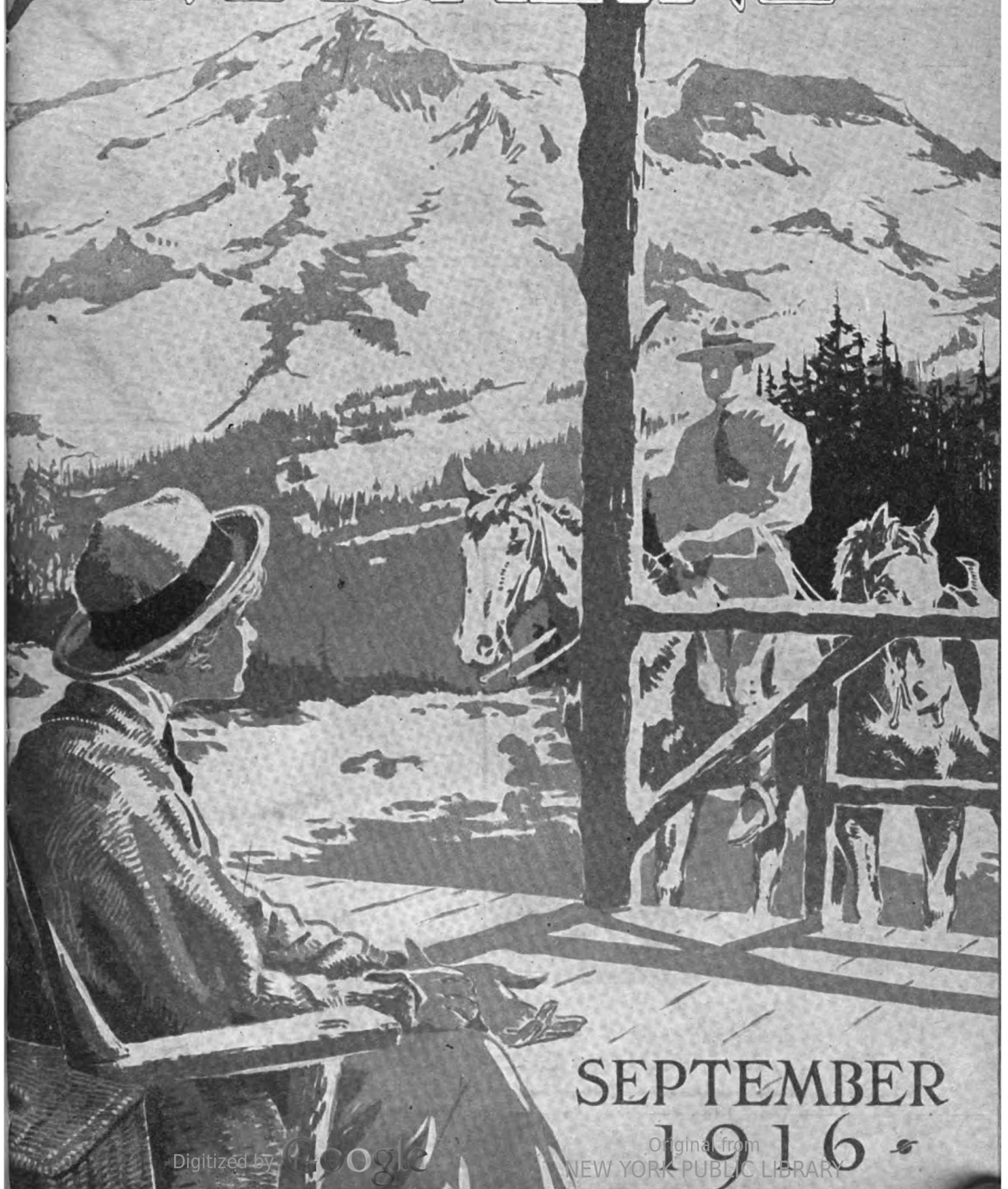


ROCK ISLAND EMPLOYEES' MAGAZINE



SEPTEMBER

1916

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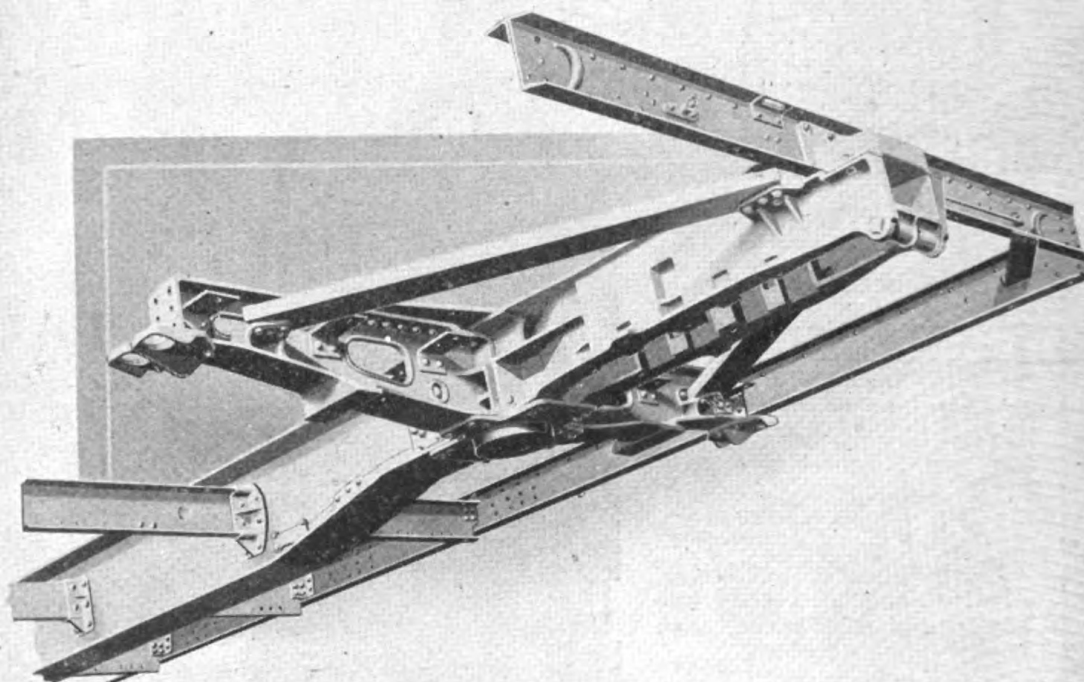
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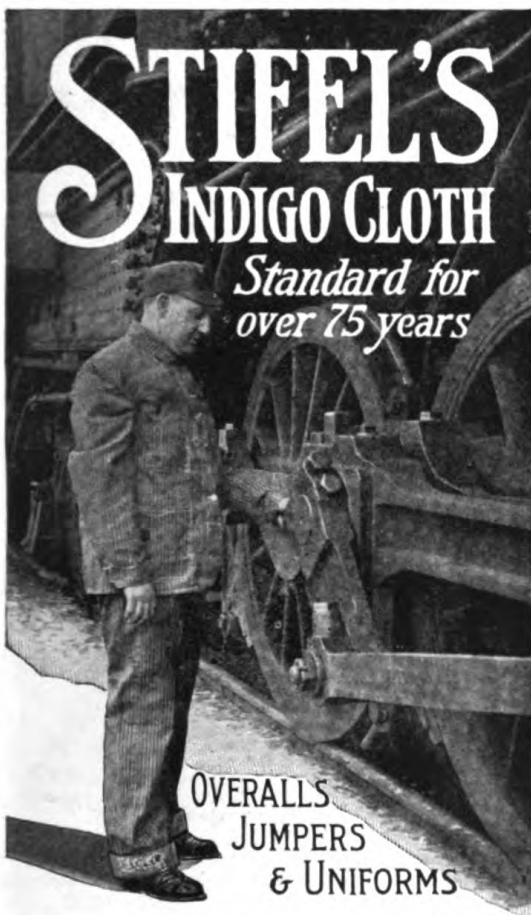
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ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

SEPTEMBER, 1916.

No. 3.

THE ETERNAL TRIANGLE

A Truthful Account of an Innocent Conspiracy, an Unperformed Wedding, and a Successful Elopement in the Year 1851, as Told by the Chief Conspirator, O. Lansing DeForest.

Recorded by EARLE KEZARTEE STANTON

The eternal human triangle, composed of a maid and two men,—the one chosen by her and the other by her parents, forms the simple outline of our little story. This particular triangle, however, was augmented by another three-sided figure which was composed of three youthful conspirators of roguish but practical mind and the best of intentions, through whose machinations the original triangle became by elimination a figure of two dimensions—the man and the maid, and they in turn, became one.

The place, the dates, the very names and characteristics of the parties, are all preserved intact, and the story, as told, is absolutely true to fact. Some sixty-five years have now elapsed, and the actors in this little drama, have all long since passed out of this life, with the sole exception of the chief conspirator. At the age of eighty-eight, O. Lansing DeForrest, now a resident of Janesville, Wisconsin, turns back the well filled pages of his memory to tell of the incidents contributing to this drama of bygone days, in which he took so active a part.

It was on a beautiful May morning of the year 1851, that brother John and myself, accompanied by our cousin, Lou Lansing, walked the busy street of Albany, New York. We were not lazy,

except as the atmosphere of belated springtime makes one indolent, but we had merely surrendered to the season's allurements, and for a time rebelled from the prosaic tasks of life.

Our conversation had been largely inconsequential, for we were content to merely absorb the ozone of the new year, as we casually sauntered here and there with no particular purpose except that of enjoying the great outdoors of nature. It may be that this is the season when the young man's fancy lightly turns to thoughts of love. At any rate the conversation finally drifted into matters of the heart, which, however, concerned not ourselves but others.

We fell to discussing the probability or rather the bare possibility of the marriage of our friend and chum, one William Beldon to Harriet, the daughter of Chief of Police Brainerd. We had in fact grown up with both of them, and we were all members of a little community in Albany which had originally come from the same locality, namely, the city and vicinity of Schenectady. We were more than interested in this couple, and to relate the honest truth, each of us boys had at one time or another, loved the girl in a more or less distant manner. She was, in fact, a beautiful and talented young creature, to whom any man might easily lose his heart,

upon first sight. Her loveliness was indeed, well nigh perfect, and her blonde beauty bespoke both health and character, and sweet, womanly grace.

Will Beldon was a clean, well set up young man about twenty years old, and this was also the girl's age. He was the junior partner in a thriving mercantile business, and gave promise of a success which was afterwards realized. Like all mortals, he was not perfect, and his great lack was that of nerve, at least in affairs of the heart, and this trait all but cost him his bride.

Their wooing had then reached the point where everything was well understood between them, the girl loved him, and in the natural course of events, their marriage should have been a certainty. But a disruptive element had lately intruded, and the third side of the triangle had made its appearance in the suave person of one De Gracey.

This De Gracey was the son of an aristocratic widow lady residing in Albany, whose wealth and influence had succeeded in placing her son upon the social pedestal from which he looked down upon the whole universe. Long coached in the arts of flippancy and flirtation, he was, first, last and all the time, a society man and nothing more. We hated him for his affected manner, an illustration of which, was the adding of the prefix "De" to his name, which originally was merely Gracey. He had, however, ingratiated himself into the favor and admiration of the girl's parents, who also were of an aristocratic mind, and they considered him a fine catch.

The girl's father, Chief Brainerd, was indeed a man of some consequence, and he was wont to make the most of his authority and position. They lived on State Street, near the capitol, in a magnificent home, where they entertained lavishly. Chief Brainerd, whom we called "The Old Dragon," on account of his fire eating proclivities, was justly famous for his ultra aggressive policy, which had won for him the office of chief of police, and in the execution of his duties, he feared neither God, man, nor the devil.

We had for some time viewed with consternation the advent of this young Beau Brummel, for we thought the

world of Will Beldon, and we knew the girl, herself, felt likewise. But that her parents would ultimately succeed in their mistaken desire to procure for her a polite husband with means and social prominence, we could have but little doubt. The Old Dragon generally had his own way, and we knew that this matter would be no exception to the rule. He had, in fact, already ordered Beldon to keep away from the house, which, of course, merely caused him to meet Harriet secretly, and when the chief was absent. The mother, while an admirer of De Gracey, generally permitted her daughter to have her own way—in fact Harriet took after her father in this respect.

We had been discussing this for some time, and the things which we said regarding Chief Brainerd and young De Gracey, might not bear repeating.

"Boys," said my brother John, as our discussion waxed warm, "Something has got to be done about this. I'm not going to stand around and see this good for nothing nimb-compoop marry that girl, even if I have to marry her myself. No, not by a mill site nor a dam site."

"But what on earth are you going to do about it, John." This from our cousin Lou, who was an easy going fellow and not so rabid in his views. "The Old Dragon has his heart set upon it, and he thinks Gracey is the height of perfection. The other day he ordered Will Beldon to keep away from the house."

I had taken but little part in the conversation up to this point, except to add a little strong language to the outbursts of my fellows. John's words however set my mind working. Why couldn't we invent some means of turning the tables? I had always been up to practical jokes and schemes of various kinds, and here was a chance to do something that might be worth while. So I spoke up.

"Well, there's one dead sure thing, and that is that Harriet is certainly going to marry this young fool unless something is done mighty soon. If we could only find some way to bolster up Beldon's courage, and put some back bone into him, so that he'd run away with the girl and marry her before the old man got wise, I believe it would work out all right, but you know Will."

"We'll do it, we'll do it, Commodore," cried John, stamping his foot. (For years I was known as the Commodore). We'll make the good old Beldon do it, whether he will or not. I only wish I was in his shoes."

At that moment we were joined by some other friends, which of course put an end to discussion of this subject. But the seed had been planted, and the idea remained in the minds of each of us. That night, I pondered the matter, long after retiring, only to arrive at the very general conclusion that while the

matter was clearly none of our business, still, in view of all the circumstances, we ought to proceed to make it our business.

Finally, as I lay there between sleeping and waking, a scheme flashed through my brain, and bold and impertinent as it was, if not downright unlawful, it had certain redeeming features. Among these was the fact that it was at least calculated to wake up our friend Beldon, as well as the girl, and bring them to an abrupt realization of the situation.

