry was sent to Dallas as traveling freight agent.

Harry Lucas has been promoted to Dallas as Chief Clerk to Mr. Geo. R. Angel, commercial agent.

Miss Mae Davis is spending her vacation in the Blue Grass regions of Kentucky.

J. A. Lovell and J. C. McNeely are both temporary widowers, as their wives are visiting friends and relatives in Texas cities. Be careful, boys, or the night hawks will get you.

Mr. C. B. Davis, from Dallas, succeeded Mr. N. C. Henry in the general freight office.

The Mexican situation on the front robbed the commercial agent of Dallas of Mr. Geo. W. Tebbe, who has temporarily left to assist in the protection of the border. We all appreciate the patriotism of Mr. Tebbe, and wish for him a safe return in the near future.

Miss Francis Tanco, stenographer at Dallas, is on her vacation in Colorado.

NOTES FROM THE PASSENGER DEPARTMENT.

The Booster List for the month:

Mr. J. P. Naylor, conductor.

Mr. John McNeely, Miss Winnie Slawson, general freight office.

Miss Elizabeth Wilson, general passenger office.

Mr. H. C. Helmig, auditor's office.

We certainly do appreciate every effort of the employes of the various departments in the solicitation of business for the Rock Island. It wouldn't take very much time for every employe to speak to one or more of his or her friends, in regard to vacations or business trips, which ever the case might be. Just think what a vast amount of business we would have, if all would co-operate in this manner. Try and see what you can do this month.

Mr. T. W. Bowdry, chief clerk, has the fishing fever and you can find him most any time on the creek somewhere a riding on a great big log, with his fishing pole and line, a pulling out the very best of fish. He also tells of his narrow escape from drowning, when he slipped off the log while landing one of the nice fish.

There was also another fishing party, composed of Fred Lingenfelder and Cecil Nottingham, from the auditor passenger accounts, and Ted Randolph and Hiram Walker from the passenger department. Now for the story:

"Well, boys, we sure brought back the fish all right, had to have a jitney to haul them in, ask anyone on Main street that night if we didn't. Ted had several (bites) and they were so big that he broke his pole striking at them (mosquitoes). Anyhow, Ted is some fisherman, you can tell it by the way he wanted to come home the next morning (and he had a good night's sleep, too), said he was tired a pulling them out (he caught two about two inches long). Fred had to be taught how to fish, but when he caught on, he sure stayed with it, even though his wife told him to be back by 9 o'clock Sunday morning. After sleeping all night on a nice bed of 'Terra Firma,' Cecil caught Ned napping on the edge of the bank and touched him gently on the shoulder, which startled him and he dropped his most valuable cob pipe in the lake. Walker was elected official oarsman by the bunch to row up the lake three miles for the Coca Colas every time they were thirsty."

R. M. De Mosse has bought a car, it sure is some car, looks like a streak of fire when he goes down the street. He calls it "His Little Red Tomato Can." He came to the office the

other morning bare headed; he was asked where his hat was and he said that last night he was a driving so fast (about seven miles an hour) his hat blew off and by the time he put his brakes on and went back to where it landed, a nice lady cow had eaten his nice green cap, and he would have to wait until the stores opened before he could get another.

Miss Elizabeth Wilson has the agency for the Ladies' Home Journal, Saturday Evening Post and Country Gentleman. She will appreciate it if you will give her your subscription, either old or new. She is trying to get a cedar chest (think she wants it for a hope box). Everybody give her a subscription.

Mr. Fred L. Jones, T. P. A., has been riding troop trains on the Amarillo and Mexico divisions, and Fred has volunteered to go the other way when war breaks out in Mexico.

CAR SERVICE DEPARTMENT.

Mr. John T. Withers, Jr., wife and Little John T. III, are spending their vacation in Carthage, Mo., where they will attend a family reunion. We have missed his sunny face from our midst.

Ed Terrill, demurrage clerk, will leave on the 17th for Glen Rose, where he will spend his vacation. His wife and baby will accompany him. "There is no rest for the wicked."

Orion Randolph Watson, discrepancy clerk, will spend his vacation, which starts July 30th, in Galveston. He will be accompanied by a yellow suitcase and a Panama hat. We like to see a young man travel over the country and learn life as it really is.

The members of the department are all able to sit up and take a little nourishment now and then.

OPERATING DEPARTMENT.

Two of our oldest and most valued conductors are again prospecting for gold in the wilds of Arizona. Here's hoping that both Mr. Stover and Mr. Lockwood come back with at least an Indian squaw each to pay them for their trip into the hot sands.

If there is anyone with the nerve we would like to have him ask Mr. Hyde why a trainmaster should be carrying his good right arm in a sling when he might need it at any time to give signals while he is assisting in the movement of troops by acting as assistant yardmaster at Waurika.

Miss Caroline Norris, of stenographic fame, has been appointed assistant timekeeper. Up to the present time she still smiles, but as the 15th is here and her troubles are about to commence there are those that wonder if it is a smile that won't come off or if it is going to change her disposition. Here's hoping.

Mr. J. L. Wilson, second trick dispatcher, is off on his vacation. Many of us are wondering what the attraction is in Santa Fe that can keep him out of the Texas League ball park for a month with Ft. Worth leading the league.

Everyone in the vice president's office has been advised to wear overalls for the next 30 days, as our floor has been torn out and probably will not be replaced for that length of time, and the dust is at least an inch thick on everything in the office each morning.

Both of our Mr. Messersmith's have been bachelors for the past month. Frank seems to be behaving himself the same as ever, but with another month to go it is expected that our chief accountant, A. J., will be posing as a young single man. It is even possible now that we have Sunday picture shows in this town that on a Sunday evening by the end of the next 30 days he will be seen up town with a young lady on his arm.

Mr. J. H. (Red) English, chief clerk to the Claim Department, is very enthused over his anticipated trip to Chicago next week. It is hoped someone will undertake to pilot him about and see that he does not try to go through any closed doors without opening them just because the glass is clean. It is thought that his eyesight is poor and that he often mistakes a clear glass for an open door.

We with pleasure announce the appointment of Mr. J. T. McKenna to the position of chief timekeeper, much to the regret of the train and enginemen. Go to it, "Ole One-Timer, John."

The many friends of "Fish" (Mr. George House Luker), our former congenial chief timekeeper, who was appointed traveling time acct. July 10th, are sorry to lose his daily companion-

ship. May his future friends over the system be as close as his present ones on the Southern Division. He said he did it 11 years and got by with it, ask him.

There will be no more arguments in the Accounting Department of the V. P. & G. S. office since Mrs. Addie Wilson, steno, has been promoted to steno to assistant chief clerk. We also notice she has an automobile (we mean a Ford) at her disposal every evening after work, which is raising the animosity of the younger lady stenographers, who have to walk to and from work.

FROM FORT WORTH, TEX., CITY TICKET OFFICE.

Our tall, slender, very slender, traveling passenger agent, has been riding troop trains between Dalhart and El Paso during the past month. He got so nervous, being with the big guns, that he wired the boss for permission to come home.

Our traveling freight agent from Kansas City was a caller during July, having accompanied a troop train from Kansas City to Fort Worth.

During the past month we have had an opportunity to renew acquaintances with some of our northern representatives who accompanied troop trains over our line to Fort Worth. Among our welcome guests were Jack Stroud, Dick Collins and Z. E. Brooks, our passenger men from Kansas City, Chattanooga and Wichita. Jack was so happy to see us that he insisted on kissing us on the gold tooth. Our Mr. Turpin is the only "gold toothed" man in the office, so he drew the kiss.

Our superintendent, Mr. Warner, says he always understood that people drove automobiles to cool off, but the first few times he drove the new Buick he was the hottest man in Texas.

Can anyone on the system beat this one? Our mail clerk, Thos. High, recently called the Texas Christian University on the telephone. The conversation was something like this:

High—Hello! I want the business office, please.

T. C. U.—Call Rosedale 2761 for the business office.

High—The phone book says that number is the BUS office.

T. C. U.—Don't you know that BUS is the abbreviations for business?

BURR OAK TRANSFERS.

G. E. Caswell.

There have been several new "hands" working in this office due to vacations. Miss Beatrice Buckley taking Grace Inman's place, Mrs. C. Warren at the telephone desk, Mrs. L. Jinkinson in Mable Fay's place and Margaret Maxwell as Mr. Fuller's new steno. Edith Chalfoux resigned to accept a position with the Carter White Lead Co. of West Pullman.

At the present speaking, one of our White Sox fans is dreaming of "260" cigars donated by Thomas Cruger.

A number of troop trains passed here on their way to the border. One train from Connecticut was decorated with chalk pictures resembling the comic section in the Sunday newspapers.

Crossland and Malm played ball with the Blue Island Invincibles one recent Sunday afternoon. Fortunately a storm stopped the slaughter in the fourth inning with the opponents 9 runs ahead.

The Blue Island Division No. 4, Brotherhood of Railway Employees, held their first meeting in the Odd Fellows' Hall, Blue Island. Out of the 100 members around Blue Island 45 were present at this meeting. An exhibition drill by Division 1 from Chicago, the initiation of the new members, and the starting of regular lodge work were the main features of the evening. A larger attendance is anticipated at their next meeting.

Several from this office made a dashing trip to Starved Rock and La Salle. Bertha says that lobster dinners and interurban rides just suit her. Also in Ed. Longfellow's diary is the following: Ten of us—Starved Rock—La Salle—Lover's Leap—Harrison Hotel's Life Savers—Great Trip.

Grace Inman and Mable Fay went to Boise, Idaho, on their vacations, visiting Grace's uncle

who lives on a ranch. They passed through the Royal Gorge and Salt Lake en route. We expect to see some nice rosy cheeks on their return.

The bill clerks had a novel plan of each one having a week's vacation without losing his pay. While one was off, the remaining billers did his work, and he received pay according to the number of tallies billed in his book. The plan seemed to please everyone, especially the vacation end of it.

Geo. Kelly has been detailed for special service around Burr Oak Tfr.

Our new O. S. & D. clerk made the notation on a bill that a car was leaking when received at Burr Oak, but Eagle-Eyed Mutt saved the day and informed Ed that nested glassware never leaked.

This company gave up their canteloupe busi-

CONSOLIDATED SAW MILLS CO.

ST. LOUIS, MO.

Manufacturers

Long and Short Leaf
Yellow Pine Lumber

THE UNION MALLEABLE IRON CO.

East Moline, Ill., U. S. A.

The Only Manufacturers of the ORIGINAL

HEALD PATENT GEAR LINK, DRIVE AND CONVEYOR CHAIN

AGRICULTURAL IMPLEMENT AND RAILWAY CASTINGS

Write for Catalog

We Supply the Finest of Everything in Groceries.

CHASE BROS., Inc.

812-814 Walnut Street

WHOLESALE AND RETAIL

GROCERS

DES MOINES

IOWA

Dixie Highway Market

311 Western Avenue

BLUE ISLAND

The market that leads them all. We keep the prices down. We do not sell cheap meats—we sell quality meats cheap. Phone 879.

WOODRUFF ICE CO.

ESTABLISHED 1855

Dealers in

ARTIFICIAL and NATURAL ICE

PEORIA, ILL.

ness for a week or more to facilitate better handling of the National Guard troops destined to the Mexican border.

Two of our office boys were quite conspicuous around the Congress Hotel during the week of the Republican convention. Mr. M. Rosenquest sang with the quartet and E. Long-fellow being the cheer leader in Mr. Sherman's headquarters. Eddy also attended the convention the day the nominations and elections were made and was instrumental in starting the stampede for Mr. Fairbanks.

The brick yard was very alluring to some yard clerks who enjoyed a swim in its pond. However, on coming out they checked short some necessary equipment. Their S. O. S. call was a failure, so they made an Adam style dress out of their 510 report sheets and did a Marathon to the scale house. Bill Ferguson heard their appeals for help, but Bill just chuckled, "I should worry."

Crossland and Malm visited Niagara Falls and Toronto on their vacation. They had a chance to inspect the falls from all angles, and Walter had some interesting "yarns" to tell dealing with the training camps around the Canadian city.

Berger Andrew Hogle—yessir, that's his name. He's our new general clerk. Gross weight 183—meet him face to face any day at 9 a. m.

Doubtless very few of us have any knowledge of the Burr Oak Municipal Garden. It is located in a fertile valley east of the Mexican village and weeds are conspicuously absent. It would be well worth one's time to go over and inspect it, as they have several clever schemes worked out. Is there garlic there? Well! now just go over and be convinced.

A shipment of 196,000 pounds of flour was re-sacked here in the yards on account it being in improper sacks for export. The new bags have a Union Jack stamped on them and presumably the shipment is destined to some British port.

We are indebted to Chicago Transfer, as they were kind enough to give us a cat, coming via a trap car. She is fed daily by our inspector and has a brood of kittens resembling Joseph's coat of many colors.

It is reported that Scatty Thomas is not feeling very bright these days account his stenographer being on a vacation. Cheer up, Scatty, she'll be back by the first.

Bob Gannell presented the noon office bunch with some Italian onions. Nuf sed! We are not accustomed to those rare elements, Robert.

Carl Groskopf says he saw Grace Inman with 35 one-cent stamps. To date only one has come back on a post card and "Slim" has that in a frame.

J. Marks returned to work after being off 8 weeks and having undergone an operation.

Thomas Cruger acted as our delegate to the Derby on July 15th. As he is an old timer at the game, no doubt he came away with a few hundred to the good.

WHAT THEY SAY ABOUT THEIR VACATIONS.

Eames: I went fishing, blistered my arms and had fish three times a day.

Buck: Seen a bunch of good horses at Hawthorne races. Wish I had a few myself.

Kieffer: Wife was away and I went down town and took in some shows.

Herman: I was out in the corn belt and the places where they raise porkers.

Kordewick: I could see Davenport, but Rock Island was good enough for me.

Crossland, Malm and Slim: Gee, it was great to see Niagara Falls.

G. Groskopf: I visited my relatives and did some shopping with my wife.

Clifford: Those summer resorts are swell places. Lots of shady nooks and blue eyed damsels.

The Editor: I saw the country down around the "horn." The Rock Island has some excellent eating houses and passes through some good territory.

Burr Oak Transfer office sure has been a busy place for past six months in handling the station details in connection with the accounting on the greatly increased business passing this gateway and handled in this station's accounts. The business for five months ending

June 30th, exclusive of the increased through billed business, showed an increase of 38 per cent over the same period in 1915, and July shows up with a very nice increase at time this article goes to press. However, our force through stretching our limitations were able to take care of the extra work, but we have had to go some to get away with it.

ARKANSAS DIVISION.

Harrison Howe, Editor.

RAILROADERS STILL LEAD.

While the Rock Island Base Ball Club has only one or possibly two more games in the Commercial Schedule, the outlook as this goes to press is very strong that the "Railroaders" will "cop the flag". Following is the standing of clubs July 15th, inclusive:

Club.	Won.	Lost.	Pct.
Rock Island	10	4	.714
Magnollas	8	4	.666
Post Office	6	8	.428
Pierce Oil	5	7	.416
Gay Oil	5	8	.384
Coco Colas	5	8	.384

The hardest game played this season was when Rock Island defeated Pierce July 15th. The game tied in the 8th inning and no one scored thereafter until two were down in the 14th inning, when Thomas who had already hit two home runs cracked a double. Ray singled to center and scored Thomas, then stole second and grabbed third on an overthrow. Brand came up and singled scoring Ray. Brand and Johnson both pitched good ball and the longer it went the better support they received.

Following is the individual fielding average corrected to July 15th inclusive:

INFIELDERS.

Personae.	Games.	P. O.	A.	E.	Ave.
Ray	11	104	8	4	.965
Counts	3	9	11	1	.952
Morgan	3	36	1	2	.948
Adcock	10	19	33	3	.945
Brand	11	33	23	5	.918
Sherman	11	33	24	6	.905
Johnson	6	43	4	5	.904
Dever	2	5	7	2	.857
Anderson	8	11	12	6	.724
Thompson	3	1	4	2	.714

Total..... 294 127 36 .921

OUTFIELDERS.

Johnson	6	10	1	0	1.000
Morgan	7	4	2	0	1.000
Dever	5	7	0	0	1.000
O'Neal	2	1	0	0	1.000
Neill	2	4	0	0	1.000
Thomas	9	7	2	1	.900
Wade	1	1	0	1	.500

Total

Grand Total..... 328 132 38 .924

"THIRTY DAY NOTES."

Mr. C. E. Sherry, Fireman, is now with the Arkansas National Guards.

Mr. Leo Webster, Clerk and son of Engineer B. M. Webster, is also with the National Guards and has been promoted to First Sergeant in the Hospital Corps, First Regiment.

"Jimmy" Harrington, Clerk, is back from "Chi" and has been appointed "Colonel" of the Pecan Volunteers.

Mrs. Lorraine Carr has been appointed Captain of Company A, National Home Guards, Division of Militant Suffragettes.

Traveling Store Inspector Hogan from Shawnee has been a busybody around the Terminals lately. He recommends Tanlac for thin locks. (Editor will give it a trial.)

Mr. E. H. Reville has been appointed Division Storkeeper vice Mr. H. McCain.

Burke Lesley, our Division Poet, was explaining one day how to "versify" and incorporate an idea into a poem. "First," said he, "you must have an idea. A poem without an idea is 'notapoem'. Say for instance your idea is 'Punk'. The fact that 'punk' is the idea to be expressed, the question arises, how to arrive at 'punk'. We proceed as follows:

"Dumpty dumpty dumpty man.
Humpty humpty humpty can;
Bumpty bumpty bumpty drunk,
Lumpty lump—next am 'punk'."

He Who Runs May Write If he carries a Corona



Ability to write under all conditions is what makes Corona so unquestionably

The Railroad Man's Typewriter

Corona does equally good work in an office or on a train. Wherever you can work it can.

Weight 6 lbs. Price \$50, with case.



If you would like to examine Corona, write us; but if you want to know how it stands up and delivers—ask most any claim agent in the R. I. organization.

Corona Typewriter Company, Inc.
Groton, N. Y.

New York

Chicago

San Francisco

T. S. LEAKE

W. F. LEAKE



NEW DEPOT AT HAZEN, ARK.,
BUILT BY

T. S. LEAKE & COMPANY
GENERAL CONTRACTORS

BUILDERS OF DEPOTS AND RAILROAD BUILDINGS

SEVENTH FLOOR, TRANSPORTATION BLDG.
608 SOUTH DEARBORN ST.

CHICAGO, ILLINOIS

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

"There," quoth he, "you have it in a nutshell. All you have to do now is to take out a 'dump, bump or lump' and insert in their places words to suit the idea, which in this case of course is 'punk'."

As illustrative of Mr. Lesley's "bunk" we quote the following from his erstwhile, versatile and crocodile pen:

"ROCK OF ISLAND."

By Burke Lesley.

Rock of Island, cleft for me,
Let me take a trip on thee
Out to wondrous Colorado—
No? Then I'm a desperado!

Rock of Island, let me go
Out to see the Wild West grow;
For one ride I'll liquidate—
No? Then I will hibernate!

Rock of Island, left for me
To travel on from lake to sea;
Pass me on, the pleasure's rare—
No? Well then I'll pay my fare!

Rock of Island, carry me
Out where Nature's air is free,
From the ebbing business tide—
No? Then I will suicide!

Rock of Island, thou art all
That a road itself can call;
Thou art rose compared to briar—
No? If not then I'm a liar!



BODKIN DEPARTMENT.

By the Queen Bee.

Miss Lena Holzmänn is wearing a National Guard taffeta dress trimmed with flivver flounces. Hanging to the yoke are two miniature oxen dyed in lactyl. Matched with this is a Preparedness hat fastened to her hair by bayonets with safety-first clasps. The hose are a combination of rubber and linen guaranteed for thirty thousand miles—Getrich Brand. The shoes are of a lucky variety and clamped on instead of nailed.

Miss Anna Mae Patterson is wearing a domicile tweed interwoven with alfalfa perique draped as a tunic of the Sylvia Pankhurst period. Girdles of swansdown fashion the talcum effect and produce an atmosphere of molecules at the belt which drape longingly toward terra firma with an irresistible irregularity. The result is marvelous.

Miss Edith Foster is wearing a Chicago smile trimmed with Memphis Blues and has a carriage a la Little Rock hot-foot. A Kansas City jitney bus adorns her disposition which contains a going-away expression.