The next morning I was not long in bringing the matter before the boys. They were both skeptical, and at once raised more objections to my carefully laid plan, than I could record on paper. John thought it highly impracticable, and Lou openly ridiculed it. Both were afraid of its execution.

"I tell you, Commodore," said Lou, "You'll land us all in jail, with your scheme, and for my part, I'm not anxious to try Papa Brainerd's diet of bread and water. If not that, we'll get our heads broken like enough, and I've no mind for that either."

We talked and argued, and argued and talked. We considered other schemes, but I was so sure of my own plan, that I would hear of no other. I stood up and fought for it, not so much because it was the child of my fancy, but because I desperately believed in it. Finally I convinced John that it could be carried out safely and without detection, and showed him in detail just how this could be done, and how it would produce the desired result. With John on my side Lou was soon won over, although I afterwards learned that it was because he wanted to be in the game, at all hazards, rather than his faith in the plan, which led him to give in.

So there we were, three youngsters, joined together in an agreement, or call it conspiracy if you like, to tamper with the private rights of certain individuals, if not to actually commit a technical crime. And this in view of the fact that one of the parties was the only daughter of the chief officer of the law, who had at his beck and call policemen to the number of seventy. My brother John was about twenty years old, our cousin Lou about the same age, and myself twenty-two, a youthful combination as you will admit.

From that time on, our plot began to take definite form, and each detail was most carefully worked out. Many were the nights that we gathered in my room, or upon a street corner, to discuss and perfect our plan. As it was originally my scheme, the leadership naturally fell to me, although the responsibility was divided as equally as possible, and we drew cuts to determine our respective duties.

The hornets nest which we stirred up was a matter of local history for years, although long since forgotten. It was a scandal of the first water, and gave the neighborhood gossips a choice morsel to mouth over, for months. It furnished the newspapers of Albany with several columns, and the whole city became interested, on account of the position which the girl's father occupied in municipal affairs.

On the third day of June, 1851, fifty families residing in our neighborhood, many of them of wealth and prominence, met with the sur-

prise of their lives, when they received, in the early morning from the hands of a young boy messenger, invitations, which head as follows:

Mr. and Mrs. William W. Brainerd
Request your presence
at the
Marriage of their daughter
Harriet
to

Mr. George De Gracey
Fourth Presbyterian Church, 6:30 A. M.,
June 6, 1851.

The neighborhood, of course knew of the intentions of De Gracey, and in a general way, his acceptance by the girl's parents, if not by the girl herself, but there had been no engagement announced, and no intimation of the marriage which the invitation announced. It was at this time, a well established custom, that a marriage should be preceded by certain definite formalities, and that an engagement period of from two to four years should elapse before the consummation. Consequently, the receipt of the invitation was a most complete surprise, and the feminine "Ohs" and "Ahs" which followed can readily be imagined. A distinct flutter of excitement pervaded the entire neighborhood.

Being friends of the parties, we each received an invitation, and with the rest, we voiced our surprise. Was the game up? Had the young fool won out, after all? Lou proceeded to investigate the matter, and to this end, called upon several of the invited families, to ascertain what they knew of it. Although great surprise was manifested everywhere, his first calls found no one who doubted the truth of the invitation, but no one knew anything about the matter except that they had been invited to the ceremony. Later in the day, however, he met one or two persons who did express doubt about the coming event. In the kindness of their heart, or their curiosity, they had called upon the family of the bride-to-be. They had only met the mother, who was non-committal, and only told them that Harriet had locked herself in her room that afternoon and refused to talk with anyone. Quite evidently something was wrong,—very wrong. There seemed nothing to do but await the morrow, which would certainly shed some light upon the mystery.

The morning dawned clear and bright,—one of those beautiful June mornings with sky as blue and deep as the sea,—a perfect bridal morn. The Fourth Presbyterian Church was situated on North Broadway, some little distance from where we lived, and we had met at an early hour. Shortly before the hour of six-thirty we were at the church, at which hour all proper church weddings were held.

Never before had the edifice presented such an appearance upon a wedding morn. It stood back from the street, protected by a high, ornamental iron fence, and as we approached, we beheld this yard crowded with men, women, and children. This was the more remarkable, as the iron gate was still locked, and at the risk of their Sunday apparel, their dignity and their innate modesty, each and all had necessarily

"clum" the fence, to get there. The old janitor was not on duty, and we found the great church door, with its strap iron hinges, standing closed, with bolts intact. There was not sign or appearance of the approaching nuptials, and the entire church and its environs, with the exception of the gathering crowd, presented its regular week day appearance of stolid indifference to the affairs of the world.

Moreover, the hour had struck, and neither bride nor groom, nor parson, nor usher, had appeared. The vision of a flower bedecked altar, and the beautiful service which would make Harriet Brainerd, Mrs. De Gracey, was fast fading away. The buzz of mere expectant conversation succeeded to that of apprehension, and as the time passed, this gave way to keen disappointment, and absolute indignation.

That the entire neighborhood should have been summoned there at six-thirty of a beautiful June morning to behold merely the closed and bolted door of God's Sanctuary, was unbelievable. Some few there were who took the entire matter as a huge joke, but they were the exception. Nothing of the kind had ever happened in Albany, and no one knew what it meant.

Not a soul had heard anything authentic, which tended to explain the matter, although possible explanations of a more or less plausible nature, were freely exchanged. Had the girl balked? Had De Gracey deserted her at the last hour? Had the parents for some unknown reason, interfered? No one knew, and none of the parties interested had been seen that morning.

We mingled our expressions of disappointment with that of the general assembly, and proceeded to discuss the matter, pro and con, with the various wise-acres who by a system of deduction, claimed to have solved the whole problem. Like the buzz of an angry hive of bees, the conversation grew in intensity.

By the time a half hour had passed, the certainty that there would be no wedding that morning, finally dawned upon us, and gradually the crowd broke up into groups, and the groups to individuals, who slowly retraced their steps homeward, where the discussion was renewed.

The excitement, however, had just begun. Chief Brainerd and his wife had received one of the invitations, requesting them to be present at the marriage of their only daughter, and by this time, the Old Dragon was in a towering passion of righteous indignation and rage. As Chief of Police he had at his disposal, every faculty of investigation, which he proceeded to make use of without delay. He stormed and fumed, cussed and damned everybody and every thing, until he was literally black in the face. The vengeance which he vowed to wreak upon the parties who had perpetrated this outrageous business, was dire and black.

Before the old man had exhausted his flow of language, or cooled his wrath, he received new stimulus, when his good wife discovered that morning, that their daughter was not in her room at all, nor in the house. It appeared that sometime since the receipt of the invita-

tion the afternoon before, she had departed in truly romantic fashion, by way of the windows, leaving no letter of farewell, nor intimation of her purpose. When her father learned of this, his wrath knew no bounds, and his usually red face and thick neck, threatened to break in an apoplectic fit of rage.

"Some pusillanimous pop-eyed son of a sea cook, has arranged this whole damnable business to compromise the girl, and I'll be doubly damned to a bottomless hell, if I don't shoot on sight the fellow who did it," he exclaimed, as he paused in his tirade, to obtain breath. And he meant it too, for he got out his big revolver and carried it ready for instant use. The Chief was no man to fool with.

The entire police force of Albany, under his directions, set out to catch the villain, but hunt as they would, not a clue of any nature could be found. They visited every printing shop between Albany and New York, to find out where the invitations were printed, even this was fruitless, for not a printer had even heard of the matter. The Chief stormed, and cussed, and exhausted himself in his rage, and threatened to discharge the whole force, but all to no avail.

The streets were crowded with groups, discussing this outrage and the daily papers heralded the event in the usual spectacular manner, thus adding fuel to Brainerd's wrath. Columns were published, urging every method, practicable, and impracticable, to bring the miscreants to condign punishment. The Chief, was of course, known throughout the entire city, and consequently the matter assumed great importance.

Old man Klien, the janitor of the church, was among those who loudly voiced their indignation, and he maintained that

"Nothing so dastardly has ever been perpetrated in the whole Hudson River Valley, since the day that Hendrick Hudson viewed its verdant shores."

For three days the battle raged. The Old Dragon had not spent all his time in vituperation. To the most efficient of his forces, he had given carte blanc, to go ahead and fette out the mystery. Rewards had been offered, and Albany's famous "sleuth hounds" were barking up every tree that gave promise of a clue. And withal, they could find nothing.

Finally, to Chief Brainerd and his wife, came a letter, which read as follows:

"Dear Parents: We know that you will be greatly surprised, but we hope not angry, when you learn that we are married. We are very, very happy, and want you to join in our happiness. If you will forgive us for leaving the way we did, we want to come back and receive your blessing.

Your children,
Harriet and Will Beldon."

Surprise had so swiftly followed surprise, that the old man had all but exhausted his powers of expression. Still he was able to make use of certain very pungent language, in expressing his contempt, and vowed eternal vengeance upon the elopers. Never again

should they, or either of them cross his threshold.

Elopement was a very uncommon method of contracting marriage, at this time, especially among families of note, so the old man's wrath had some little foundation. The mother, however, as mothers usually are, was of a forgiving nature, and was now happy in the knowledge of her daughter's whereabouts. Finally, after a prolonged and wordy discussion with the head of the house, the mother prevailed, and a letter was forthwith dispatched, welcoming the youngsters home. The homecoming was a joyful one, and the mystery of the unperformed wedding announced in the invitations, still remained a mystery, for instead of being able to explain it, neither Beldon, nor his new spouse were able to throw any light upon it. The explanation of their elopement was merely this,—that Beldon had received one of the spurious invitations, and he had thereupon resolved to take matters into his own hands, and if necessary run away with the girl. His courage having returned, he communicated with Harriet, and persuaded her to elope with him that very evening. They had hastened through the dark streets of the city, and boarded a night boat for New York. Arriving in New York, they were proceeding to Brooklyn, where Harriet's uncle resided, when they met the old preacher who officiated at the uncle's church, whom they both knew. A hasty explanation of affairs was vouchsafed, and in a few moments the ceremony was performed which made them man and wife. While not knowing of all the excitement which prevailed at home, they nevertheless wisely decided to wait a few days, before informing their parents of their whereabouts, which they did, with the result mentioned.

But the mystery of the advertised wedding which failed to materialize, the printed invitations thereto, and the purpose of the move, remained unsolved, although the Chief's efforts to fathom this continued, even after the return of the elopers. It was not his nature to allow a thing like this to baffle him, but after days of fruitless effort, he finally gave it up, and never to his dying day, did he know how it was accomplished, or by whom. Like all other happenings of note, this too died down in time, and was ultimately forgotten by all except those who figured in it.

The three youthful conspirators, alone, who had so carefully planned and carried into execution the scheme which was directly responsible for the real wedding which followed; knew of the actual facts, and kept them carefully hidden within their breasts. And they, of course were none other than my brother John, our cousin Lou, and myself.

We had taken the law into our own hands, and we tampered with the destinies of three people, we had violated that great commandment which says "Mind your own business."

Our whole intricate plan was based upon the theory that our friend Beldon needed some powerful impetus to bring him to his senses, and that if this could be brought about, he would brace up, and take the girl at all hazards. And dangerous as the execution was, the outcome justified the theory which had been born

in my adventurous brain upon that May night, and the happy union of this lovely couple was effected.

In carrying out the scheme, the utmost care and caution, were necessary to avoid detection, which we knew would be not only fatal to the result, but exceedingly disastrous to ourselves. The congested environment of the city, the importance of the girl's family, and the dreaded power of the law which stood behind her father as well as his own fierce personality, made it absolutely necessary that every act and the origin of every act, be deeply covered, and every avenue of possible detection well guarded.

This we accomplished by dividing the task and the responsibility among the three of us, and only one person outside, was in any way made a party to it. Our respective duties were determined by lot. It devolved upon me to surreptitiously arrange for the printing of fifty first class wedding cards, upon John to distribute these, and upon our cousin to thereafter call upon certain of the invited guests and make a general canvass of the situation.

In printing the invitations, some outside party necessarily had to be partly taken into the scheme. There was a mutual friend by the name of "Doc" Herrick, who was a sub-printer of ability, and a close-mouthed fellow, whom I finally went to. He had in fact, been brought up in our family, and we knew that he both could and would keep a secret. Having the key to a certain printing establishment where he worked, he went there one night, set up the form, and got the work out before daylight, and destroyed every evidence of the job. The following morning he delivered the invitations to me, printed in an excellent manner.

My brother John had the equally difficult task of getting these cards distributed. He accomplished this by disguising himself one evening, and proceeding to the outskirts of the city, where upon sufficient pecuniary reward, he induced a small newsboy to deliver the cards the following morning. Our own addresses were upon the list, to avert suspicion, and to make sure that the boy was on the job.

Lou had the easiest task of all, his duty being merely to mingle with his fellows, call socially upon the neighbors, and keep in touch with the situation after the invitations were delivered. He was temperamentally fitted for this, and his efforts were not without fruit. Being socially inclined, and in the habit of being received into the best homes in the neighborhood, his activity was not suspected, and he was enabled to see from the inside, how the scheme "took."

That our scheme succeeded was more the result of careful planning, augmented by the very inconstant factor of luck, rather than any extraordinary ability on our part, but as the result was highly satisfactory to all concerned, and as secrecy was maintained to the end, it was a huge success in every sense of the word.

In the language of today, we certainly "put one over" on the police force of Albany that time, and the chief conspirator still lives to tell the tale.

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Address by W. J. Tollerton, General Mechanical Superintendent, Rock Island Lines.

Mr. President, Ladies and Gentlemen:

I take great pleasure in extending to the members of this Association a cordial welcome to the city of Chicago. Twenty-three years ago, at the time of the Columbian Exposition, this organization was brought into existence and held its first convention in this city. Since that date a tremendous advance has been made in the development of Chicago, which will, no doubt, be very apparent to those here today, who were also present at the first convention in 1893. The material prosperity and growth of this city is the result of railroad development. If the railroad business had stood still during the past twenty-three years, Chicago would not hold its present position among the great cities of the world. To stand still is to go backward. This applies to the railroad blacksmith shop in a similar manner as it applies to any industrial concern or to any of the railroads with which we are identified. If a blacksmith shop does not keep up to date in methods and practice it certainly must move backward in a relative sense when compared with the shops of industrial concerns and railroad companies that are constantly developing and utilizing new ideas. This always has been very much of a fact, and is especially true under present conditions, so that the principle will apply to a greater extent today than ever before during past industrial history.