Miss Eugene Kiblinger is wearing a flounder of Satanet articulated around the quiver with contaminated cokes. Amalgamated at the seams are rivers of Bevo which contrast with a light brown scuttle of frozen punch. Aside from the differential is a liquidated stock and bond of Tetraxinna Tanlac, which accomplishes the indefinite with a preamble perfectly pernicious.

Miss Artie Neill, the perfectly good file clerk, has adorned "sheself" with beautiful boundaries blithingly blank. She's hat resembles a frog pond of purest lilies in December. The dress has an apron effect before the laundry man calls and is spotted with muckets and hickies. The belt is laden with Luther Burbank potato bugs and Squirrel Brand Food. The front veranda predominates with axle grease effect and the klaxon pipes a tune of modern boneheads.



CAFE DE LUXE.

A Summer Idyl by Stoane Clifton.
Author of Little Rock Ballast.

Scene: Nesers Cafe. Time: Meal hour. Four husky waiters who have nothing to do but work, proceed forward in pairs down center aisle singing:

"We are the hot-foot waiters four,
The waiters four, the waiters four,
We wait on the bunch and serve 'em hot
Because—because—it falls our lot."

We serve little fishes in gigantic dishes,
We ride ham and eggs on a pair of frog legs;
We tender a mushroom with suicide wishes,
Because—because—the frog has legs."
(All stop and take orders).

"We are the hot-foot waiters four,
The waiters four, the waiters four;
We get what is left of the melting pot
Because—because—it falls our lot."

"We pour out the wine and we never decline,
Or we give you champagne extra dry in the
rain;
We serve you the melon and skate on the
'Rhine'—
Because—because—we have a pain."

Lady at table: "Say, waiter, where is the
steak I ordered?"

Waiters:
"O where is the steak the lady ordered?
The lady ordered with onions bordered,
The porterhouse steak for the lady to take;
Because—because—"

Fresh Guy at next table: "Hey, Crumb! How
about my coffee?"

Waiters:
"O where is the java the gentleman craves?
The muddy cup—O see how he raves.
The java, the java as hot as old lava—
Because—because—the gent—"

Old Sport in front: "Say, waiter, rush that
mutton stew."

Waiters:
"O the Mutt's in a stew for his mutton stew,
His mutton stew and a frozen brew;
A stew for the Mutt and a Mutt for the
stew,
Because—because—the Mutt—"

Peach at table: "Waiter, where are my
eggs?"

1st and 2nd waiters:
"O where are the 'overs', have you got the
overs,
The fry-two-and-over, have you got the
eggs?"

3rd waiter:
"I haven't the overs. Have you got the
overs?"

4th waiter:
"I haven't the overs, the Chef has the eggs."

Unlison:
"The poor lady has the 'all-overs' all over
About her eggs-over all over the eggs;
The Chef cooked the fry-two-and-over all
over
Because—because—the eggs are—"

Gent paying his bill: "ROTTEN".



KANSAS CITY, MO.

We are sorry to hear that Jack Sappington is very low. Jack was taken sick about two months ago and his condition is now serious. Jack quit the Rock Island several years ago and since that time has been in the automobile business and has been doing very well in that business until he was taken sick.

F. J. Carlson has gone to the Pacific Coast on his vacation and he has been keeping the boys and girls, especially the girls in the local office, well posted as to his whereabouts, and from reports we receive he is having a "great time." Frank, in addition to his duties as No Bill Clerk, is also captain of the baseball team, and while the team is not a very great success at the present time, we understand when Frank returns he will reorganize the team and by inducing several of the local office ball players, who have heretofore not been playing on the team for various reasons, thinks he will be able to meet any of the out on the line teams on equal footing. We understand that he intends to assign W. D. Fernald and Lloyd Bedell as pitchers. W. D. Fernald has the reputation of winning every game he has ever pitched.

Mr. and Mrs. Slaymaker have gone to Salt Lake City on their vacation, to be gone about two weeks. Earl Gray spent his vacation in Milwaukee and Chicago. Ethel Erickson,

comptometer operator, spent three weeks in Portland, Ore.

Bill Dines, claim clerk, has been transferred to Amarillo, Tex. He was obliged to go there on account of his wife's health. We are glad to hear that Mrs. Dines is much better since they moved to Amarillo and hope she will soon be on the road to full recovery.

Russell Sackman was married in June. Albert G. Mohn was married in July. Mr. and Mrs. Mohn took a trip north. The local office wishes them a happy and prosperous life.

Leo Leavy has moved out to his farm in Wyandotte County on the Bonner Springs line.

R. J. Nye and family have gone into camp out near Turner, Kan., where they are enjoying themselves fishing, swimming, etc. They have a large tent and a boat which they use in fishing.

F. J. Carlson took his ball team down to Eldon, Mo., on June 17th, and played the Eldon team. They had a little better luck than they did the previous time as far as playing is concerned, as it did not rain. The score was 14 to 10 in favor of Eldon. Our defeat in this game was due to the fact that Geo. Ehn, our pitcher, got one of his fingers broken in the first inning, and even then he pitched a good game, allowing only three hits. Had it not been for his accident we could easily have shut Eldon out. The boys all had a good time after the game, swimming, etc. We understand, however, that Wm. Cunneen, of the Cashier's Department, became lost and did not get back to the party until train time. He has never been able to explain fully just where he was. We also understand that F. J. Carlson, captain of the team, renewed acquaintance with a lady friend whom he at one time used to visit at Eldon. We expect him to make full explanation when he returns from his vacation.

HAMILTON PARK CRISPETTES.

Essenkay, Editor.

Mrs. Chas. A. Gerlinger has left the Rock Island service. She was well known and liked by all who knew her. Her many friends will have the opportunity of visiting her at Washington Heights, where her husband has just had a pretty bungalow built.

If you care to know all about fly-swatting, come and see Miss Emma Luth, official fly-swatting instructor of the A. of D. Amateurs take notice.

THINKING.

By Walter D. Wintle.

If you think you are beaten, you are;
If you think you dare not, you don't;
If you'd like to win, but you think you can't,
It's almost a cinch you won't.
If you think you'll lose, you're lost;
For out of the world we find
Success begins with a fellow's will—
It's all in the state of mind.
If you think you're outclassed, you are;
You've got to think high to rise.
You've got to be sure of yourself before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man;
But soon or late the man who wins,
Is the one who thinks he can.

The Herington checker champ may help us to solve a difficulty if he will come to Chicago.

We have our checker champions here now, Messrs. Hawley, Beste, Munn and Sinclair each having played six tie games with the other.

Church Ahrens, the A. P. T. aviator, has built his own aeroplane and will take any of the boys for a ride aloft who are willing to be as daring as himself.

The "Ess" end of the Hamilton Park Editorial combination is enjoying himself at Grand Rapids again. We are of the opinion that he will be the minor half of another combination in the not distant future.

The exquisite aroma of clear Havanas filled the air recently when Pete Sinclair became the proud father of a baby girl. Mother and baby are doing fine, and we trust that "Juliette Elsie" will grow up an unending source of joy for her fond parents.

Miss Florence Clarke, so we hear, will be married August 2nd. We wish her joy and desire to congratulate the lucky fellow.

"Mickey" Howard, who made the Spirit Lake athletes turn pale with panic when he drove his famous home run over the left field fence with the bases loaded, and Tony Tucek, who stood the self-same athletes on their heads with his famous fade-away ball, and Dan Reel, rightly designated as "Texas Tommy," and Ralph Weber, our famous southpaw, together with "Dutch" Dankers and "Pete" Young, our crack backstop, returned from their never-to-be-forgotten trip resembling red ripe tomatoes or fresh boiled lobster, which ever you prefer. The boys all deserve credit for the remarkable showing they made, playing, as they were, against trained college athletes, and we are certain that were it not for the long, tiresome journey,

Bell's Jersey Stock Farm

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

Phone 857

EL RENO, OKLA.

CHICKASHA ICE & COLD STORAGE COMPANY

Corner Sixth Street and Frisco Avenue

CHICKASHA, OKLA.

Phone 440

TREATED DISTILLED WATER ICE

Car lots a specialty

WRITERS—ATTENTION!

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

THRIFT

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

MERCANTILE TRUST COMPANY

"Little Rock's Home for Savings"

"STAR CLOTHING HOUSE"

R. K. Puryear

"Your Suit is Ready"

EL DORADO

ARKANSAS

OFFICERS

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

Citizens National Bank

EL DORADO, ARK.

Capital \$60,000.00.

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

We solicit your business

with little or no practice, they would have won at least one more game than they did.

Katherine Burns took a week-end trip and visited relatives in Scott County, Ill. Miss Burns is one of the popular girls of the local department.

Two newcomers, the Misses Bessie Lamplier and Leonora Dagenals, are located in the A. F. T. local department, which boasts a very choice collection of the fair sex.

Mr. Walker Smith has left the R. I. service. His genial disposition won for him many friends, who regret his departure, but wish him success in his new enterprise.

Miss Mary O'Malley is gone on a vacation. Final destination somewhere? Perhaps Crown Point, which is so popular nowadays.

Consummation of our plans for a clubhouse for the boys of Hamilton Park is assured.

A benefit to aid us in procuring funds will be held on September 15th, and a large attendance is certain.

AMONG OTHER THINGS.

"Heavy" Mudra and "Big Ed" Monsen, both celebrated exponents of the padded mitts, with hosts of admirers, will head the evening's bill. The well-known rivalry of the big fellows, as well as their recognized cleverness, will lend interest to the match, which is scheduled for six rounds.

"Getch" Ross and "Jeff" Middleton, both weighing close to 250, will wrestle three falls for the Hamilton Park championship.

"Kid" Maginnis will do his Jewish impersonation stunt, while Abe Friedman does his Irish act. A prize has been donated by Paul Rutken, and Ben Belusuthi has been chosen as presiding judge.

James Normcoyle and Katherine Hallerd have consented to sing "A Little Bit of Heaven," while Eloise La Chance and "Doc" Woodbury will contribute one of their charming piano and violin duets.

All Rock Island employees are asked to attend, as the clubhouse depends on the receipts of the evening.

Mr. B. A. Brille reports having a fine time in New York, and is now back in harness, as the saying goes.

Pittsburgh, the Smoky City, was the destination of Miss Jeannette Schrauer on her vacation trip.

Miss Agnes Murdoch and Miss Margaret Creighton are planning a trip to Manitou and the Estes Park region.

STANDING OF TEAMS IN ROCK ISLAND BASEBALL ASSOCIATION, JULY 27, 1916.

	Played.	Won.	Lost.	Pct.
A. F. T.....	8	6	2	.750
A. P. T.....	7	4	3	.571
Car Acct.....	8	3	5	.375

NEBRASKA DIVISION.

By M. B. Kelso.

Operator McNamara, of Kensington, was granted a leave of absence June 21st, but it is the understanding that he does not expect to spend his vacation alone, having decided to join the Benedicts. We wish them a pleasant trip and also much happiness through life.

Fireman E. H. Ahl was granted sixty-day leave of absence June 22nd.

Engineer Cuthbertson is very ill and certainly has our best wishes for his speedy recovery.

On June 19th, Machinist Helper Virgil Moss lost his wife after an illness of only two days. He has our deepest sympathy in his bereavement.

On June 22nd Brakeman Fred Weber's little son died after a short illness. He has our sympathy in his loss.

July 8th, Operator Carver and Storekeeper Beard went to Omaha to spend Saturday and Sunday.

Our messenger, Evelyn Strawhacker, is taking a two weeks' vacation, being relieved by her sister Ora.

Storekeeper Beard says he is lonesome. Wonder why?

Operator B. R. Borland, at Ellis, is laying off sick. He has our best wishes for his speedy recovery.

W. S. Graham has been working on the El

Paso Division as extra dispatcher during the past month.

Lee McFarland, dispatcher, laid off to celebrate the Fourth with the children. Our best dispatcher, Mr. Olson, worked in his place.

We are glad to see Operator J. J. Smedley back on the Nebraska Division.

It was necessary for Agent Blakely to lay off for about a week the past month on account of sickness.

Brakeman Pope is enjoying a 90 days' leave of absence.

Conductor F. H. Stafford is in California with his father, who is seriously ill.

Brakeman Calder has laid off for 90 days.

Operator Vining, of Mahaska, is again at work after spending his vacation in Lincoln.

Operator Mrs. R. M. Pryor is spending her vacation in Indiana.

On June 23rd we had a lively time on the lawn at the Fairbury depot—or rather in one of the trees on that lawn. Bees swarmed in the tree. After a great deal of figuring and work, Section Foreman Newton and S. N. Hanners managed to hive the bees in a box provided for the purpose. They were assisted by Andrew Brawner and Frank Hurless, who received souvenirs of the occasion. Anyone wishing pointers on hiving bees, call on any of the above for information.

Ticket Agent Showers, of Belleville, is enjoying his vacation at present. At least we suppose he is enjoying it, if he has time. He is in Chicago.

Brakeman Piersen has been granted a 90-day leave of absence.

Agent J. H. Shepherd has just returned from a two weeks' vacation spent in Utah.

Round House Foreman Contant has become tired of keeping bachelor quarters and has joined his wife in Fort Wayne, Ind.

Newell Manners and Glen Howard have decided to follow the example of B. Z. Milliken. They have the best wishes of all for their future happiness.

General Foreman Smith was an Omaha visitor yesterday.

Brakeman Hansmire has also been granted 90 days' leave of absence.

Conductor Cummins expects to leave for the East about the 10th of August.

The Round House Baseball team played Gladstone First team at Fairbury June 16th and won, 8 to 4.

We are glad to see Switchman Earl Melvin back at work in Fairbury yard.

Car Distributor Kopisch is spending his vacation with home folks and Yard Clerk John Calder is working as car distributor.

No more short calls for Fairbury train and enginemen days. Our call boy has a new motorcycle.

Division Accountant Worthy spent a few days in Chicago visiting his sisters.

Claim Agent W. C. Carlidge was a Fairbury visitor about the middle of June.

Operator Shortridge has left Fairbury again and has gone to work in Chicago for a while.

Chief Clerk O. H. Buchanan spent a few days in Colorado the first of July.

"McFARLAND NEWS."

Charles Forbes was called home account of the death of his father. He has the sympathy of all.

Dick Calloway has accepted the position as day ticket agent, C. G. Rickenbrode being transferred to Herington as cashier.

Mr. R. F. Gardner, special agent, has returned to duty in McFarland yard after watching in Topeka yard for some time. We were all glad to see him back, as the "boos" were getting thick.

C. L. Simms will take a week off July 16, making Oklahoma City for some reason. Hurry back, Charles.

The McFarland baseball team is making some pretty good records this year. Mr. Gardner is playing first base. Hold them, Roy.

MISSOURI DIVISION.

Mr. C. L. Ruppert was appointed superintendent of the Missouri Division, effective July 1st. Mr. Ruppert was for a number of years train-

master at Trenton and has many friends who will be glad to welcome him and Mrs. Ruppert back to Trenton.

Mr. E. J. Harris, who has been master mechanic at Trenton for the past five years, resigned on July 5th and has accepted a similar position with the D. & R. G. at Salt Lake City.

Miss May Stanley has accepted a position as stenographer and clerk in the Maintenance Department of the superintendent's office at Trenton.

Telegrapher Operator Homer Boyd, while swimming in the reservoir at Cameron, Mo., was drowned July 12th. Mr. Boyd had been in the service of the Rock Island since Dec. 12, 1909, and had worked at Cameron since May, 1912. Mr. Boyd was a married man and had one daughter. His family have the sympathy of the entire community.

Conductor R. B. Van Dyke had the misfortune of losing his right limb as the result of an accident which occurred while he was working on the Wilton Plug at Muscatine, July 17th.

File Clerk R. J. Elledge and wife spent a week vacation in Gage, Okla., during the latter part of June.

Agent A. E. Leo, of Brighton, was called to St. Joe as a witness in a lawsuit July 10th and 11th, Brighton station being operated by relief agent Miss Fredia J. Fox during his absence.



MEMPHIS, TENNESSEE.

The first freight car over Harahan Bridge, Memphis, was C., R. I. & P., 92858; first regular passenger train was No. 601, leaving Central Station, Memphis, 7 a. m., Sunday, July 16, 1916, Conductor R. C. Peel, Engineer P. C. Ring, engine 1018.

Mr. Modjeski, designer of the new bridge, was chief draughtsman for the designer of the old one.

W. E. Angier, assistant chief engineer of the new bridge, was assistant engineer of the old. S. L. Stewart, president of the Union Bridge and Construction Company, which built the piers of the new bridge, was superintendent of construction on the old.

Many of the "handhogs," who burrowed deep under the bed of the river to put the piers on a firm foundation, also were "sandhogs" on the old Frisco bridge. Three Scotch stonemasons, who set the masonry on the old bridge, set the granite of the new.

The employees of the local office are very grateful for the increase of salaries taking effect the first of June and wish to express their appreciation for same through the columns of the Magazine.

Recent war developments have taken from our midst two of our best clerks, Robert J. Burns, night chief clerk, who was called to fill his place as second lieutenant of Company F, Sixth Ohio National Guard, and Henry Le Bosquet, O. S. & D. clerk, who is now serving as a private of the Memphis Chickasaw Guards Company.

Charles Bausch has been promoted to O. S. & D. clerk, and Harry Kirk succeeds him on the passing record desk. W. R. Malone has been made night chief clerk to succeed R. J. Burns. W. J. Webb has been promoted to assistant station accountant to succeed W. R. Malone, and Richard Gill succeeds Mr. Webb as second assistant accountant. John Younger, formerly with the N. C. & St. L., has accepted the position of sealer.

We are glad to report that Miss Georgia Hafer, who has been on the sick list for more than six months, is improving rapidly.

W. G. KELLEY NATURAL ICE

Wholesale and Retail

DELIVERED DAILY

HORTON, KANSAS

Make Business Good

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

W. A. PRATT, Trenton, Mo.

RESIDENCE 101—PHONES—OFFICE 45

Pay Us a Visit

PEOPLES GROCERY COMPANY

1634 O Street, LINCOLN, NEB.

Our fleet of automobiles deliver promptly

BUY

Fairbury Mercantile Co.

Exclusive Lines

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

EFFICIENT SERVICE
PAUL C. HUBER, Manager

ON ROCK ISLAND LINES

Belleville Ice & Cold Storage Co.

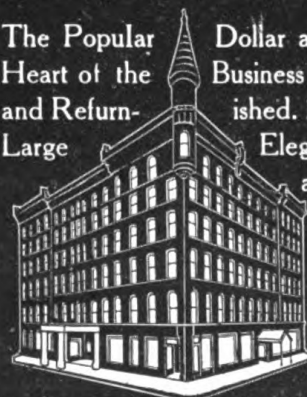
Belleville, Kansas

Manufacturers of

PURE CRYSTAL ICE

LACLEDE HOTEL==ST. LOUIS, MO.

The Popular Heart of the and Return- Large Dollar a Day Hotel in the Business District--Remodeled, ish. New Management



Elegant Rooms with Hot and Cold Running

Water and Private

Telephones--- many of the rooms of this hotel have fine private baths

CAFE under the management of
WELDON & WHITSON

Formerly of the Moser Hotel and Silver Moon Restaurant

FRED. D. MICHAEL, General Manager

HOTEL BENTON

"Center of Everything"

We Cater to the Railroad Man

819 PINE ST., ST. LOUIS, MO.

50c

75c

\$1.00

Per

Day

Mr. J. W. Terry, chief clerk, went fishing a few Sunday's back. He reported a good time and good luck, but if he brought any fish home with him we didn't see them.

The adventures of Joe W. Cottingham for the past few months have been many and varied. Only the other day he was figuring on taking his girl out to lunch for the first time, but seemed a little puzzled to know just how much change to borrow for the occasion, so very confidentially asked a friend if he thought 35 cents would be enough.

R. B. Laughead's young son, Allen, from Birmingham, is spending several weeks with him, and they have been having an enjoyable time together.

Pete Conroy buys flowers and candy for some "sweet girl" and no one seems to be able to find out who the lucky one is. Pete is about as talkative as a clam. We have a faint idea, but are not saying anything.

Wanted! A husband; apply trace desk.

For war news, see Sam Kirk, he is better informed than the participants.

It is reported that our genial bill clerk, H. T. Chavers, while on a recent vacation went hunting, but owing to a slight error he wasted all his ammunition shooting at a speck on his glasses, and had to return home without any game.

Our office boy says: "Blessed are the deaf; for they cannot hear the nut ask if it is 'hot enough for you.'"

WHAT IS IT?

What does man love more than life?
Hate more than death or strife,
That which contented men desire,
The poor have and the rich require,
The miser spends and the spendthrift saves,
And all men carry to their graves?