In other words we must progress in order to exist. It is therefore evident that associations such as the Railroad Master Blacksmiths are of the utmost importance. Upon you, gentlemen, falls the burden of advancing our knowledge concerning improved methods of blacksmith shop practice. By means of your various committee investigations and discussions in convention, facilities are at hand whereby you, as members of the Association and the companies which you represent, may interchange ideas, with the privilege of choosing therefrom those which will tend toward a constant

increasing economy and efficiency of railroad operation.

No doubt, all members of this organization are aware that the blacksmith's art is probably the oldest metal working craft in existence. Blacksmiths operated crude hand forges before the pyramids were built, and during the earliest times of which we have any record. Now what I desire to point out is that although blacksmithing is undoubtedly an art of extreme antiquity, nevertheless, during the long years of its practice very little real progress was made until about sixty years ago. In fact, practically all progress made has been accomplished during the past half century. The blacksmith of ancient times did not attend conventions for the purpose of learning what others were doing, or for the purpose of assisting others with methods and ideas which he had developed. In those days if a blacksmith discovered a process of treating steel or a method of handling his work to better advantage, the idea was carefully guarded as a trade secret. The result was that extremely little progress took place throughout a period of more than two thousand years. One might truthfully say that the modern blacksmith shop came into existence with the invention of the steam hammer. This device immediately opened a broad field for the blacksmith and enabled him to undertake the manufacture of forgings that would have been utterly impossible without its assistance. Since the invention of the steam hammer a wonderful advance has been made, until we now have forging machines capable of producing accurate and intricate forgings in a few minutes that formerly would have required hours of hard labor.

I believe that the development of the forging machine and the perfection of machine-made forgings is the line of future progress for the modern blacksmith. I feel that a very essential part of your work as an association consists in the interchange and publication of machine-forging methods now in successful use on many of the railway systems with

which you are connected. Upon reading over the proceedings of this association during the past few years, I have been much impressed by the variety and ingenuity of forging methods disclosed therein. You are gradually accumulating a vast fund of very valuable information. This information pertains not only to the forging of iron and steel, but covers the entire field of the railway blacksmith's work. While reading the committee reports and various papers of interest, the thought occurred to me that it would be of enormous benefit to all railroads if this Association would formulate some kind of a standardized schedule of blacksmith shop practice. As an example of what I mean, let us consider the process of case-hardening. With all the information we have on this subject, would it not be possible to arrive at some conclusion as to the exact procedure that constitutes a case-hardening method of maximum value in railroad service? At the present time I doubt if there are two railroad shops in the United States using exactly the same case-hardening process. I may be mistaken in this, but my observation leads me to believe that each blacksmith sticks to his own ideas. Different types of furnaces are in use, with a great variety of carbonizing mixtures. Case-hardening temperatures are far from being fixed. Some blacksmiths re-heat the parts after they are case-hardened, while others probably consider that the heat treatment of case-hardened parts is an unnecessary refinement. Would it not be of great advantage to crystallize the opinion and experience of this organization so as to arrive at more definite and precise methods of procedure, not only in connection with the matter of case-hardening but the idea of standardizing methods might be applied to all branches of railroad work under the jurisdiction of the members of this Association. The problem resolves itself into first determining what is the best practice, and secondly getting the results of your determinations into such shape that they will be readily available for use when required.

The present convention is assembled at a very serious period, and at a time when the need for economical methods and the conservation of material is

more pronounced than at any time in the history of this Association, now almost one-quarter of a century old. Having in view the recent enormous increases in labor and material costs, it seems opportune to say something along the line of reclamation: One of the most promising avenues for saving now open to the railroads is in the scrap dock. Although the scrap pile always has been a considerable source of material supply for the blacksmith shop, it is more so now than ever before, owing to the development of oxy-acetylene and electric welding processes. By means of these facilities the blacksmith is enabled to weld and repair a great many parts which he was formerly obliged to scrap. I note that this association is fully alive to the great possibilities in connection with a more extensive use of the new welding processes. In regard to the reclamation of material, there is opportunity here for investigation, study and the use of considerable judgment in determining to what extent we should go in placing old material back in service. Sometimes the economy is beyond question, and at other times a close determination of costs is necessary before a proper decision can be made as to whether a certain broken part should be reclaimed or scrapped. The fact should not be lost sight of that many locomotive and car parts fail because they were not properly designed in the first place. Now when such parts fail, it seems poor economy to spend money on their reclamation unless at the same time some reinforcement can be added or a change effected in the design such that the original deficiencies will be overcome. In all of this work an accurate determination of costs is of first importance and I think this Association will agree that cost-keeping methods in the average railroad blacksmith shop are open to considerable improvement.

This, however, introduces a subject that may be considered by some as being somewhat outside of the field covered by this organization. I will, therefore merely say that the cost feature in reclamation work is an item that should never be overlooked in your efforts to secure economical results.

Ladies and gentlemen, I thank you.

FIRST MEETING OF SYSTEM LOSS AND DAMAGE COMMITTEE

By W. O. BUNGER

The authority under which the handling of claims for loss of and damage to freight was transferred from the accounting to the operating department on Dec. 1 of last year, carried with it a provision for the appointment by the chief operating officer of a committee to be known as the System Loss and Damage Committee, to make a study of and remedy claim causes, the committee to be composed of officers and employes from every branch of the service concerned in the handling of freight, and to hold semi-annual meetings for general discussion of all matters pertaining to freight claims and their prevention.

Mr. N. D. Ballantine, assistant to chief operating officer, was named as chairman and Mr. W. O. Bunger, general superintendent freight claims, named as secretary of the System Committee, and these officers named eleven sub-committees of seven members each to specialize on different subjects, it being the intention to add new committees or assign related subjects to existing committees as the need arises and to retire the committees as their subjects are exhausted.

The first meeting of the System Committee was held at the Baltimore Hotel, Kansas City, Mo., Aug. 7, 8 and 9, with an attendance of 151 officers and employes. The two sessions held on the first day demonstrated the keen interest of all present and there was not a dissenting vote when it was proposed to start first session of following day at the early hour of 8 o'clock, nor was there a dissenting vote when at the beginning of second day's session it was proposed to call off an automobile trip over the far-famed boulevard system of Kansas City, which had been arranged for the following afternoon by the Entertainment Committee.

The same intense interest was maintained during the entire meeting, despite the fact of extremely unfavorable weather conditions, and there was not a man present who did not learn many things.

The one deviation from the announced purpose of the meeting came at the start of the first session, the chairman taking advantage of the presence of such a representative gathering from all parts of the System to address them on the all-important subject of getting full use out of all cars, and particularly urging agents and traveling representatives of various departments in attendance to devote all the time possible toward hurrying the loading and unloading and movement of every sort of freight carrying car, explaining that no more important duty could be found by any employee of the company.

At the conclusion of this talk and the ensuing discussion, the chairman gave a brief outline of results already accomplished in the prevent claims movement,

and showed by comparison of payments made during fiscal year 1915 and 1916 that noticeable reductions were made in the latter period on practically all commodities listed and in all causes tabulated, except the one item of payments due to errors of employes, which showed a small increase over payment of preceding period, but it was explained that this was unquestionably due to a more definite determination of causes than was made in previous years. Briefly stated, the 1916 payments showed, as compared with those of previous year, a reduction of \$265,000 in the amount charged out as concealed or unlocated loss or damage, which means that a larger proportion of payments were charged out to definite causes, and yet the definite causes and principal commodities show reduction from payments of previous year, as follows:

	Per cent.
Robbery	47
Wrecks and fires.....	18
Defective equipment	37
Grain	22
Live stock	34
All carloads, including switch cars....	34

The total amount paid account all commodities and all causes showing a reduction from previous year of slightly over \$400,000, and taking into consideration increased freight revenue, the saving approximated \$500,000.

The remaining portion of the three days, except about two hours following the close of the afternoon session of last day, which was devoted to interesting and instructive demonstrations of exhibits, including different designs of grain doors; specially constructed racks used successfully in bracing shipments of butter and eggs and under contemplation for use in bracing other freight; heavy canvas curtains used with much success by the refrigerator department in partitioning off cars, making it possible to use one end of car for shipments requiring refrigeration and the other for shipments not requiring refrigeration, or even for shipments requiring heater protection, with a large saving in icing cost; devices recommended for use in sealing and re-coopering bad order packages; and a device known as an impact register used for locating points at which cars are roughly handled, was devoted to discussion of reports of sub-committees as follows:

Committee No. 1—Live Stock.

Committee No. 2—Perishable Freight.

Committee No. 3—Inspection, Carding and Preparation of Cars.

Committee No. 4—Merchandise handling, (a) Loss of Entire Package; (b) Standardizing Loading and Unloading Checking Methods.

Committee No. 5—Methods of Loading, Stowing and Bracing C. L. and L. C. L.

Freight. Pyramid Loading, Sacked Commodities.

Committee No. 6—Delivery of Freight, (a) Standard Practices; (b) Receipts.

Committee No. 7—Car Seals.

Committee No. 8—Inspection Lading Car-load Shipments at Junction Points.

Committee No. 9—Marking Packages, Sealing Packages.

Committee No. 10—Station Records and Stationery Filing.

Committee No. 11—Making and Breaking Up Trains at Terminals.

Between the general excellence of the committee reports, all of which showed that deliberate and complete consideration had been given subjects assigned them, and the thoroughness and freedom with which all issues were discussed by every one present having any ideas to present, and the fairness of the chairman in his impartial recognition of every one indicating in any way a desire to be heard, it is almost inconceivable that a meeting of more general interest and value and destined to work more wonderful results in the direction aimed at could have been held.

Printed proceedings of the meeting will be put in the hands of every employe on the railroad concerned in the handling of freight as soon as they can be prepared, in which some of the more important discussions may be reported verbatim, as well as all of the

many valuable recommendations made by different committees, many of which will have become standard practices by the time proceedings are printed.

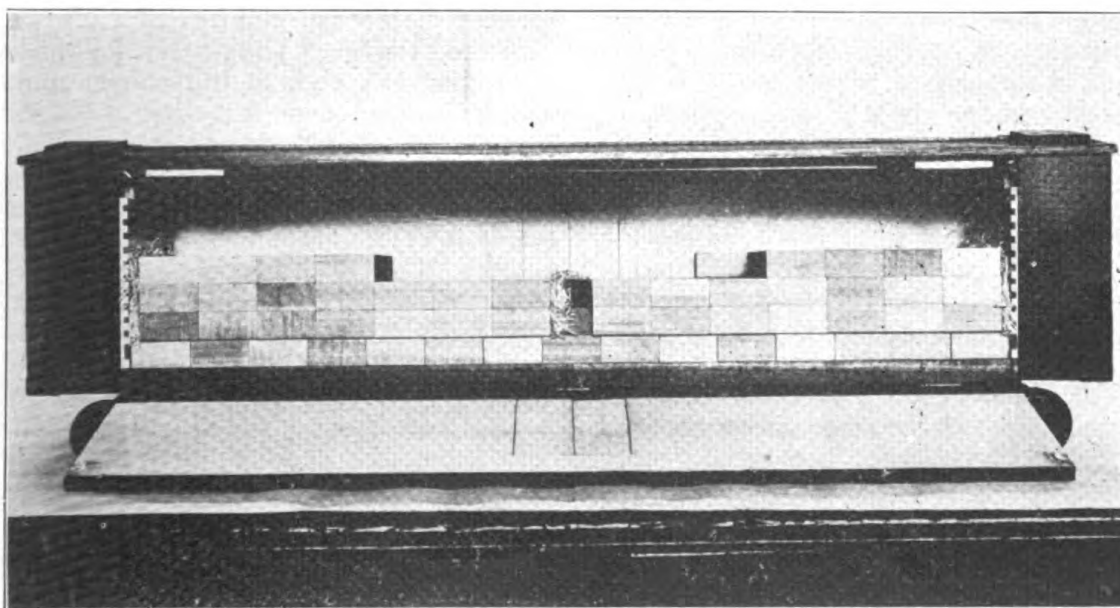
Announcement was made at the meeting of the intention to change the personnel of each committee at least in part each year, no chairman to be allowed to serve two successive years in that capacity.

Suggestions as to new subjects to be assigned to present or new committees are solicited and should be made to the secretary of the System Committee, and the employes displaying the greater interest in this direction and in other features of claim prevention work will be the ones selected as members of the committees, and as such appointments when so made cannot be looked upon other than as posts of honor, it is hoped and expected that much interest will be shown by employes of all grades.