HOWLS FROM HERINGTON.

By Mutt and Jeff.

BASEBALL EXTRA!

Herington (Rock Island Champions), 16;
Silvis, 8.

After using several columns in this magazine during the past two years trying to convince the readers that Herington was afraid to match a game with the Silvis team, Tom Dunn brought them down here Sunday, July 2, and turned his gang loose on them, and when the smoke of battle cleared away Silvis was on the short end of a 16 to 8 score, which bears out the old saying, "The bigger they are the harder they fall." Silvis never had a chance from the first inning, as they were outplayed in all depart-

ments of the game, hitting, fielding and base running. Silvis pulled off one or two sensational fielding plays during the game and several "boners," but the biggest part of their afternoon was put in shagging base hits. "Old Rusty" Flack looked a little off color, notwithstanding the fact that he whiffed fourteen "suckers." The features of the game were a one-handed stop of a hard grounder by Riffle, which cut down an extra base hit, Gus Wendtland's home run wallop which cleared the left field fence fifty feet, going a mile a minute (left field fence is 290 feet from home plate), the hard hitting and good fielding of Herington, and the admitting of the Silvis team that Herington had a real team which we have always claimed and proved when given the chance. This is not said in a boastful spirit, as we believe that any Rock Island team who think they can play baseball can have a chance to show their wares if they will get into communication with Manager Dunn. The score by innings for the information of Silvis folks—"back home"—is as follows:

SILVIS (ILL.) R. I. TEAM.

	AB.	R.	H.	PO.	A.	E.
Fabricious, 3b.	5	1	2	2	2	0
Anthony, 1b.	5	0	1	9	1	0
Nolan, 2b.	5	1	1	3	2	1
R. Bell, rf.	4	0	0	3	0	0
Mattingly, c.	4	1	1	0	4	1
Lorenz, lf.	3	0	0	1	0	1
Farber, ss.	4	2	2	1	3	1
Andrews, cf.	3	2	2	0	0	0
E. Bell, p.	3	1	1	6	1	1
Totals	36	8	10	24	13	5

HERINGTON (KAN.), R. I. CHAMPIONS.

	AB.	R.	H.	PO.	A.	E.
Sandals, cf.	3	2	3	1	0	0
Hambleton, 3b.	6	1	2	1	1	1
Dicks, rf.	4	2	1	0	0	0
G. Wendtland, c.	5	2	1	15	1	0
Bogue, lf.	4	2	1	1	0	0
A. Wendtland, 2b.	4	1	1	4	2	0
Stancilffe, 1b.	4	1	2	6	0	1
Riffle, ss.	3	2	1	0	1	0
Flack, p.	5	3	4	0	2	0
Totals	38	16	16	27	7	2

Two-base hits—Farber, Stancilffe, Riffle. Three base hits—Nolan, Farber, Sandals, Flack. Home runs—E. Bell, G. Wendtland. Stolen bases—Anthony E. Bell, Andrews Sandals (2), Hambleton, G. Wendtland, A. Wendtland, Riffle. Sacrifice hits—E. Bell, Stancilffe, Sandals. Sacrifice fly—Sandals. Left on bases—Silvis, 3; Herington, 6. Earned runs—Silvis, 7; Herington, 12. Bases on balls—Off E. Bell, 5; off Flack, 2. Hit by pitched ball—Riffle. Struck out—By E. Bell, 3; by Black, 14. Time—1:55. Umpire—Lynch.

R. H. E.

Silvis	0	0	3	0	2	2	1	0	0	—	8	10	4
Herington ...	3	2	1	2	0	0	1	7	*	—	16	16	2

Incidentally while we are talking baseball to the bugs of this colm, we might mention the Marathon game played at Herington on the Fourth of July between the Kansas City Freight House team and the Rock Island team, which had so much fun with Silvis. There was nothing spectacular in the Fourth of July game except the absence of baseball ability shown by the Kansas City boys, and the way the Herington boys lost their wind by running bases. The final score was 14 to 0, Herington getting 12 hits and Kansas City 3.

We might add that we are feverishly awaiting the alibi of the two visiting teams, which will no doubt appear in this magazine.

On Sunday, July 16th, Herington annexed another victory when they defeated the colored gentlemen of the Mounted Service from Fort Riley. The score was 17 to 15. The game was a farce from beginning to end, as the score indicates, however, everyone got their money's worth of fun watching the "coons" perform. They played a good, clean game, but were simply outclassed.

We notice in the July issue of the Rock Island Magazine that Pratt has great baseball aspirations, and would like above all things, a game with the Herington Rock Island champion team. They all look alike to Tom Dunn and his boys, and we are sure that by writing to him a game could be arranged for. We feel sorry for Pratt if a game is arranged.

MOYLAN CAFE AND HOTEL

EUROPEAN

The Rock Island Just Across the Track

Popular Prices—Quick Service

WEST LIBERTY, IOWA

IOWA GOLD BUTTER

Served on

ROCK ISLAND DINING CARS

You can have it in your home

WEST LIBERTY CO-OPERATIVE CREAMERY CO.
WEST LIBERTY, ICWA

HUBBARD ICE COMPANY

Dealers in

Manufactured and Natural Ice

Wholesale and Retail

CEDAR RAPIDS, IOWA

If anyone doubts there is a really and truly Irish language, and you have a few hours to spare, just ask Pete Berney about it.

Speaking of man-eating sharks, did you see the channel cat which Jim Carter, section foreman at Marion, brought to Mr. Reed, when he came to Herington to attend the safety meeting July 17th? Bathing in the Cottonwood river may hereafter be classed as risky business if such fish frequent that stream.

Troop trains have been such a frequent occurrence during the past month that Percy scarcely takes time to look them over any more.

Wonder why the boys are always asking Joe Doyle about Tampa? What's the dope, Joe?

Favorite Pastime—Ernest McDonough, meeting troop trains at about eleven bells with his Fairy Queen.

Agent F. S. Greene and family are enjoying a vacation in Salt Lake City. W. A. Dougherty is acting agent during Mr. Greene's absence.

At present it looks like about a tie between Mac and Sauer as to who will be the first Benedict.

Our old friend "Rusty" Shaw paid us a visit July 19th on his way to Antelope, where he becomes agent.

Paul Johnson, dispatcher, expects to spend his vacation in Colorado during the latter part of July, driving through in his car. Here's hoping you have a fine time, Paul.

The July meeting of the Safety Committee was held in the City park at Herington. The meeting was well attended, about sixty persons being present. With the temperature above 100, the City park was a very acceptable place to hold the meeting.

We regret very much to advise that A. J. M. refuses to be interviewed for the August number of the Magazine.

The preparedness bug has struck Herington. Quite a number of shop and round house employees have formed a company for the purpose of drilling and studying military tactics.

Conductor G. J. Callahan returned July 20th from a seven weeks' trip to Buffalo, New York City and various other points in the east. He reports a fine trip.

Brakeman R. R. Berney was injured at Topeka on the night of July 2 by being hit on the back of the head while fixing a hot box on an extra west. Berney is unable to tell what hit him, and no one saw the accident. The injury is not serious.

Engineer B. J. Sheehan and family are taking a vacation in Pennsylvania. They will visit at several points in the East, and will be gone for several weeks.

Orange P. Little, former yard clerk at Herington, has entered the employ of Sears, Roebuck & Co. at Chicago, in the shipping department. We hate to see him leave the Rock Island and hope Orange's new job will not prove to be a "lemon".

"Army" believes in Law, of course, but what he objects to is paying the salary of the Law.

Our old friend Wallace Pike was in the office July 17 having just returned from a trip to Buffalo, and other eastern points. He still has his golden smile, and says that he had a fine time.

Shelby Morgan, Ticket Agent at Herington, is spending his vacation in Chicago. Bob Sutherland is working in his place.

No one would guess to look at Joy Smith that he was a champion among champions. But such is the case. Small of stature, he nevertheless makes up for everything with his cunning and dexterity. Posing for an instant on one foot, graceful as a swan, he gets the range, then with a lightning-like move, so quick that the human eye cannot detect it, he throws, A Ha! "Tis a Ringer." He's the champion horse-shoe pitcher!

Western Ice & Cold Storage Co.

PURE DISTILLED WATER ICE

For Sale at Platform

CALL ON US

SHAWNEE

OKLAHOMA

ALABAMA CHARCOAL COMPANY

All Grades Charcoal

Pulverized, Granular and Lump

KANSAS CITY, MO.

EVERY PHONE IS OUR AGENT

Market 100

Douglas 100

ROOT & COMPANY

AUTO LIVERY

TAXICABS TOURING CARS LIMOUSINES
AUTO BAGGAGE

125-127 S. Water St. WICHITA, KAN.

ELECTRIC LIGHT ICE AND COAL

BUILD UP HOME INDUSTRIES

DON'T DESTROY THEM

Patronise

THE PRATT LIGHT & ICE COMPANY

PHONE 36

LIBERAL

LIGHT, ICE & POWER COMPANY

LIBERAL

KANSAS

THE

LIBERAL CREAMERY & BOTTLING COMPANY

A. L. EIDSON, Manager

Manufacturing Wholesalers

Ice Cream and Fancy Creamery Butter

Bottlers of Soda Water and Jobbers of
Fountain Supplies, Wholesalers of
Poultry, Butter and Eggs.

LIBERAL, KANSAS

CLOTHING

SHOES

CLOAKS

YOU MEN—

Will always find this store selling the highest grades of Union Label goods obtainable. Mail orders promptly filled.

PETTIT & LAMB MERC. CO.

HERINGTON, KANSAS

DRY GOODS

FURNITURE

RUGS

Mr. W. W. Campbell, formerly clerk in the trainmaster's office at this point and recently employed at Ft. Smith, Ark., on the Frisco, returned to Herington June 21 to bid his folks goodbye. He is on his way to Mexico—being a member of the Arkansas State National Guard and called to the colors.

Jack "Ark" Guest, Personal Record Clerk in the Superintendent's office, is the happy father of a ten-pound girl born June 23. When you ask him anything about the welfare of his new daughter he smiles all over and says: "And she looks just like me, too."

Roland W. Ross, clerk in the Superintendent's office at Herington, and Miss Martha Davis were united in the holy bonds that discovered alimony Thursday, June 22, at Kingman, Kansas, the home of the bride. A short honeymoon was spent in Chicago, after which they returned to Herington and consequently Roland to work. The box of cigars was in evidence, but it happened that Mr. Johnson, Chief Dispatcher, was off duty and Roland therefore left his cigar in charge of his "cohorts". To all reports "B. J." did not get the cigar and is sadly bemoaning his fate, although he knows that Mosher has lots of them left. Coming back to the subject: The real reception of the couple mentioned took place after supper on their return. Led by "Cox's Army" company "B" and "G" with the prisoners in the front rank they disturbed the peaceful slumbers of Herington about eleven bells by marching through the city to Mosher's Drug Store. There was no escaping, and we have no doubt but that Roland would have been scared to try it for fear of court martial. To date, we have been unable to find anyone who knows whether they made a safe retreat or not.

Art Theiss, of the engineer force, is another who was called to the colors. He belongs to the First Kansas Infantry, the company from Horton, Kansas. He is now at Eagle Pass, and in a letter from him we understand he is getting along fine.

H. W. Noyes, boilermaker, Herington, and Miss Anna Kandt of Shady Brook were married at Pratt, Tuesday, July 18. He and his bride will be a little late in following the "green" carried by Mr. and Mrs. Whitenach, but they intend to get there just the same and will spend their honeymoon on the Great Lakes.

SILVIS, ILLINOIS.

Boiler Maker Apprentice Wm. F. Hedden is the proud daddy of a 8½-lb. baby girl born at his home June 23rd.

Machinist Joe French has become an advocate of Safety First and consequently has not put on any flip flops or somersaults with his motor horse lately.

The two best swimmers on Campbell's Island are Joe Krahora, machinist, and Inspector Tobin of the Store Department. They have agreed to try and drown each other by swimming across the "Old Mississippi". So turn out, fellows, and root for your favorite.

"Fred Bechstrom has got an automobile
The likes of which seldom is seen.
You can have not one guess but one hundred,
They'll all fail as to who made the machine.
Not a maker throughout the broad land, boys,
Would lay claim to this wonder machine.
They'd all say: 'Tis a mongrel, a has been,'
Though Fred says 'tis the best ever seen.
It has parts of a Ford and a Maxwell,
A Saxon and sewing machine;
There's no doors applied to this model
And it looks like a Dutch submarine.
He started out from Moline t'other evening
This wonderful model to show,
But the blamed thing died out near Silvis
And Fearheiley had to take him in tow."
(To be continued.)

General Erecting Foreman Frank Bechstrom and Machinist E. A. Erickson and families spent their vacation at Denver and Colorado Springs and took in all the sight-seeing trips. Our friend Billy Woods is now spending his vacation the same way except he will visit Sioux City, Ia., on his return trip.

Silvis shops employees and their families were well represented at the Fourth of July celebration at the Moline Prospect Park where over \$1,200.00 worth of fireworks was displayed.

Some of the following attracted a great deal of attention:

Boilermaker Helper C. O. Thompson had a time of his life taking his little youngster's toy balloon and made the round in the park calling to his friends how well he could blow the balloon.

Machinist Wm. McClure was evidently enjoying the "chiggers" gathering them up by the armful from the appearance of his left arm July 5th.

Boilermaker Frank Swartz enjoyed himself even if the baby was cross. How about Frank?

Tool Distributor James Shannon was evidently enjoying himself as he was observed sitting on a bench in the sun with a broad and expansive smile across his countenance. He doesn't mind the sun after all his previous fishing trips. How about it, Jim?

Boilermaker Apprentice Frank Wilson and Jas. Brock were seen chasing back and forth to the pop stand.

Boilermaker Helper D. Brubacker says he had a fine time going home in a crowd of about 15,000 people. He says no place for a fat man. We agree with him.

Boilermaker Chas. Morrison and Machinist Apprentice Chich McGuire and their lady friends were attracting great attention getting in front of onlookers and obstructing the view of others.

NOTICE—Boilermaker Manning has not had his feet straightened out yet, so get busy, boys, and take up another subscription.

Machinist Otto Siegrist, better known as "Galby," did not forget the cigars when he gave himself up to a fair one a few weeks ago.

Foreman Geo. Dissman is spending his vacation at Chicago and Peoria and will spend part of it home caring for the little ones. He will probably go fishing a day if he can get away.

Shop Order Clerk Smith has postponed his fishing trip until September. Story is due then.

Our Tool Room Foreman J. W. Pike and wife are spending their vacation at Niagara Falls and Buffalo.

Machinist J. C. Milbaugh of the Round House



**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.



and wife have just returned from a vacation trip at Cincinnati, Ohio, and reports seeing a fine lot of bunnies.

Ralph Lake has a fine cage of bunnies at his Twenty-fifth street home in Moline open for inspection.

Clear headed, and light hearted you should start each day's work.

You're a unit of the line-up and you shouldn't sulk or shirk.

And though the task be heavy, you should take an active part.

Remember, the fair lady ne'er was won by the faint heart.

Be honest with yourself, man, and with your brothers, too.

Shift not upon their shoulders the burden assigned to you.

Do not be a hated drone in the world's industrial hive,

But work with a vim and vigor and show that you are alive.

Be straight and upright always though the world upon you frown;

Let your aim be upward and success your efforts will crown.

In climbing the ladder of success—don't hesitate or stop;

The space at the bottom is crowded, but there's plenty of room at the top.

The swiftest and the strongest doesn't always win life's race;

Just use your head as well as your hands and you can set the pace.

Work honestly and faithfully, no matter what others might say,

And you'll ride on the wheels of progress to the dawn of bright day.

Boilermaker Helper Tim Cain, better known as Big Tim, claims to be quite a ladies man. While in bathing at Campbell's Island he taught the girls to swim. "O girls, a man!" Go away from me or I'll splash water on you.

Boiler Foreman Big Jack and Baldy Redlin visited Campbell Island recently calling at Morrison and Robinson camp and tried to see who could eat the most chicken and pie. Who has the best face for pie?

Boilermaker Scotty Fulton and family have returned after a month's vacation spent at Huntington, W. Va. Scotty reports a fine time fishing and bathing all the time at Camden Park.

Boilermaker Wm. Brady has returned to work after a six-weeks' siege of pneumonia.

Boilermaker L. B. Gassman has resigned at Silvis to accept position with U. S. Government at Panama. We wish Big Louis a success in the hot climate.

They say Boilermaker Henry Anderson is worthy of Carnegie medal proving himself a hero by saving the life of T. C. Cain while in bathing at Campbell's Island.

The Santa Fe SHATTERS WATCH PRICES

SEE THIS WATCH FIRST



Don't Send a Penny Examine Watch FREE

21 JEWEL \$3.50 a month.

Santa Fe Special

Write for FREE watch book today. It shows newest case designs in 4 colors. Read the so-called secrets of watch making. Read how you can save from 1/3 to 1/2 of your money.

Buy the BEST RAILROAD Watch, the only one "That's Guaranteed for Life," thin model, all sizes, adjusted to positions, isochronism, temperature, and to the second.

EASY PAYMENTS TO SUIT YOU—Write today

Santa Fe Watch Co., Dept. 80, Topeka, Kas.

SKIRVIN HOTEL Skirvin Operating Company, Prop.

THE PLACE TO STOP



FIRE-PROOF

European Plan \$1.50 Up

THE ROCK ISLAND IS NEXT DOOR OKLAHOMA CITY

J. L. DAVIS, Manager

Our COFFEE

Served by the

J. J. Grier

Hotels and Eating Houses

W. F. McLaughlin & Co. Chicago



PATENTS THAT PROTECT AND PAY

BOOKS, ADVICE AND LIST OF INVENTIONS WANTED **FREE**

Send Sketch or Model for Search. Highest References. Best Results. Promptness Assured

Watson E. Coleman, Patent Lawyer

624 F. Street N. W. Washington, D. C.

THE RAILROAD SUPPLY CO.

TIE PLATES

Signals—Signal Supplies

CHICAGO NEW YORK

That ROCK ISLAND EMPLOYEES are loyal to the core WE KNOW and gladly welcome any money-saving device or material. FORSTER'S LOCOMOTIVE CEMENT is one that after becoming familiar with its many good qualities and noting RESULTS obtained will never be voluntarily abandoned. It means much to your COMPANY and surely that means much to YOU. You can do your Company and yourself a favor, and do us a favor, and we trust you will by asking for it.

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

Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY



Now know the comfort of quick, legible writing on a regular \$100 typewriter—sold by us for only \$48.50. And the privilege of 30 days' free trial besides. Earn enough money during trial time to pay for the machine. You will easily get from 10c to 20c a page from those near you who will be glad to get work done.

Reliance Visible Typewriter

One of America's standard machines. Sold under advertised name for \$100.00. Has all the conveniences, the best improvements, the strength and fine appearance. We guarantee that it will prove as satisfactory as any standard machine. *We know it will.* We use it right here in our office. Save half.

Write for Typewriter Catalog

It tells why we can sell this \$100.00 visible writing typewriter for less than half price.

Montgomery Ward & Co. Dept. E126
New York, Chicago, Kansas City, Ft. Worth, Portland
Write to the house most convenient



OUR DIRECT FACTORY TO HOME plan saves you money.

WE PAY THE FREIGHT and ship to you any piano or player piano you select from our catalog.

25 YEARS GUARANTEE on all our pianos and player pianos.

FREE MUSIC LESSONS to all who accept our offer. Write for handsomely illustrated piano catalog and full details of our selling plan.
SCHMOLLER & MUELLER PIANO CO.
Established 1859. Capital and Surplus, \$1,000,000
Dept. R1125 Omaha, Nebraska

Send This Coupon Today

SCHMOLLER & MUELLER PIANO CO.
Dept. R1125 Omaha, Nebraska.
Send me your Piano Offer and Free Catalog.

Name.....
Address.....

Producers of

ST. BERNICE

Vein No. 5 (Vermillion Co., Indiana)

ESSANBEE

Vein No. 4 (Vermillion Co., Indiana)

and

SHERMAN

(Sangamon Co., Illinois)

COAL

W. S. BOGLE & CO., Inc.

Fisher Building, CHICAGO, ILL.

W. S. Bogle
President

C. W. Gilmore
Vice-President

H. A. Stark
Sec'y & Treas.

INFANT FOOD

Robinson's Patent Barley for Infants, Invalids and Nursing Mothers.

Robinson's Patent Barley

used with fresh cow's milk, is recommended by leading physicians all over the world.