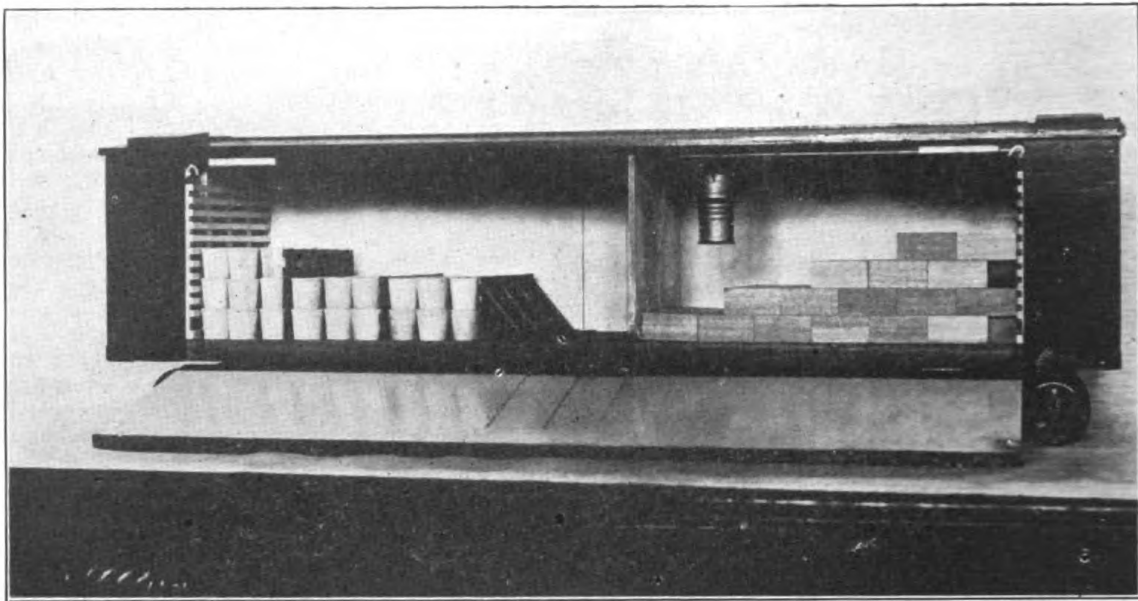
The one regrettable feature of the meeting was the absence of representative agents from the small stations, which oversight will be remedied by the selection of a few such agents for attendance at future meetings, such selections to be made, so far as is possible, on basis of merit displayed in general conduct of their stations.

The next meeting of the System Committee will be held at Hot Springs, Ark., on Jan. 8, 9 and 10, 1917.

MODEL OF A ROCK ISLAND REFRIGERATOR CAR USED AT THE KANSAS CITY MEETING OF THE SYSTEM LOSS AND DAMAGE COMMITTEE, IN DEMONSTRATING METHODS OF STOWING BUTTER AND EGGS



One of the methods of stowing and padding (with hay, straw or excelsior) a four hundred case carload of eggs. The bottom layer is stowed seven cases wide, equally spaced, and the upper layers eight cases wide, but close together. It will be noticed that the end cases of the bottom layer are stowed against the bunker bulkheads, but that the end cases of the upper layers are placed about four inches away from the bunker bulkheads, thus leaving a space which is filled with hay, straw or excelsior.



One of the methods of storing L. C. L. shipments of butter and eggs in pick-up service, and the use of racks in connection therewith. The construction of the racks is such as to permit of forming various bracing combinations. This figure also illustrates the possibility, by the use of a pair of canvas curtains and heater, of furnishing two different classes of service in the same car, viz., heat in one and refrigeration in the other.

FURTHER ECONOMIES IN FUEL CONSUMPTION

By E. W. WILSON,
Engineer of Fuel Economy.

During the time my predecessor had general supervision over the consumption of fuel on locomotives and stationary plants, an excellent performance was made in the way of reductions. It is felt, however, there are still large opportunities for even greater savings.

The condition of the locomotives is constantly getting better, superheaters, brick arches, and other fuel economizing devices are being applied. The character and preparation of fuel is improving. The men are becoming more interested in fuel economy.

The Rock Island Lines paid out \$6,600,000 for fuel for locomotive use and \$370,000 for fuel for use in stationary plants during the last fiscal year. This does not include the cost of transportation over its own rails. A reduction of 10 per cent, or saving one shovelful out of every ten, would mean \$697,000 annual saving.

With the work intelligently and properly reported and performed, it then only remains to have proper team work in the cab of the locomotive to effect fuel econ-

omy. The engineer should work the locomotive at the most economical cut-off, keeping the fireman advised of any contemplated change. The water should not be carried too high in the boiler, as it will be carried over into the cylinders. The fireman should always carry a light level fire, supplying coal to the fire box only as needed and then spreading same evenly over the grate surface. A proper mixture of air is necessary to secure perfect combustion. Black smoke should and can be avoided at all times, as it is a serious reflection on the ability of the crew.

The over-loading of locomotive tenders should be avoided, as it not only causes a loss of fuel, but allows an element of danger from personal injury. The coal chute forces should see that coal is properly cracked at all times.

These results can be accomplished with the continued co-operation and team work of all concerned and it is with this end in view that I am appealing for the support of all employees that was given my predecessor.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

"Am I My Brother's Keeper?"

Among the very first chapters of the "Book of Books" and almost under its first cover, the question selected for the subject of this article appears. Cain, Son of Adam and Eve, it is recorded was jealous of his Brother Abel and slew him, and when asked concerning the whereabouts of his brother replied by asking the question, "Am I My Brother's Keeper?"

Time in its rapid flight has placed centuries between the date of that occurrence and that utterance, and the present day, and yet that question, in substance at least, if not in actual language, has lived and still lives in the hearts of men, and from that question—"Am I My Brother's Keeper?" the rock bound principles upon which the safety movement is built were deduced.

Thinking men and women of the world have answered that question in the past, and still answer it affirmatively and practice also the conviction that such an answer naturally brings to them, proof of this assertion to be found on every hand in the welfare movements now apparent in this great and peace loving country of ours and among us, whose principles and whose benefits as well, are enjoyed by thousands upon thousands.

Let us suppose for a moment that the question "Am I My Brother's Keeper?" had, in the past, been negatively answered, what would the result be today? Would we have and enjoy the American Red Cross Society, that organization having for its aim and its object the alleviation of suffering humanity, regardless of race, creed, color, nationality or any other restrictive qualification?

Would we be now enjoying the privileges, the advantages and the opportunities that come to us through the organization known as the church? Would the Young Men's Christian Association and the Young Women's Christian Association, with their many advantages and their many ways and means of benefiting and uplifting those who need just such organizations, be realities? Would we have our first aid corps in our shops and elsewhere? Would we be enjoying the advantages that come to us through our "Prevent Injury" campaign and the safety movement generally? The answer to these questions is plainly no, we would not enjoy these splendid welfare organizations if the

question "Am I My Brother's Keeper?" would have been answered by modern civilization in any other manner than in the affirmative. It is, therefore, an admitted fact that we are our brother's keeper, and let us see to it that we prove worthy of the trust of being a "Keeper" of so great a charge, one of the highest types of God's handiwork, man.

If it were possible today to get that question plainly and forcefully before the "Chance Taker," before that one who not only takes chances with his own life and limbs, but who takes chances with the lives and limbs of others, those who in numerous instances, rely upon him and have a right to rely upon him, believing that he will be watchful, thoughtful, sane and careful, what a difference there would be in the lists of personal injuries and deaths occurring each day, each week, each month and each year, in our very midsts.

If the driver of the automobile would have the question "Am I My Brother's Keeper?" plainly painted on his "car" where it would be constantly before him, if he would keep his eye upon it and have a conscientious conception of its value, if answered with a plain "I am," would he then rush pell-mell and headlong upon a railroad track before a fast approaching train and jeopardize the lives of those who had trusted him?

If the foreman of a gang of workmen, whether it be upon the railroad, upon the public streets, in the factory or shop, or elsewhere, were imbued with the thought that he was his brother's keeper, would he not be more interested in their safety? Would he not keep a closer and more careful watch for the approach of every danger? Would he not warn them when he saw an unsafe practice indulged in?

If we all felt and honestly believed that we are our brother's keeper, would we hesitate to advise him when danger lurked near? Would we throw the board with the nail sticking in it upon the ground for some one else to step upon and be injured? Would we leave the open hole or ditch without protection? Would we leave the machine ungarded, the floor obstructed or other dangerous conditions? Would we?

Oh, what a difference there would be if every one of us would keep that question of Biblical record before us and believe

and know that next to self preservation, the first law of nature, it was our privilege, our right, our duty to be our brother's keeper, not in the light of undue and improper interference with his personal liberties, but that we might assist him and be of service to him.

To be of service, that's the thought, service to self, to family, to fellow man, to country, all of these are realized when we fully consider and properly answer the question, "Am I My Brother's Keeper?"

If you have never asked yourself that question, do so now and you will be surprised at the happiness and consolation that will come to you, after you have asked yourself the question and have answered it, as many of the thousands have done who have given it due and proper consideration, namely in the affirmative; and the realiza-



W. H. Stillwell.

tion that you may and can be of service to a brother, will be your ample and just reward.

To many of the Rock Island Lines Family, the gentleman whose picture herewith appears needs no introduction, to those few who do not know him, let Mr. Stillwell be introduced as the District Safety Supervisor of the First District, located at Des Moines, Iowa. Mr. Stillwell was connected with our railroad for a number of years, and the many "Old Timers" that he meets every trip he makes, keeps his head and his hands going. He is an ardent advocate of the "Prevent Injury" movement (you might say naturally so) and among his other and many duties, he addressed nearly forty thousand school children during the first five months of 1916. He made a "hit" with pupils, principals and teachers with his safety talks in the schools, and everywhere "Come Again" was the parting phrase. He will, he expects to begin that good work again as soon as school opens in the fall.

Meetings Held During June.

The Illinois Division Safety Committee were again favored with the opportunity given to meet in the "town hall" at bureau, and were also unusually fortunate because it was Mr. D. Coughlin's first appearance as the chairman-superintendent. Mr. Coughlin's "Gentlemen, please come to order," always carries with it the idea that "There's something doing," for the "Prevent Injury" movement, that gentleman having long since established his reputation as the "Man Who Does Things" when safety demands it be done. In his usual painstaking, but pleasant way, Mr. Coughlin impressed the Illinois Division Committeemen and the visitors, as well, that he wanted unsafe practices and conditions remedied now, and from his remarks along that line, no room was left for doubt that he believed in immediate remedy when dangers were known to exist. The Illinois Division were unfortunate in losing Mr. Ramsdell, but all rejoiced that he had been able to attach the title Assistant General Manager to his well known and well liked name. Succeeded as Mr. Ramsdell was by Mr. Coughlin, the Safety Bureau can only offer congratulations to both, and to the Illinois Division "boys" as well. We well know that our work will go on uninterrupted and the same interest that has been manifested in the past, used as a guide for the future.

The Des Moines Valley Division had a fine meeting and were especially favored with the presence of Mr. W. H. Givin, who in addition to Mr. Finnessy, agent at Ottumwa and others, made some very splendid references to the work of the Safety Bureau. Mr. Abbott was in the chair, as he always is, and that feature in itself adds greatly to the success of the Des Moines Valley meetings.

The Iowa Division held their meeting in the car provided at Valley Junction. Mr. Gibson in the chair and a splendid meeting was the result. One of the very noticeable features in connection with that meeting was the "That's Been Done," coming in answer to practically every suggestion offered at the previous meeting. That's what counts in the "Prevent Injury" work, do it now. Mr. Gibson and his committee are doing a great deal for the movement on the Iowa Division. Thanks.

Mr. H. E. Allen, Superintendent at Fairbury, had another splendid meeting on June 27, fifty visitors present. Mr. Allen makes a strong and an effective appeal to his employes to attend and to bring a visitor, and the results show the effectiveness of his efforts. He advises his men that "Working for safety is the highest form of Valley Junction shops held their meeting "Bring a visitor"—"Safety men are humanity's best friends," etc., and he wins, the men are there, the visitors are there and safety men are at work.

Valley Junction shops held their meeting on June 7th, in a coach near the shops. Mr. Abington in the chair. Several suggestions from previous meetings reported

remedied. The shopmen at Valley Junction are in the safety movement heart and hand. We are glad to note the interest taken, and we want to especially thank Mr. Hyde and all who in any way assisted him in putting Valley Junction in the exceptionally fine condition it is now in. Nothing permitted to lie where men might fall over it, everything has a place, everything in its place and it is "hinted" that it will be kept that way. Leave it to Mr. Hyde and the shopmen and the committee to look after the interests of the "Prevent Injury" movement at Valley Junction.

Mr. A. L. Haldeman, acting superintendent of the Dakota Division, presided at the meeting held on June 21st at Estherville, but this is not the first time he has presided, neither is this the first real enthusiastic gathering we have experienced at Estherville. The very first meeting there was marked with interest in the work in hand and through the efforts of officers and men in the ranks, every meeting brings its own good results. We are willing to risk our cause with Mr. Haldeman, because we well know his tendencies towards the "Prevent Injury" movement, and then reflect for a moment upon the "teacher" he has studied under for a considerable time, Mr. F. W. Rosser, transferred to the Missouri Division. Mr. Rosser was another winner in the safety race.

It's only repeating to say that Superintendent G. A. Merrill had a good turn-out and an enthusiastic meeting. You can't be a drone in his committee, you have to work, if you do not originate, he does and at the next meeting, you are personally called upon to say what you have done for the cause since last he met with you, and you had better have done something. The Cedar Rapids shops meet with the Cedar Rapids Division, giving us two chairmen. Mr. S. E. Muehler is the shop chairman. Cedar Rapids shops, as well as the Cedar Rapids Division, are among the noticeable workers in the interests of the "Prevent Injury" movement.

From the reports of other meetings we gather the thought that there is no cause to regret having had the employees serving on the various committees, whose names have appeared thereon for the past six months. We trust the coming committee-men will be as active and as alert to dangerous practices and dangerous conditions as the retiring ones have been. We thank the outgoing committees.

We want to especially emphasize our appreciation for the exceptionally fine meeting held by the Chicago Terminal committee, Mr. C. B. Pratt, Superintendent, presiding, at 47th street, on May 12th. Every member of the committee, except one, present and seventy-two visitors present. Meetings of this kind and character are exceptional, but the meetings of the Chicago Terminal Division are always of the highest type. Mr. Pratt is always in the chair, very seldom absent and then only when absolutely necessary, and business is

transacted from the first drop of the gavel until "we stand adjourned" is announced, this announcement only after every item has been carefully considered and disposed of (mark that word) and after every one present has had an opportunity to express himself.

The May meeting of the Minnesota division was, as usual, well attended, thirty-one committeemen present and twelve visitors speaks well for the interest taken in the work on that division. Mr. Wallace in the chair, that's the secret of it all, with due credit given to his able staff, his committee and the employees of that division generally.