Sold by all Druggists and Grocers.

Send for booklet "Advice to Mothers"
Free

JAMES P. SMITH & CO.

Sole Agents

33 and 35 E. South Water St., CHICAGO
New York

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

CRECO BRAKE BEAM

*The Beam
That Never Fails
in Fair Service*

**CHICAGO RAILWAY
EQUIPMENT COMPANY**
CHICAGO

"The World's Brake Beam Builders"

Central Coal & Coke Company

Miners of
Coal

that is well prepared

Manufacturers of
Yellow Pine Lumber
for all usages

May we serve you?

Home Office
Keith & Perry Building
Kansas City, Mo.

EYESIGHT is man's most valuable possession.

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

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

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

F. A. HARDY & CO.

JOHN H. HARDIN, President
10 S. Wabash Ave., CHICAGO, ILL.

MEET ME AT THE
TULLER

For Value, Service,
Home Comforts



NEW
HOTEL TULLER

DETROIT, MICHIGAN

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

ABSOLUTELY FIREPROOF

200 Rooms, Private Bath, Single	\$1.50	Double	\$2.50	Up
200 "	"	"	2.00	3.00
100 "	"	"	2.50	4.00
100 "	"	"	3.00 to 5.00	4.50

**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

Two Floors—Agents' Sample Rooms
New Unique Cafes and Cabaret Exellente

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

Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY

**PERFECT
PROTECTION
PROVIDED**
for
RAILROAD MEN
under
ACCIDENT
and
**SICKNESS
INSURANCE POLICIES**

advertised by
this mark



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

THIRTY YEARS IN BUSINESS
and a record of more than

\$19,000,000.00

Paid in Claims.

Ask Our Agent

**The STANDARD
Accident Insurance Co.
of Detroit, Mich.**

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

HOTEL CUMBERLAND

NEW YORK, Broadway at 54th Street



Broadway cars
from Grand
Central Depot

7th Avenue Cars
from Penn'a
Station

**New and
Fireproof**

Strictly First-Class
Rates Reasonable

Rooms with Adjoining Bath
\$1.50 up

Rooms with Private Bath
\$2.00 up

Suites **\$4.00 up**

10 Minutes Walk to 40 Theatres

Send for Booklet

HARRY P. STIMSON

Formerly with Hotel Imperial

Only New York Hotel Window-Screened Throughout



For more than half a century
the Watchword of the
Oldest Bank in Chicago



Interest
Paid on
Savings

High
Grade
Investments

112 West Adams Street - Chicago
CAPITAL and SURPLUS - \$10,000,000

When Writing to Advertisers Please Mention Rock Island Employees' Magazine

WRITE IT RIGHT!

"BOSS" LOCK NUTS



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



"BOSS" LOCK NUTS



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

BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO



In Use Everywhere

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

THE P. & M. COMPANY

P. & M. Rail Anti-Creepers

New York, Chicago, Denver,
San Francisco, Montreal

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

Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY

JOHN VOLK CO. CONTRACTORS

Manufacturers of
Sash, Doors, Blinds, Screens
and Interior Finish
ROCK ISLAND, ILL.

DRY GOODS

Women's Ready-to-wear Apparel and Shoes

THE CROSBY BROS. CO.
TOPEKA, KAS.

DRAPERIES

CARPETS

FURNITURE

BALL CHEMICAL COMPANY OXOLIN

REGISTERED

THE IDEAL PAINT OIL

SAFES VARNISH REMOVER

NORWAY TURPENTINE

OFFICES: Chicago and 1101 Fulton Bldg., Pittsburgh

CHICAGO VARNISH CO.

ORIGINATORS OF THE 6-DAY PROCESS
FOR PAINTING AND VARNISHING CARS

M RAILROAD SUPPLIES

Roofings	Pipe Coverings	Locomotive Lagging
Packings	Smoke Jacks	Underground Conduit
Hair Felt	Waterproofing	Metallic Hose

Write for Catalog No. 252

H. W. JOHNS-MANVILLE CO.

27-29 Michigan Avenue

Chicago, Ill.

T. S. LEAKE & CO.

General Contractors
Railroad Buildings Our Specialty
7th Floor Transportation Building
606 So. Dearborn Street
CHICAGO, ILL.

Spencer Otis Company RAILWAY SUPPLIES

Chicago

New York

St. Louis

SAVE FUEL

By using Pyle-National Electric Headlights

We guarantee our headlight set
the most economical in fuel,
maintenance and operation of
any similar equipment on the
market.

THE PYLE-NATIONAL COMPANY
CHICAGO

Phone Monroe 1541
All Departments

Established 1878

J. J. COLLINS' SONS

Railway and Commercial Printers
Blank Book Makers and Paper Rulers
Members of Chicago Association of Commerce
1315-1321 W. CONGRESS STREET, CHICAGO
(Daylight Building)

CAR and LOCOMOTIVE AXLES

PITTSBURGH FORGE & IRON CO.

PITTSBURGH, PA.

HIGH GRADE WROUGHT IRON

Steel Freight Car Ladders

FXL—Lock Runged—No Rivets

Chicago Standard Equipment Co.

Railway Exchange

CHICAGO

Home Phone Main 4108

Bell Phone Grand 4108

A. J. Shirk Roofing Co.

200 Southwest Boulevard

Kansas City

Missouri

AGRICULTURAL LIMESTONE

DOLESE BROS. CO.

QUARRIES

BUFFALO, IOWA

APACHE, OKLA.

TATE FLEXIBLE STAYBOLT

The Recognized Standard
of over 450 Railroads

Flannery Bolt Company

Pittsburgh, Pa.

J. ROGERS FLANNERY & CO., Selling Agents

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

MURPHY XLA ROOFS

No roof boards to burn or blow off. Never break or tear, as sheets are not nailed. Reduces dead weight of car, as well as cost of repairs. Half million now in service.

STANDARD RAILWAY EQUIPMENT CO.

New York

Chicago

New Kensington, Pa.

Don't Pump Your Life Away

on a Hand Car or a Velocipede when you can ride in an Automobile.

The No. 2 ROCKFORD CAR

is a light, speedy, serviceable Runabout for the rails.

SIMPLE in Construction.

EASY to operate.
EASY to pay for.



No. 2 Rockford Car.

Send for Catalogue No. 43.

Address Dept. TT,

CHICAGO PNEUMATIC TOOL CO.

CHICAGO
1061 Fisher Bldg.

NEW YORK
52 Vanderbilt Ave.

Branches Everywhere.

William Ganschow Company

Manufacturers of

Cut and Planed Gears
Rawhide Pinions

and

Cut Machine Racks

Washington Boulevard and Morgan St.

CHICAGO

The McConway & Torley Co. Pittsburg, Pa.

MANUFACTURERS OF THE

Janney Passenger Couplers

USED ON

The Rock Island System

Telephone Harrison { 6140
6141

Automatic 52-219

HEDSTROM-BARRY COMPANY

RAILROAD AND COMMERCIAL
PRINTERS

BINDERS AND STATIONERS

Licensed Railroad Ticket Printers

618-620 So. Sherman St., CHICAGO

Federal Steel Lockers

have the strength, the security and the durable baked enamel finish.

They are the Railroad Lockers

Federal Steel Fixture Co.,
4545 Homer Ave. CHICAGO

The
**Merchants-Laclede
National Bank**

of St. Louis

Capital	-	-	\$1,700,000
Surplus and Undivided			
Profits	-	-	\$1,800,000

BIND YOUR RECORDS

INTO PERMANENT BOOKS

Adopted by general and local
office of every large railroad in
the United States

Binding Machines Permanent Binders
Loose Leaf Devices for All Purposes

McBEE BINDER CO.

New York St. Louis Athens Cleveland
Atlanta Chicago

W. G. Lloyd Company

626-636 South Clark Street
CHICAGO

Manufacturers of

Perpetual Account Books
Loose Leaf Specialties
and Blank Books
High Grade Printing

↙ This Trade Mark ↘

On your track tools means a
satisfied workman and better
work. Let us prove the
economy of their use.

VERONA TOOL WORKS

Chicago Pittsburg

CHICAGO BEARING METAL COMPANY

OFFICE AND WORKS:

2234-2252 West Forty-third Street
CHICAGO

Journal Bearings, Engine Castings,
Brass and Bronze Castings for all
purposes. Babbitt Metal.

Iowa Sunshine Coal

The best coal in Iowa

Shipments on

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

Prairie Block Coal Co.

Centerville, Iowa

Chicago Car Heating Company

VAPOR SYSTEM OF CAR HEATING

Chicago, Railway Exchange Bldg.
New York, Grand Central Terminal Bldg.

Atlanta, Ga., Candler Bldg.

Washington, D. C., 829 Munsey Bldg.
Montreal, Qu., 61 Dalhousie Street

CAST STEEL

Buckeye Truck Frames, Truck Bolsters, Key Connected Yokes, Journal Boxes, and
"Major" Top Lift and Side Lift Couplers.

THE BUCKEYE STEEL CASTINGS COMPANY, Works and Main Office
COLUMBUS, OHIO

NEW YORK OFFICE, 1274 No. 50 Church Street
ST. PAUL, MINN., OFFICE, No. 706 Pioneer Bldg.

CHICAGO OFFICE, 619 Railway Exchange Bldg.

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

Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY

Loose Leaf Systems Order Blanks
Telephone Harrison 243

H. J. Armstrong & Co.

Blank Book Makers
Railroad and Commercial Printers

416 So. Dearborn St., CHICAGO

Telephone Harrison 111

R. F. Herring & Co.

Railroad and
Commercial Printers

542 South Dearborn Street
CHICAGO, ILL.

Established 1884



Peabody Coal Company

General Offices: McCORMICK BUILDING, CHICAGO
St. Louis, Mo. Office: Syndicate Trust Building

The Portsmouth Refractories Company

PORTSMOUTH, OHIO
MANUFACTURERS

HIGH GRADE FIRE BRICK

for Locomotive Arch Brick and
Oil Burning Furnaces

Do Business by Mail

Start with accurate lists of names we furnish—
build solidly. Choose from the following or any
others desired.

Apron Mfrs.	Wealthy Men
Cheese Box Mfrs.	Ice Mfrs.
Shoe Retailers	Doctors
Tin Can Mfrs.	Axle Grease Mfrs.
Druggists	Railroad Employees
Auto Owners	Contractors

Our complete book of mailing statistics
on 7000 classes of prospective customers free.

Ross-Gould, 820-G Olive Street, St. Louis.

Ross-Gould

Mailing
Lists St. Louis

Contracting Engineers

Union Bridge & Construction Co.

L. S. STEWART, President

903 Sharp Bldg. Kansas City, Mo.

Telephones Wabash 2336-2337

Faulkner Ryan & Co.

PRINTERS: BINDERS
and Blank Book Manufacturers

RAILWAY TICKETS AND
SUPPLIES

712 Federal Street, CHICAGO

Cut Over Pine Lands In Louisiana

EXCELLENT FOR FARMING

We will sell in small
tracts to actual settlers

Industrial Lumber Co.,
Elizabeth, Louisiana.

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

Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY

SHOP FOREMEN

Are you interested in improving your shop conditions and reducing your maintenance and labor costs? If so, write AYER & LORD TIE COMPANY, Railway Exchange, Chicago, for their booklet "FLOORS."

NILES-BEMENT-POND CO.

New York : : : Chicago

Niles Cranes

Railway Machine Tools

Bement Hammers ∴ Hydraulic Machinery

Galena-Signal Oil Company

FRANKLIN, PA.

QUALITY——EFFICIENCY——ECONOMY

The SURPASSING EXCELLENCE of Galena Oils is the natural result of over forty years' experience in the manufacture of oils for RAILWAY USES EXCLUSIVELY. We guarantee your oil cost.

ELECTRIC RAILWAY LUBRICATION A SPECIALTY

Galena Oils are recognized as the ACME OF LUBRICATION PERFECTION. PERFECTION VALVE and SIGNAL OILS.

RAILWAY SAFETY OIL, for headlights, marker and classification lamps. LONG TIME BURNER OIL, for switch and semaphore lamps.

Tests and correspondence solicited.

S. A. MEGEATH, President

MORDEN FROG & CROSSING WORKS

1873-9 Continental-Commercial Bank Bldg., Chicago

Works, Chicago Heights

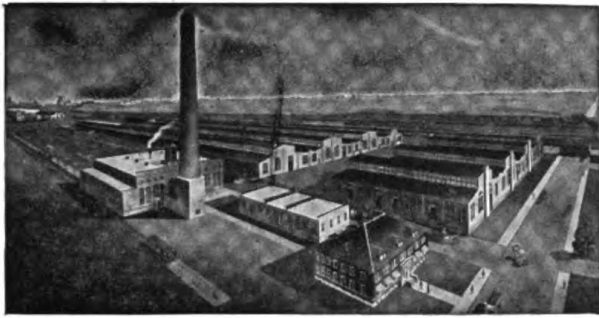
MANUFACTURERS

FROGS, SWITCHES, CROSSINGS, SWITCH STANDS, RAIL BRACES

MANGANESE TRACK WORK

A SPECIALTY

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

<p>MANUFACTURERS OF</p> <p>FROGS GUARD RAILS CROSSINGS SPLIT SWITCHES SWITCH STANDS TAPER RAILS RAIL BRACES</p>		<p>MANUFACTURERS OF</p> <p>STAR STANDS BANNER STANDS ROLLER RAIL BENDERS TRANSIT SWITCHES STROM CLAMP FROGS MANGANESE FROGS AND CROSSINGS</p>
--	--	--

PETTIBONE MULLIKEN Co.
725 MARQUETTE BUILDING
CHICAGO

The Republic Rubber Company

Factories and General Office
YOUNGSTOWN, OHIO

...Manufacturers of...

High Grade Air, Steam Water Hose and Gaskets
For Railroad Use

DOMESTIC and STEAM COAL
 (Capacity 6000 Tons per Day)
DOMESTIC and SMELTER COKE
 (Capacity 1000 Tons per Day)

Dawson Fuel Sales Company

Sole Vendor

Dawson Coal and Coke
DAWSON, NEW MEXICO

THE HEWITT COMPANY
 C. M. HEWITT, President

Hewitt Babbitt Metals

**Machine Finished
 Standard Metallic Packing
 Rings
 Rubber Goods**

303 Railway Exchange CHICAGO

C. M. HEWITT,
 Chairman.

H. H. HEWITT,
 President.

MAGNUS COMPANY INCORPORATED

Journal Bearings
 and

Brass Engine Castings

NEW YORK

CHICAGO

Original from

TEXACO

THE MARK OF QUALITY FOR
ALL PETROLEUM PRODUCTS

TEXACO ILLUMINATING OILS
TEXACO NAPHTHAS
TEXACO GASOLINES
TEXACO LUBRICANTS

High Grade Lubricating Oils and Greases
for all conditions.

TEXACO MOTOR OILS
TEXACO ENGINE OILS
TEXACO AXLE GREASE
TEXACO RAILWAY OILS
TEXACO ROOFING
TEXACO FUEL OIL

TEXACO BITUMENS AND CEMENTS

Scientifically prepared for special purposes
such as

PAVING, ROOFING, WATERPROOFING

MASTIC PIPE COATING INSULATION

THE TEXAS COMPANY
HOUSTON NEW YORK

BRANCH OFFICES

Boston, St. Louis, New Orleans, Pueblo,
Philadelphia, Norfolk, Dallas, Tulsa,
Chicago, Atlanta, El Paso.



Your Problems are
Our Business.

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

Makers of a complete line of High Grade
Varnish and Paint.

Specialties for every railway use.

175 W. Jackson Blvd.
CHICAGO

19 Cedar Street
NEW YORK

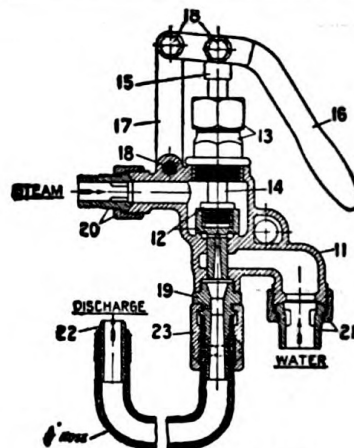
Marsh & McLennan

INSURANCE

IN ALL ITS BRANCHES

5 Bishopsgate
LONDON

300 Nicollet Ave.
MINNEAPOLIS



NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water
on account of blowing off of sprinkler hose elim-
inated by using this Independent Coal Sprinkler.

Throws Water 25 feet at a Temperature of 95°

Sole Licensees and Makers

NATHAN MANUFACTURING COMPANY

101 Park Ave., New York, N. Y.

Western Office: 1612 Old Colony Bldg., Chicago, Ill.

Patent Applied For

Price \$5.00 Net

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

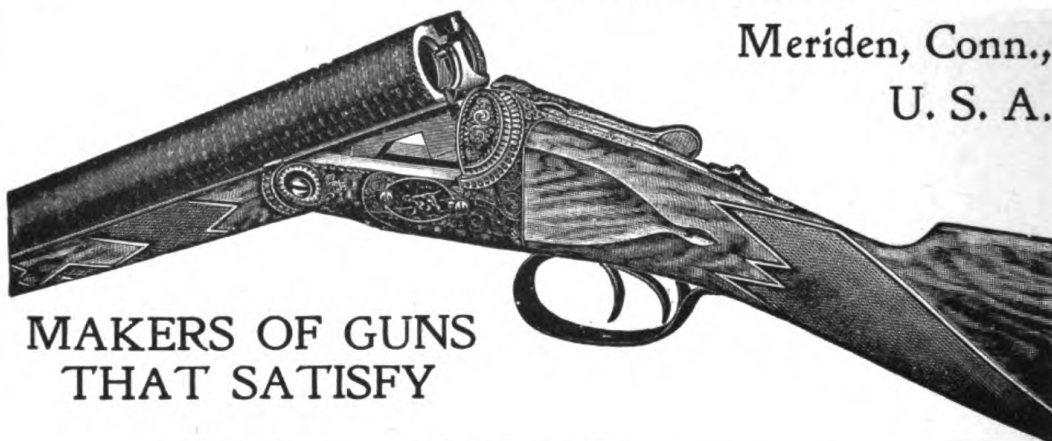
Digitized by Google

Original from
NEW YORK PUBLIC LIBRARY

The most discriminating gun users in America
shoot guns made by

PARKER BROTHERS

Meriden, Conn.,
U. S. A.



**MAKERS OF GUNS
THAT SATISFY**

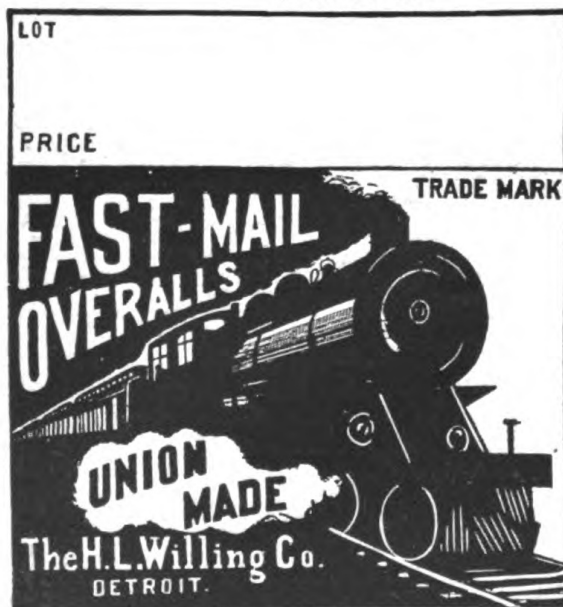
Send for Catalogue

N. Y. Salesrooms,
32 Warren Street

Resident Agent
A. W. du Bray,
P. O. Box 102,
San Francisco, Cal.

"Fast Mail" OVERALLS and JACKETS

(Union Made)



OUR TICKET

**Always Look for This Ticket
When Buying Overalls and
Jackets for It Guarantees
You Superior Quality,
High Grade Work-
manship, Com-
fort and Satis-
faction.**

"FAST MAIL" Garments are made of the
best denim we can buy and
will stand the test of hard
wear.

"FAST MAIL" Garments are cut large and
full with roominess where
you need it.

"FAST MAIL" Jackets are made with ad-
justable collar and insure
free arm action at all times.

One trial will convince you that **"FAST
MAIL"** garments are the best.

"A DOLLAR'S WORTH WITH EVERY PAIR"

Always ask your dealer for "FAST MAIL"

The H. L. Willing Company, Detroit, Mich.

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