The May meeting of the Missouri Division was presided over by Mr. E. J. Harris, Master Mechanic, Mr. Coughlin being absent account book of rules committee meeting. The meeting was, as usually is the case when Mr. Harris presides, a splendid gathering of an interested lot of "Prevent Injury" advocates. The Missouri Division has always done its full part for the advancement of the work, thanks to its safety committee, the superintendent, his staff and the "fellows" who are always ready to assist in the promotion of a welfare movement.

Effective at the close of the business day on August 11, 1916, the undersigned, as Receiver of the Chicago, Rock Island & Pacific Railway Company, will resume the operation of the lines heretofore leased to Muscatine and Iowa City Railway Company; namely, from Iowa Junction, Iowa, to Iowa City, Iowa; from Muscatine, Iowa, to Montezuma, Iowa; and from Thornburg, Iowa, to What Cheer, Iowa; and after that date will assume entire responsibility for the operation thereof.

JACOB M. DICKINSON.

Receiver, The Chicago, Rock Island and Pacific Railway Company.

ARGUMENTUM AD HOMINEM.

Harry J. Passno, Special Officer.

If you've not been square, beware
Of ultimate detection;
The keenest crook cannot defeat
The forces for Protection.
The lie adroit you've just slipped by
Will later turn and face you,
No matter how you've hid the past
The trail is there to trace you.
And they who steal and double-deal
Learn later, to their sorrow,
That Justice, though she's slow today,
With speed "makes good" tomorrow.

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.

SUPERANNUATED Rock Island EMPLOYEES HONOR

PENSION DEPARTMENT.

Established January 1, 1910.

EMPLOYEES PENSIONED DURING AUGUST, 1916.

George Benjamin, engineer, Missouri Division. Age, Aug. 30, 1916, 70 years. Length of continuous service, 32 years. Monthly pension, actual, \$16.85. Monthly pension allowed (minimum), \$20. Pension effective Sept. 1, 1916.

David Sweeney, machine opr. helper, Trenton, Mo. Age, June 22, 1916, 70 years. Length of continuous service, 24 years. Monthly pension, actual, \$10.60. Monthly pension allowed (minimum), \$20. Pension effective July 1, 1916.

William Skall, section laborer, Vinton, Iowa. Age, Dec. 1, 1915, 71 years. Length of continuous service, 39 years. Monthly pension, actual, \$11.88. Monthly pension allowed (minimum), \$20. Pension effective Feb. 1, 1916.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners Jan. 1, 1910, to Aug. 1, 1916.....	\$359,772.17
Total employees pensioned, Jan. 1, 1910, to Aug. 1, 1916.....	317
Total pensioned employees who have passed away	92
Total number of employees on pension roll Aug. 1, 1916.....	225

IN MEMORIAM.

Andrew Wachter, car oiler, 124th street shops; died June 2, 1916. Pension effective, March 1, 1912; \$20.85 per month. Pension ceased June 30, 1916. Total pension received, \$1,084.20.

Michael Deniher, car inspector, St. Joseph, Mo.; died July 26, 1916. Pension effective Dec. 1, 1915; \$20 per month. Pension ceased July 31, 1916. Total pension received, \$160.

Lewis T. Smith, conductor, Missouri Division, whose application for pension was approved May 9, was born in West Lebanon, Indiana County, Pa., May 20, 1846. Came west at the age of 9 years to Clayton, Ill., with his parents. At the age of 17 years he commenced braking on the head end of a freight train on the 23d day of May, 1863; the road was called the Illinois & Southern Iowa and was built by the Wells & Cornish of Keokuk, Iowa, and later turned over to the Wabash.

In the spring of 1870 he went to the Rockford, Rock Island & St. Louis R. R. On his arrival at Beardstown he went to work the same day switching on three divisions—St. Louis to Beardstown, Beardstown to Rock Island and Rock Island to Sterling, Ill. Several years thereafter he went to the B. C. R. & N. R. R., about the time this road was being operated between Burlington and Cedar Falls and after the track was connected with the C., M. & St. P. he had the distinction of running the first train into Austin, Minn.

He left the service of the B., C. R. & N. in the summer of 1879, going to Trenton and securing employment on the C., R. I. & P. until 1887, going to the Missouri Pacific at Atchison, and states "If the good Lord will forgive me for getting into such a bunch, I will sing his praises the balance of my life and on into eternity and then some. Did man ever? No, never?" He returned to the service of the Rock Island in 1893, running until May 30, 1916, and



Lewis T. Smith.

having arrived at the age of 70 years he was relieved from actual duty, and having been raised under the blue laws of seventy years ago, he found himself unfitted for the handling of the rear end of a train in passenger service. Mr. Smith states his misfortune has been that he was in the way of others, but he fully realizes that the thing to do is to forget and forgive and trod on without malice towards any and has a kind affection for all his associates with whom he has had the pleasure of meeting in rounding out fifty-three years and seven days in train service.

*

Martin Karmann, hostler, Decorah, Iowa, whose application for pension was approved June 28, 1916, was born in Wincenhilm, Germany, June 11, 1853. He left Germany at the age of 17, going to London, England, where he was employed as baker for twelve years. In 1882 he left London, coming to this country and settling in Decorah, Iowa, where he has lived continually with

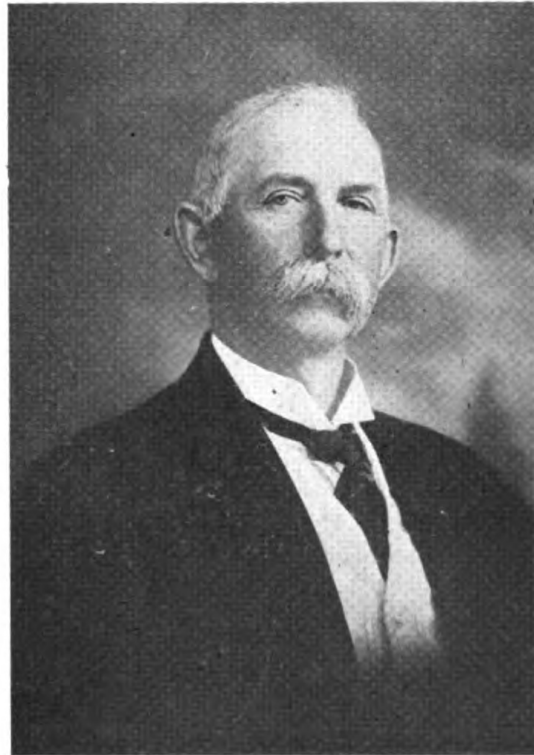


Martin Karmann and Mrs. Karmann.

the exception of but fifteen months, when he moved to West Union, Iowa.

He entered the service of the B. C. R. & N. Ry. in 1887, on the section where he remained until 1890, when he was employed as hostler in the yards at Decorah, which position he held until he retired, account ill health, December, 1915, being placed on the pension list effective Jan. 1, 1916.

James Hanley, section foreman, Knoxville, Iowa, whose application for pension was approved May 29, 1916, was born May 15, 1846. Previous to entering the service of the Rock Island company he worked for different companies. In the fall of 1875 he came from Kansas City with the Wells & French Bridge & Construction Company, remaining with them until he entered the service of the Rock Island, July, 1877, as



James Hanley.

bridge carpenter, holding that position for about two years, when he was appointed section foreman, Section No. 412, at Knoxville, June 1, 1879, in which position he remained until date of his retirement, May 31, 1916, having thirty-nine years' continuous service with this company.

LAUGH IT OFF.

When you can't make any headway,
And each day seems like a dead day,
And the thorns begin to pester till your
nerves are shattered, racked,
Stop a bit, get busy quaffing
From the bottle labeled "Laughing"—
Get your fill and then start over—it's a
tonic, for a fact.

Are you grumpy? Are you faded?
Do you feel all worn and jaded
Every time some fresh work doth claim
you?
Have you lost the thing called tact?
Try a cup of sunny chaffing,
Sweetened up with merry laughing—
It's the best thing on the market for a tonic,
for a fact.



J. T. Holderby, Warehouse Foreman and Freight Transfer Force, Silvis, Illinois.



Shop Force, Rock Island, Illinois.

PREVENT FIRE LOSSES — REMEDY THE DEFECTS — DELAY MAY CAUSE DISASTER — DANGERS OF GASOLINE.

Fatalities on account of gasoline fires are on the increase and, in harmony with experiences respecting human indifference, the increasing use of gasoline and other liquids which are dangerous because of their ready inflammability, will probably increase the number of accidents which cause loss of life as well as great damage to property. Miscellaneous hazards in the use of the inflammable products exist which lead to leakage of these volatile substances and their ignition by spontaneous and unsuspected methods, as well as those due to obvious carelessness.

A feature, however, which is not readily comprehended and which is a serious source of danger is the fact that gasoline or gasoline vapor burns, but a mixture of the vapor and air is highly explosive under certain conditions.

If one takes the cover off a full pail of tightly inclosed gasoline and applies a match to the surface the gasoline will flare up and burn as long as the gasoline lasts. On the other hand, if one puts a small quantity of gasoline in a small tightly inclosed pail, waits a few minutes and then introduces a flame or an electric spark a violent explosion will most likely result. In the first place, the vapor burns as fast as it comes from the gasoline and mixes with the oxygen of the air; in the second, the oil vaporizes in the pail and mixes uniformly with the air in it and forms an explosive mixture, and on ignition explodes.

Consequently, when we hear of a disastrous gasoline explosion we may be sure that it resulted from the mixing of the vapor from the gasoline with air in the proportion necessary to form an explosive mixture.

The behavior of illuminating gas, which burns quietly when liberated alone, but explodes when a mixture with air is ignited, is quite analogous. The public has been slow to appreciate these distinctions, and hence they deserve emphasis. Again the public cannot make distinctions between the explosive vapor and the purely combustible vapor—therefore certain precautions must be taken in handling this hazardous fluid.

At ordinary temperatures air will hold from 5 to 28 per cent of gasoline vapor. As gasoline vapor is about three times as heavy as air, in a room containing a mixture of the vapor with air the vapor is found in largest proportion near the floor. According to experts there is needed only a small proportion of gasoline vapor to render air explosive—1.4 cubic feet of vapor to 97.5 cubic feet of air. One gallon of gasoline can, under ideal conditions, render 2,100 cubic feet of air explosive.

A dangerous feature of gasoline vapor is that it may travel a considerable distance from the gasoline and there be ignited, the flash traveling back to the container of the liquid and causing a roaring fire in a few seconds.

Don't store gasoline or other highly volatile oils in large or small quantities where other oils, paints, etc., are stored, or use or handle in valuable properties or where they would endanger life or property of any kind. Store in a specially constructed container or building built on approved lines and in an isolated location.

Don't use gasoline in processes where it can be avoided and where a less dangerous substitute can be used as advantageously and economically.

Don't permit or use open lights or flames at or near places where gasoline and other highly dangerous and inflammable liquids are used or stored.

Have these dangerous liquids handled only by experienced men who realize the dangers.



GEORGE D. HOOD APPOINTED SUPERINTENDENT OF TELEGRAPH.

George Doan Hood, recently appointed superintendent of telegraph, was born at Yarmouth, Nova Scotia. He attended school (common and grammar) also academy at that point.

His first railroad work was as operator, wire chief and acting manager on the Northern Pacific Railway from January, 1893, to August, 1902. In August, 1902, he entered the service of the A. T. & S. F. Ry. as wire chief and manager and was later made chief clerk to superintendent of telegraph. In September, 1910, he was appointed superintendent of the Western Union Telegraph Company at San Francisco, which position he held until July, 1916, when he was appointed superintendent of telegraph of the Rock Island Lines with headquarters in Chicago.



"I'M SORRY; I WAS WRONG."

There may be virtue in the man
Who's always sure he's right.
Who'll never hear another's plan
And seeks no further light;
But I like more the chap who sings
A somewhat different song,
Who says, when he has messed up things:
"I'm sorry; I was wrong."

It's hard for anyone to say
That failure's due to him—
That he has lost the fight or way
Because his lights burned dim.
It takes a man aside to throw
The vanity that's strong,
Confessing, "'Twas my fault, I know;
I'm sorry; I was wrong."

And so, I figure, those who use
This honest, manly phrase
Hate it too much their way to lose
On many future days
They'll keep the path and make the fight
Because they do not long
To have to say, when they're not right:
"I'm sorry; I was wrong."

—Richmond Times-Dispatch.

THE GOLDEN STATE.

By J. S. Penny.

One bright morning in July
As the sun had risen high,
We climbed on the Palace Train
Headed toward the Western Plain.

When the engineer with pride
Opened up the throttle wide
We went gliding out of town,
Leaving streets all bare and brown.

From the window of the train
What grand views we now obtain—
We can see on every side
Fertile fields outstretching wide.

We are on the Golden State,
And are going at a rate
As we catch our breath, we think
Is a mile between each wink.

Now she swings around a curve,
Straightens out without a swerve,
And is touching light the steel
With her proudness foot, a wheel.

Now we're dashing out again
Through great fields of growing grain—
Wheat and oats, now nearly done,
Ripening out there in the sun.

Then we're gone the whole day long,
Gliding peacefully along
With a precious human load
On the splendid iron road.

While the curtain of the night
Shuts the grain fields out of sight,
We rejoice to here relate
We are on the Golden State.

BE A BOOSTER.

(Editor's Note.—Recently the management appealed to all employees to lend their efforts toward securing the routing on business over the Rock Island Lines so as to increase our earnings, and as a result of this appeal, we are taking pleasure in showing copy of a letter written by an engineer on our Amarillo Division to the Central Grocery Company of Amarillo, Texas, soliciting that company for its business, and we hope our many thousands of employees will take a like interest in this important matter.)

COPY.

"Amarillo, Texas, Aug. 15, 1916.

"Central Grocery Co., Amarillo, Texas.

"Gentlemen—'Rock Island' employees have recently been asked to help in promoting the interests of the company in this territory. Better business for the company is better wages for the employee and gives employment to more men, which in turn is a benefit to the merchant and a 'boost' for the city.

"As an employe of the 'Rock Island' I am concerned in the welfare of the 'Rock Island' and the success of 'Rock Island' patrons.

"My company successfully competes with all others in rates, conveniences and service, while its employes have long enjoyed the 'very best' reputation for courtesy to the public.

"Therefore, I bespeak your support and patronage for the 'Rock Island,' and will be appreciative of every shipment that you may give 'us.' Please save me a copy of the routing orders for goods shipped our way, as I am desirous of knowing just what I may be able to do. Yours very truly,

(Signed)

"A. G. ALMOND."



FOREMEN AND CLERKS, ROCK ISLAND SHOPS, ROCK ISLAND, ILL.



When breast meat is tender, chicken is sufficiently cooked.

*

If you wash or clean your gloves yourself, a flat wooden form to stretch them over is a great resource.

*

Plunging dry linen into hot water is likely to set soil and stains. It should always be soaked in cold water first.

*

If the clothes are yellow a tablespoonful of peroxide of hydrogen put in the water in which they are soaked will bleach them.

*

If you open a can of peaches and find them fermented do not throw them away. Heat them over, sweeten a little and make them into pie.

*

When you wash your door panels of lace or net applique to fit the door glass, tack them on the door to dry and they will keep their shape.

*

When cooking cabbage or cauliflower do not cover the saucepan; it makes the vegetables tough and discolored. Put a small piece of stale bread or crust on the top of it and it will absorb all the disagreeable odor.

*

To make candles last double the usual time, take each candle by the wick and give it a good coat of white varnish. Put the candles away a day or two to let them harden. The varnish prevents the grease from running down and so prolongs the life of the candle.

*

If gloves spotted by rain or other water are allowed to dry there is no hope for them. They are irreparably ruined. But if, while they are still damp, they

are kept on the hands and rubbed gently with a damp cloth, the spots will disappear. There is no use trying gasoline, benzine or anything else for water spots. A cloth dampened in plain water, but not wet, is the only remedy.

*

Linen stored in a closet warm and poorly ventilated will become yellow and will crack earlier than if stored otherwise. The properly constructed linen closet should be in a cool, dry place.

Each shelf should be covered with linen slips fastened with drawing pins.

Have the linen slips broad enough to fold back and cover the contents of the shelves.

*

A way of peeling tomatoes which is not generally known perhaps is to rub them with the back of the knife, thoroughly, being particular to rub the entire surface, but not hard enough to break the skin. Then peel in the usual way. It is quickly done and leaves the tomato in better shape to slice, and in this way they are much firmer than if boiling water is poured over them.

*

All green vegetables are improved by the addition to the water of the merest amount of bread soda, a level teaspoonful of sugar and a half teaspoonful of salt. Let the water cover the vegetables well and do not put them in until it is bubbling all over. Then let them down in small quantities and by degrees so that the sudden immersion of a cold mass will not cool the water. Have a kettle boiling at the side so as to add fresh water should the vegetables become uncovered through evaporation. Cabbage, Brussels sprouts, string beans, etc., cooked in this way will be a revelation of greenness, tenderness and flavor.

MERITORIOUS SERVICE.

Mr. W. C. Doolin, brakeman, Missouri Division, was given ten merit marks for firing on train 909, Princeton to Trenton, July 3, and ten merit marks for firing engine on Extra 2515, July 11, fireman being taken ill in both instances and unable to perform his duties.

Mr. C. E. Sarver, brakeman, Missouri Division, was given ten merit marks for voluntary firing engine on Work Extra 734, July 8, when regular fireman was injured and had to be relieved.

Mr. H. H. Boylan, conductor, and Mr. J. H. Huntsman, brakeman, Missouri Division, were each given ten merit marks for firing engine on Meat Extra 1963, Altamont to Trenton, July 11, account student fireman being unable to keep engine hot.

Mr. J. C. Myers, engineer, and Mr. B. C. Flinn, brakeman, Missouri Division, have each been given ten merit marks for firing engine on train 91, July 18, Cotter to Eldon, when regular fireman was taken ill.

Mr. O. Dixon, brakeman, Missouri Division, was given ten merit marks for voluntarily firing engine of Extra 1620 East, July 16, Chandler to Winston, account fireman overcome by heat.

Mr. O. G. Jones, agent, of Fruitland, was given ten merit marks for interest displayed in noticing brake beam dragging on car in Extra 2540-2516, flagging train and doubtless preventing an accident, July 17.

Mr. O. Williams, conductor, Missouri Division, was given ten merit marks for interest displayed in locating and reporting brake beam down on train 95, of which he was in charge, Mill Grove, July 15, possibly avoiding an accident.

Mr. G. H. Bremmerman, conductor, Mr. W. G. Boylan and Mr. Wm. Vesper, brakemen, of the Missouri Division, were each given ten merit marks. While on train 990 at Jamesport waiting for No. 57, May 17, braced coach on latter train, shortening their delay and making it unnecessary for passenger crew to soil their uniforms.

Mr. Geo. Rutliff, brakeman, Nebraska Division, was credited with ten marks for firing engine into terminal after regular fireman had taken sick.

Mr. B. H. Hawk, engineer, Pratt, Kans., has been given ten merit marks for firing engine 2038, July 7, from Meade to Bucklin, when fireman took sick at Meade. Also cleaned fire and took coal and water at Bucklin by himself.

Mr. D. Wade, brakeman, Pratt, Kans., has been given ten merit marks for interest displayed in observing fire in baggage car on troop train passing Kingsdown, July 13, while he was brakeman on first No. 4.

Mr. F. H. Meyers, brakeman, Kansas Division, has been given letter of commendation for noticing and picking up property which had been lost from train and returning it to agent.

Mr. Tod Benson, engineer, Kansas Division, has been given letter of commendation for noticing and picking up property which had been lost from train and returning it to agent.

Mr. Joe Hutchinson, lamp tender, Oklahoma City, has been commended for discovering and reporting broken rail on main line near Western avenue, Oklahoma City Yard, on August 2, probably averting an accident.

Mr. C. H. Rhyme, section foreman, Royal, Tex., has been commended for noticing and reporting brake rod dragging from car on Extra 1404, passing Royal, July 16.

Mr. W. B. Saunders, conductor, Halleyville, Okla., has been commended for interest displayed on July 20. While in charge of Extra 2130, west bound, he met No. 692 at Big Mammoth Wye and discovered broken arch bar in LV-60350 in that train as it passed, and walked a distance of about one-quarter mile to take water and notify conductor of this defect.

Mr. J. W. Houser, brakeman, has been commended for voluntarily firing engine of No. 802, July 19, Wyoming to Peoria, regular fireman having been overcome by heat.

Mr. Lee Lyons, brakeman, Blue Island, Ill., has been credited with ten merit marks for firing Extra 1631, July 30, Ottawa to New Lenox, account fireman being sick due to excessive heat.

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

Mr. E. C. Holtsclaw, secretary to superintendent at Herington, Kans., used his influence in securing a passenger via our line, Wichita to Chicago, a short time ago.

Mr. R. J. Wayland, carpenter, at Silvis, Ill., is always working for the interest of the company.

Mr. Irwin Coan, car oiler, Eldo, Mo., recently secured three passengers for our line, Crookston to St. Paul.

Through the influence of Mr. E. O. Schreiber, telegrapher in relay office at Trenton, we were successful in selling two round-trip tickets, Chicago to San Francisco, and one way first-class ticket, Chicago to San Francisco.

Mr. T. Riley, conductor, and Mr. F. F. Slingluff, brakeman, of Valley Junction, Ia., were successful in securing passenger for our line, Des Moines to Greeley, Colo., this party having intended to use another line.

Mr. F. H. Moody, conductor, Valley Junction, Ia., secured four passengers for our line, Chicago to Valley Junction, consisting of two whole tickets and two half fares.

Mr. Albert D. McCubbin, revising clerk, St. Joe, used his influence in securing round-trip ticket to Cleveland, O., this party intending to use another line.

Mr. Thurston, train porter, on arrival of train No. 29 at Kansas City, July 20, turned over to our station passenger agent a party who purchased ticket via our line to St. Louis.

Mr. O. W. Hawthorne, Little Rock, Ark., recently secured for ticket for our line, Little Rock to Hot Springs.

Mr. W. P. Ussery, section foreman, Jonesboro, Ia., has secured a passenger from Hodge to Memphis, who had intended to go by another line.

Our agent at Calumet, Okla., on July 31 sold five round-trip summer tourist tickets to Washington, D. C., routed via Rock Island to St. Louis, and another line. These passengers had made arrangements to come to Oklahoma City and use another line, but through the efforts of Walter Alrett, section foreman, Calumet, they were induced to use our line.

Through the efforts of Mr. J. M. Gordon, company surgeon at Weatherford, Okla., our agent at that point sold two tickets to Independence, Mo.

Mr. H. D. McDowell, Keokuk, Ia., recently secured five cars from Hubinger Bros. Co. destined New York to Boston, on which the revenue amounted to \$450.

Mr. T. G. Heth, conductor, Oklahoma City, Okla., used his influence in securing a passenger, Oklahoma City to Bakersfield, Calif., this party having intended to use another line.

Mr. J. J. Harrington, conductor, Kansas City, recently secured round trip ticket from Kansas City to Cadillac, Mich., and one-way ticket, Kansas City to Evart, Mich., both routing via Chicago.

Mr. Wm. Jones, an usher in La Salle Street Station, secured a passenger for us from Chicago to Sioux Falls S. Dak.

Mr. M. Jolly, conductor, Des Moines, on arrival of No. 3 at Kansas City, turned over to passenger representative two passengers who purchased tickets to Wichita via our line and one to Hutchinson.

Mr. H. C. Heffsinger, switchman, Oklahoma City, and wife have been instrumental in securing a passenger for our line, Guthrie to Denver, who had intended taking another line.

Mr. McPartland and Mr. Wm. Beall have again secured business for our company. Mr. McPartland recently secured a passenger for our line from Cedar Rapids to Omaha, Nebr., and Mr. Beall secured a passenger from Cedar Rapids to Oklahoma City, Okla.

Mr. J. R. Dabbs, labor foreman at Shawnee Locomotive Shop, was instrumental in securing two tickets over our line, Shawnee to Phoenix, Ariz., this party having intended to use another line.

Mr. G. H. Ferrell, engine foreman, Little Rock, recently secured routing of car from Little Rock

to St. Louis. This is one of the several instances where Mr. Ferrell has secured business for our line.

Mr. L. F. Browning, brakeman, Oklahoma Division, El Reno Okla., recently secured one ticket to St. Joseph, Mo.

Mr. J. W. Simmons, train baggage man, Searcy, Ark., has secured passenger for our line, Garfield, Kans., to Wichita, this party having intended to use another line.

Conductor Holcomb and Brakeman Robinson, of Little Rock, Ark., secured two tickets, Fordyce to Brinkley, these passengers intending to leave our line at Fordyce and take passage over another line.

Mr. E. K. Scott, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line, Kansas City to Peoria, June 21.

Mr. E. K. Scott, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line to St. Louis, June 21.

Mr. W. L. Gane, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line to St. Louis, and three tickets from Kansas City to Davenport, June 23.

Mr. W. L. Gane, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line en route to Rochester, Minn., July 3.

Mr. F. W. Edwards, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line, Corbin, Kans., to Dodge City.

Mr. E. W. Sumpter, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line, Kansas City to Des Moines, June 24.

Mr. B. E. Branch, fruit inspector, Kansas Division, has been given letter of commendation for securing two tickets from Herington, Kans., to Omaha, Nebr., July 12.

Mr. N. W. Stephens, fireman, Kansas Division, has been given letter of commendation for securing tickets from Caldwell to Jennings, Kans., also relative to threshing outfit moving to Jennings, Kans.

Mr. A. Harness, train porter, Kansas Division, has been given letter of commendation for securing ticket via this line en route to Montana, July 14.

Mr. A. S. O'Malley, clerk in auditor freight

traffic office, for securing several carload and less than carload shipments, steel, etc., destined various destinations in the west.

Mr. C. L. Kidd, clerk in office superintendent car service, for securing 23 cars of barrels, Chicago to Peoria, Ill.

Miss Ruaha Beech, clerk in car accountant's office, for securing shipment steel poles destined Ottawa, Ill.

Mr. P. E. Slaymaker, clerk in office local agent, Kansas City, Mo., for advice resulting in the securing of about 50 cars steel destined Kansas City, Mo.

Mr. W. C. Maier, clerk general manager's office, El Reno, Okla., for securing Rock Island routing instructions on several carload shipments of coal, wood and sand destined various points on Rock Island rails.

Mr. N. W. Stephens, fireman, for securing car threshing machinery destined to Jennings, Kan.

Mr. A. H. Rau, transportation inspector, Goodland, Kan., for securing shipment merchandise.

Mr. A. H. Priest, clerk local freight office, Ft. Worth, Texas, for securing shipment tractors, Minneapolis to Ft. Worth, Texas.

APPOINTMENTS.

Effective August 1st: Mr. G. D. Hood was appointed superintendent of telegraph for receiver of the Chicago, Rock Island and Pacific Railroad Company, with headquarters at Chicago, vice Mr. C. H. Hubbell, transferred.

Effective August 11th: Mr. D. C. Rees was appointed secretary of the Pension Board and Personal Record Bureau to succeed Mr. W. B. Ross, who has taken service elsewhere.

Effective July 11th, 1916, Mr. J. M. Short was appointed boiler maker foreman at Pratt, Kansas.

Effective July 27th, Mr. E. S. Jarrett was appointed agent and operator at Romero, Tex., vice O. G. Hoegemeyer, transferred.

Effective August 10th: C. E. Layman was appointed agent and operator at Elmont, Kan., vice L. R. Fridley.

A Statistical Division has been organized in Chicago for the study of unit cost in connection with the Federal valuation on the progress of the Chicago Terminals, and Mr. W. S. Sharpe for the past six years statistician in the president's office, has been placed at the head of this statistical work.



Rock Island Baseball Club, Ft. Worth, Texas, Champions of the Saturday City League.
Left to right—Front row—Land, c. f.; Bollinger, c.; Brown, p.; Lingenfeller (manager),
1b.; Ashley, 2b.; Nottingham, c. f.; Spencer, c. f.; Gray, p. and
Left to right—Standing—Card, c. f.; Spencer, c. f.; Gray, p. and



ARKANSAS DIVISION.

Harrison Howe, Editor.

The Commercial League pennant, which the Rock Island Baseball Club has constantly striven for during this season, still hangs in the balance, but mostly in our favor.

At the present writing the Magnolias, which is the only team near us on the list, still have two more postponed games to play and win before they can tie us.

The Railroaders have played out their schedule, and can only sit by, watch and wait with painful patience. If the Mags tie us a post-season series of three games will be arranged for the two teams to "fight it out."

Following is the individual batting average at close of Commercial League season:

Personae.	Games.	AB.	R.	H.	Pct.
1. Ray	12	49	15	21	.429
2. Brand	12	45	15	17	.378
3. Thomas	10	40	11	15	.375
4. Dever	8	33	8	12	.364
5. Sherman	12	46	9	16	.348
6. Morgan	11	45	6	13	.289
7. Johnson	13	50	7	14	.280
8. Counts	2	11	2	3	.273
9. Adcock	11	46	7	12	.261
10. Anderson	9	34	4	8	.235

Following is individual fielding average of the same players, including both in and outfield:

Personae.	Games.	P.O.	A.	E.	Pct.
1. Ray	12	113	6	5	.960
2. Adcock	11	32	34	3	.957
3. Morgan	11	42	3	2	.957
4. Counts	3	9	11	1	.952
5. Johnson	13	54	12	5	.930
6. Brand	12	37	24	5	.924
7. Sherman	12	34	25	6	.908
8. Dever	8	14	9	3	.884
9. Thomas	10	9	2	2	.846
10. Anderson	9	14	11	6	.806

The above tables only include regular players who partook in the last three games.

"HELLO, FELLOWS!"

"I'm here! Yes; and my name is Virginia Reed. I arrived at four o'clock on the morning of August 9th, 1916. I'm a whopper of a girl. I am! My papa's name is L. C. Reed, and he is chief clerk of the claim department at Little Rock. I can't see for the life of me how he can look after me and Brother Bobbie and mamma and his job and—study law this winter, too. I will be jealous of his old books, and intend to tear every one of them up if I get a chance."

Miss Edith Foster, stenographer on the transportation desk in the superintendent's office, has been transferred to the typing bureau at Chicago under Miss Bertha Deutsch. We miss Miss Foster already, and her many friends, while they wish her well, long to see her smiling face again in the office at Little Rock, to feel the magnetism of her sunny disposition and hear the hearty laugh which in her was a second nature. "Edith" was very popular with her fellow employees, and is a fully competent steno. Miss Foster is succeeded at present by Miss Hallie Word.

Also on account of the change made in the office by Miss Foster leaving us, we have a new steno. in the person of Mr. C. G. Stotts.

Miss Florence Kelly has returned from her vacation, spent in Salt Lake City and Colorado Springs.

THE REAL ANSWER.

Reed: "Whom does the baby resemble?"

Vogel: "Every other baby I ever saw."

"TICKETS, PLEASE!"

Howard: "I don't believe the war films we saw last night were taken at the front."

Ethel: "Of course they were. Didn't you notice the bullet holes at the end of each reel?"

Dear Miss Chic: How can I chochet a flivver?—Lorraine Carr. Answer: Search me. I didn't even know it could be done.

Dear Madam Chic: A gentleman who is the idol of my dreams passed me in a car the other day and refused to speak to me. It may be that he didn't see me, as it was raining and the storm curtains were closely drawn. What shall I do?—Leota Smith. Answer: What kind of a car was it?

Dear Chic: Is it a fact that Bacon wrote Shakespeare's plays?—Frances Whiley. Answer: Blank here, but the Washington Star is of the opinion that some of his expressions are so impolite that Shakespeare was too much of a gentleman to say such things.

"ABOUT BUGS."

By Stoane Clifton.

When one hears the expression "bugs" it usually produces a vague sense of humor, and a mental picture is drawn of some poor, unfortunate with defective cells in the cerebellum picking feathers off a grain of white sand or exercising great care in diligently driving a ten-penny nail into a concrete slab with a bar of soft soap.

Yet nothing concerns our daily life and habits of health in general more than "Bugs," or just plain "bugs."

There are, broadly speaking, two kinds of bugs. Those which we see and those which we don't see.

Those which we see by day and by night torment us to such an extent that we shall pass on and not molest them here lest something be started that cannot be finished.

But the bugs which we do not see—and there are millions of species—are the ones that concern us mostly; yet we are prone to regard them light. Most all disease is "bugs." And it has developed that the successful way to kill disease is to kill the bugs that caused it. These bugs are so minute and vicious that it is necessary to find some "good bugs" to kill the "bad bugs."

Let us consider fruit trees. A disease strikes an orchard and mars the fruit. We search and find "bugs" working on the trees. We import a certain kind of "bug" that is not injurious to fruit, but considers the "bad bug" in question the most delicious kind of desert. After the "bad bugs" are all devoured by the "good bugs" the orchard prospers prolifically, and the "good bugs," finding nothing more to feed on, die off, and the "disease" is cured.

This method is now employed upon the human race with marked results in treating typhoid, smallpox, diphtheria and scores of other "germ" diseases, which is only another name for "bugs."

As an instance, a certain physician the other day was examining a patient, and, after a careful diagnoses, remarked:

"Just what I thought, my dear man. 'Bugs' are working on you."

"What's that?" demanded the frightened victim.

"I say," repeated the M. D., "that 'bugs' are working on you—bugs, 'bad bugs'—and unless we dope you with 'good bugs' No. 6849827-A6 within twenty-four hours you may as well fix up your insurance papers one week hence."

"All right, Doc; go ahead," said the patient. "If I've got to have bugs in my system anyhow, why I'd rather they would be good ones."

So the "Doc," securing a culture of "good bugs" No. 6849827-A6, put a "charge" into a

Hamilton Watch

"The Railroad Timekeeper of America"

THE more careful you are in buying a watch, the greater are the chances that you will buy a Hamilton.

Talk to other men on your division. Ask them about the Hamilton. One of the first things you will observe is that every man praises the Hamilton.

Some of the men you talk to will own Hamiltons. Others will not. But all of them will say that it is a good watch and that you make no mistake in buying it.

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

It is more than a watch catalog. It tells about watches, has facts about them. It tells in clean, honest, fair-minded statements, without "bragging" or "knocking," the things you need to know before investing money in a new watch.

For Time Inspection Service, Hamilton Watch No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American railroads and will pass any Official Time Inspection. Other Hamiltons \$15.00 (\$12.25 for movement alone—in Canada \$13.00) to \$150.00, for the Hamilton Masterpiece, in 18k heavy gold case. A Hamilton Movement can be fitted to your present watch case.

HAMILTON WATCH COMPANY

Lancaster, Pennsylvania
Dept. 34

Engineer Wm. Jenness of the Denver and Rio Grande R.R. One of the many fast train engineers who have carried the Hamilton Watch for years with perfect satisfaction.



"hypo" and shot his patient quickly and effectively.

"There," said he, "I have inoculated you with two billion 'good bugs' guaranteed to be fighters of the first rank."

"It's rank, all right," growled the victim.

"Cheer up!" said the Doctor; "I can see the little rascals now going after those 'bad bugs.' Why, my dear man, the European war isn't in it at all with what is going on in your system at this very instant, except of course that your battle is on a much smaller scale. All we need to do now is supply reinforcements daily and the fight will soon be over. Come back tomorrow at 10 a. m."

"What's the bill?" asked the patient.

"Two hundred dollars," murmured the M. D.

"Gosh, almighty, Doc! That's awful high!" exclaimed the subject.

"Well," said Doc, "you know all wars are expensive," and added: "10 o'clock tomorrow, please."

PERSONALITIES.

Mr. W. H. Brand, formerly in A. G. P. A.'s office, Little Rock, and star third baseman and shortstop in the Rock Island Baseball Team, has resigned his position with the company, and is now working in St. Louis. We were sorry to see "Bill" leave us so suddenly. His "plays" on the diamond were a source of gratification and praise most every Saturday afternoon during the Commercial League season. He has the making of a professional, and here's hoping that some day he will be pulling down "heavy coin" in a big league.

Mr. O. W. Hawthorne, owner and operator of Ford No. 5674876-X- 3456254-A- 56784, pulled a stunt the other day when he solicited some passengers for Hot Springs. After getting the business he made sure of it by bringing the parties down to the station in his car. That's the big idea, all right.

Mr. J. R. Brown, formerly maintenance clerk, has resigned his position and entered the advertising business at Little Rock. "Jim" has a world of wit, and many friends who wish him success in his new venture.

Mr. P. C. Bennetsen, enginemen's timekeeper, has returned after an extended leave of absence taken on account of his health. His cheeks are rosy and he seems to have fattened up considerably.

BURR OAK TRANSFER.

S. E. Caswell.

A "prevent claims" meeting was held in a passenger coach near the Burr Oak Station on July 25. Both Chicago and South Chicago were represented, making up a total attendance of 30. C. A. Tice, agent South Chicago, and A. J. Hitt, agent Chicago Station, together with several of their employes, paid this office a visit after the meeting.

With the mercury hovering around 100 degrees on July 27th, the Burr Oak Transfer employes had no trouble in keeping warm. However, at the noon hour Mr. Lawhead had the office floor sprinkled, which cooled off the place considerably. The fire hose was also put in use on the platform for the benefit of the truckers. On another one of those warm days a collection was taken up to buy lemons and sugar for lemonade. The waiting line around the water fountain indicated that each one must have had about four drinks. It was surely satisfactory to all concerned, and possibly soothed many a sun-burnt tongue.

Danforth was among the spectators at the big fight down in Chicago's colored section. Danny just loves to hear the hum of bullets about his head.

Several special trains of autos and chauffeurs from New York passed here for Columbus, N. Mex. Those flag-decorated trains never cease to attract our attention, as we all like to look at something out of the ordinary.

A blind horse got tangled up in some ropes while in an emigrant car and nearly strangled before help arrived. Dave Fredrickson and Joe Bryndza got busy, and, with the aid of a knife, soon freed the suffering animal.

This column wouldn't be complete without "Slim's" name in it. Recently a woman came

in here selling shoestrings, and Slim bought three pairs just to show her that they weren't all pikers in this office. Slim visited his relatives back in New York State several weeks ago, and we presume he cut some capers for the benefit of those old-timers. It's lucky, though, that he steered clear of the gay lights on Broadway, or we would have checked short one bill clerk.

"Chuck" Leopard, our new carload transfer foreman, is the most optimistic fellow around here. He is always smiling, no matter if he has fifty carloads to transfer and short of men besides. "Chuck" is a willing worker, comes out Sundays to ice cars, and always wants to ice just one more "freezer" before he goes home.

Bandy sent his wife and son to New York State for a month's vacation. So now Bandy is one of the "boys" down at the Oddfellows' Club, and is the ringleader in their festivities. However, he is going to New York and bring her and the boy home when the month is up. They will visit Niagara Falls on their return trip.

Mr. Herbig, agent at Kansas City, was a welcome visitor here recently.

Ray Pennington worked on the pro. desk for a couple of weeks, taking Wm. Boldt's place. The latter has been confined to his house for some time.

Carl Rohde spent his vacation around Pike's Peak and Colorado Springs. The peak, he says, is an ideal place on warm days, as one can do a little snowballing up there and still look down on the sweltering people below.

NEWS FROM THE CHICAGO TERMINAL.

By WE Editor.

Miss Coons spent her vacation in the city visiting the Stock Yards, etc.

At the present writing H. P. Justin, our genial trainmaster, is down at Crooked Lake and from the postals received from him he is having a wonderful time. Better go easy, Harry, or there won't be any fish left for next year.

Frank Walsh, trainmaster's clerk, is playing great ball for the Seminoles. Hope you win the cup, Frank.

We understand our genial yardmaster, J. F. Jameson, is in the market for a bulldog. Jack, there is a good one at South Chicago. Have you seen him?

Don Boughner, traveling yard clerk, spent his vacation at Kilbourne, Wis., and from the postals received from him he must have had a fine time. He claims he caught 105 fish of various sizes in less than an hour. We presume he had to hide behind a tree while baiting the hook.

Miss Carrie Calvin, stenographer in the Superintendent's Office, and Miss Cora Gose, voucher clerk in the Division Accountant's Office, are spending their vacations in the vicinity of Colorado Springs looking over the mountains.

Our friend Emil spent his vacation touring the northern part of Illinois. Emil says it is not a Ford.

Joseph E. Skorcz, chief clerk to the Division Engineer, is sojourning in the woods of Wisconsin. What is the matter with the scenery in the vicinity of Sherman street, Joe? Did you get tired of it?

Morris Cohon, after traveling through Newark, New York and the Navy Yard at Philadelphia, has returned to Chicago a firm believer in traveler's checks. We wonder why?

We learn that Jack Turner has a self-improvised shower bath in his home, and apparently the hot weather has not been bothering him.

Mrs. Feldcamp, personal record clerk in the Superintendent's Office, has returned from her vacation and reports having had a fine time.

Russell Dalley, timekeeper, is spending a week's vacation at Kendallville, Ind. "Nolsy" Freudenberg, assistant timekeeper, is holding down both jobs. Some boy, Freudy!

And say, Freudy, where did you get that shirt?

Joe Everling, we understand, bought a \$250 Edison Victrola. We thought you were saving for a ring, Joe. Ain't you going to get married?

Charles F. Barr, section foreman on Section 6, is going to be married the 16th of September.

Who is the lucky girl, Charlie? Don't forget the smokes.

Frank Boyd was in great demand one day and could not be found. We wonder if he was in Milwaukee.

Someone was looking for Mr. Brew, division engineer, about 9 a. m. one morning and called up Englewood Station. The party who answered the phone said that he had not seen M. J. since 5:30 a. m. that morning. He said that he was going toward the gypsy camp. Why so early, Mr. Brew?

Our division accountant, W. P. Walpole, was laid up for a week, but is now back on the job.

Herman Faulstich, chief clerk to the station-master, took a flying trip to Joliet the other day. Have you any friends there, Herman?

SOUTHERN DIVISION.

J. L. Corbitt, chief clerk to Vice-President and General Superintendent, has a record of being a crack (I almost wrote "crook") brakeman in handling show trains. Specific reference is made to that trip to Graham a few days ago. It will be interesting to hear him tell the story of the "tough" man riding the lion into town.

We have heard the opinion expressed that the winning of the baseball pennant by the Rock Island was due to Spencer playing the bench.

Since Miss Caroline Norris has been made assistant timekeeper, the Auditor's payroll clerk has quit writing letters on payroll corrections. Says he can do better by coming down and checking 'em up.

Enemies of C. Frederick Spencer, M. W. and S. clerk, will be sorry to learn that he is still shining in the social whirl, making the brightest light at the "Nat" and out on the Interurban. Assisted by Roscoe Conklin Elmore at the "Nat."

Mr. H. C. Helmig reports that he had one of the greatest times of his life in Los Angeles this year while away on his vacation. He vis-

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

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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

ited his sister and friends. His genial presence was missed very much while he was away.

Mr. J. S. Jones, traveling claim adjuster, and wife are in Cripple Creek, Colo., to cool off in the mountains while taking their vacation.

Mr. T. D. Pace while fishing in Eubank, Okla., hung a 9½-pound bass and about a thousand smaller ones. It is tempting to believe Mr. Pace and makes us feel like stealing away to this happy hunting ground. Mr. Pace with his family visited Kansas City and other points on his vacation.

Mr. George F. Thompson and family left for Niagara Falls this week and will also include New York state in his eastern trip, to visit relatives.

Mr. Geo. Wicker spent his vacation at Lake Worth catching croppie and enjoying the bathing season.

Scott Gardner visited several Texas cities on his vacation and it is believed by his near friends that in each town there was a new game that drew him there.

Mr. H. L. Mahaffey spent his vacation in south Texas, reporting a very pleasant time.

Mrs. Grace E. Clark visited in California this year upon her vacation. She was accompanied by her daughter, Miss Grace Clark.

Mr. Cecil Nottingham, in requesting his pass for his vacation failed to include his wife, which he claims was an error, but a big question mark is in the minds of everybody that knows about it.

Mr. Albert (Bo) Lovell and wife are visiting in Oklahoma City and Dallas, Tex.

Mr. George Angel, commercial agent, Dallas, Tex., with his wife is visiting in Colorado.

Mr. Dowlin attended the cotton hearing in Galveston, Aug. 11. A very interesting meeting is reported.

Mr. J. L. Wilson, second trick dispatcher, is spending his vacation in Albuquerque, N. M.

Mr. L. A. McCoy, our worthy colored janitor, has just returned from Chicago, where he spent his vacation, reporting the best time of his life.

Fort Worth.

Clyde Grigsby, engine inspector; Harry Clark, engineer, and George Flint, machinist, are in Minnesota catching 56-pound fish. It's hard to believe, Harry, unless we have a photograph.

Dock Willhoite, car clerk, went to the mountains in Colorado for a vacation, and the melted snow they use for drinking water did not agree with him. He took pneumonia and had to hurry home. Dock says dear old Texas is good enough for him.

Joe Seaman, car foreman, took a vacation recently and visited his old homestead in Michigan. It was hard to get him off, but we finally succeeded. He had a nice time while he was gone, but it rained nearly all the time.

L. P. Rose, rip track foreman, returned recently from his summer home in Denver, where he had been on his vacation. Mr. Rose has a fine home in Denver and entertained Mr. Willhoite and wife while they were there.

Speaking of efficiency, Foreman Joe Seaman can get the safety appliance cars out if they will only shoot him the material. That's all he needs.

Al Davis, roundhouse foreman, is still on the job and as loud as ever. Have you all heard of Young Bill, the Texas Long Horn. That is Al's new heir. Al is teaching Young Bill daily to become a big league pitcher. We hope he succeeds and does not make a railroad man like his dad.

Fort Worth City Ticket Office.

This office has seen two of the several varieties of human beings the past month. Early in the month a fellow came into the office, took a piece of clip, and our conversation, on paper, was as follows:

Customer—How far is it to Chicago on the Rock Island?

Agent—Eleven hundred and eleven miles.

Customer—I walk from Houston and am going there. Which road near the Chicago, Santa Fe or Rock Island?

Agent—Rock Island.

It is needless to say that we did not have to inform this gentleman that being an interstate passenger he must pay the interstate fare.

Later in the month we had one like this:

Gentleman walked in, picked up the scratch pad and wrote the following:

Customer—Road need operators, do you know?

Agent—Don't know. See Mr. Warner, superintendent, in August building, Tenth and Commerce streets.

To our utter surprise and dismay the customer picked up the paper and says "Thank you." At the front door he turned around and called back: "Is it down this way?"

We have been informed by a gentleman from Amarillo, who just completed a trip overland between Amarillo and Fort Worth, that on his first day out from Amarillo he passed four hundred and seventy-six automobiles loaded with tourist parties en route north.

Cor Service Department.

Randolph Watson, department fashion plate and discrepancy clerk, has returned from Galveston, where he has been basking in the sun and indulging in sea baths. His intention when he departed from this metropolis was to make a trip to Port Lavaca, but owing to unforeseen circumstances of not having a steamer trunk and not being able to borrow such an article in Galveston he had to give up his trip to this summer resort. Randolph recommends Galveston very highly for run-down clerks and heart-broken young men. He says that the Hotel Keepers in Galveston objected to his sleeping in his bathing suit, so he made his stay on the island short.

Ed Terrill, demurrage clerk, is again back on the line after a week's vacation at Glen Rose. Ed says this is a fine place to spend a vacation.

Mr. John T. Withers, Jr., is a grass widower. His "Boss" is in Oklahoma City.

Baseball.

By defeating the Railway Mail Clerks last Saturday the Rock Islands won the championship in the Railroad League. The season closed with both teams tied for first honors, and it was arranged to play one game in order to decide the winner. The game was full of thrills and was more closely contested than the score would indicate. Uncle Sam's team had men on bases nearly every inning, but the pinch blow was not forthcoming. Brown for the Rock Islands pitched a great game, although yielding seven hits, which were scattered over so many innings. Sensational stops by Pray and Ashley featured the game.

Side Lights.

The Rock Islands would like to arrange a game with one of the company's teams up the line. Shawnee and Little Rock, take notice. Nobody barred.

When it comes down to the hard, cold fact of winning ball games, two more valuable players than Pray and Ashley are hard to find. While their regular positions are shortstop and second base, this pair only a few weeks ago were called on for battery work. Two games were on the docket with our closest opponents, the R. M. S. Ashley pitched the first game, while Pray did the receiving. However, the count went against us 3 to 2. In the second game the battery was reversed, and this time we won 4 to 3.

During the season Pray has pitched five games, winning them all (Old Lucky). The good work of our outfield has caused many complimentary remarks.

Ted Randolph, our hard luck third baseman, should come in for his share of the glory. Ted was on hand to participate in all games. When it comes to fielding his position nobody on the club has anything on him. However, his hard luck overtook at bat. Ted has probably hit more ine drivers into somebody's hands than any two other men in the league. Better luck next year, Ted.

Tom Bowdry is one of our rooters who has at all times stayed in the boat. He comes out to see the games because he enjoys them and the boys seem to play better ball when he is watching them. He is a booster.

In honor of the winning team there was a six-course dinner given to the ball club at the West Brook Hotel, Thursday, August 17. Some thirty guests were there to participate. Several speeches were made and high praise given to the efficient club.

The box score:

R. M. S.					ROCK ISLAND.						
AB.H. O. A.E.					AB.H. O. A.E.						
Bratchr, s	4	1	0	5	0	Ntghm, m	5	0	2	0	0
Ogilvie, c	5	2	11	1	0	Fray, s...	4	1	2	2	0
Vernon, m	3	0	0	0	0	Gunn, 3...	3	1	2	2	0
McColm, 3	4	1	1	4	0	Land, l...	3	1	1	0	0
Wingo, l...	4	1	0	0	0	Langfldr, l	4	2	12	0	0
Faulk, l...	3	2	13	3	0	Card, r...	4	0	1	0	0
Green, r...	4	0	1	0	0	Ashley, 2...	3	0	1	6	1
McRyls, 2	2	0	0	0	0	Bolinger, c	3	1	5	1	0
Dunhm, p.	4	1	1	2	0	Grown, p...	4	1	0	3	0
						Spencer, r.	0	0	1	0	0
Totals...	33	8	27	15	0	Totals...	33	7	27	14	1

Score by innings:

Rock Island.....	0	0	2	0	0	2	0	2	0	0	6
Railway Mail Service.	0	0	0	0	1	1	0	0	0	0	2

PASSENGER DEPARTMENT.

Booster list for the month:

Mr. D. A. Morrow, special agent, Amarillo, Texas.
 Mr. C. P. Henley, live stock agent, No. Ft. Worth, Texas.
 Mr. R. K. Graham, passenger conductor, Ft. Worth, Texas.
 Mr. Jas. N. Doak, passenger conductor, Ft. Worth, Texas.
 Mr. Ben S. Vinson, passenger porter, Ft. Worth, Texas.
 Mr. C. L. Covert, auditors' office, Ft. Worth, Texas.
 Mr. H. C. Helming, auditor's office, Ft. Worth, Texas.
 Mr. Rollie Fray, cashier, No. Ft. Worth, Texas.
 Miss Winnie Slawson, general freight office, Ft. Worth, Texas.
 Mr. John C. McNeely, general freight office, Ft. Worth, Texas.
 Mr. H. W. Walker, passenger office, Ft. Worth, Texas.
 Mr. Howard Brooks, treasurer's office, Ft. Worth, Texas.

Just look and see for yourself how this list is growing. Keep it up fellows and show us what you can do. A little boost here and a little boost there goes a long way toward making the revenue of the Rock Island grow larger every day.

Every prospect either large or small is appreciated by this department, and, no matter whether same is turned in by head of the department or the office boy, it is given the same prompt attention.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

The latter part of June it was necessary for Conductor Hugh Mitchell to go to Colorado for his health. We all hope he will be able to take his run again soon.

Car Distributer C. E. Kopisch spent his vacation with relatives in Blue Springs, Neb.

Dispatcher J. A. Dickens spent his vacation in Fairbury, resting.

Engineer J. Hall laid off for about a week the first part of July.

Machinist E. R. Miller is taking a ninety-days' leave of absence.

Wells Parker, coppersmith helper, is again at work after a thirty-day leave of absence which he spent visiting relatives.

It was necessary for Fireman Gately to lay off a few days the latter part of July on account of sickness.

We are glad to see Engineer McQuaid on his run again after several months' lay-off on account of sickness.

It was necessary for Engineer Dan Hill to lay off for a few days on account of sickness.

Machinist Henry Bitzer has resigned his position in Fairbury and gone to Detroit to work. He has our good wishes for his success.

W. S. Graham has returned to Fairbury after working on the El Paso Division for a few weeks. He seems to think "There is no place like home."

Operator Garber at Munden has been away on a vacation, being relieved by W. B. Stackhouse.

We are glad to see Operator Shortridge in Fairbury again, if it is only for a few weeks.

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
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ON ROCK ISLAND LINES

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Manufacturers of
PURE CRYSTAL ICE

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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

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HOTEL BENTON

"Center of Everything"

We Cater to the Railroad Man

819 PINE ST., ST. LOUIS, MO.

50c
75c
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THE ONLY
FIRST CLASS HOTEL IN
TUCUMCARI, NEW MEXICO

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Your business solicited
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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 Depository)

MOYLAN CAFE AND HOTEL

EUROPEAN

The Rock Island Just Across the Track
Popular Prices—Quick Service

WEST LIBERTY, IOWA

IOWA GOLD BUTTER

Served on

ROCK ISLAND DINING CARS

You can have it in your home

WEST LIBERTY CO-OPERATIVE CREAMERY CO.

WEST LIBERTY, IOWA

HUBBARD ICE COMPANY

Dealers in

Manufactured and Natural Ice

Wholesale and Retail

CEDAR RAPIDS, IOWA

Wire Chief Corp is spending part of his vacation attending Chautauqua.

Mrs. Pryor is at work again after a short vacation.

Former Master Carpenter's clerk is spending a few weeks at Elks Springs, Mo. We hope she will come home much improved in health.

Mrs. Pryor has resumed work after a short vacation spent in Indiana.

G. T. Joslin has returned to work as conductor on the Nebraska Division and will run on 5, 6, 7 and 8.

Conductor C. E. Bates spent a few weeks in Colorado the latter part of July.

E. G. Monroe laid off a few days the first part of August. It is the understanding that he laid off to get married.

**MISSOURI DIVISION.**

Conductor Geo. W. Payne, one of our oldest conductors, died very suddenly in the Rock Island lunch room on August 11th, death having been due to heart failure. Mr. Payne was apparently in the best of health, and his sudden death was a shock to his many friends. About fifty of Mr. Payne's friends from Eldon attended the funeral, which was held at the family residence in Washington, Iowa.

Car Repairer C. L. Keith, of Princeton, and Miss Fanny Guld were married at the home of Agent Bryan on Saturday, July 15th.

Mr. H. Clewer, supervisor of locomotive operation, was appointed master mechanic at Trenton on July 15th to succeed Mr. E. J. Harris. Mr. Clewer was formerly road foreman of equipment on the Missouri Division, and we are glad to welcome him back in his new position.

Miss Sue Hume, stenographer in the trainmaster's office at Trenton, has been enjoying a week's vacation in Excelsior Springs and Kansas City.

Superintendent C. L. Ruppert, Trainmasters O. O. Hawk and R. C. Scoffen, Conductor R. R. Hamilton, and Transportation Inspector W. McMurtre attended the system loss and damage meeting in Kansas City August 7th, 8th, and 9th.

**MEMPHIS, TENN.**

W. L. Stout, agent, was in Kansas City August 8th, 9th and 10th, attending the Prevent Claims Committee meeting.

Hugh Mask and Jno. O. Younger have just returned from El Reno, where they were witnesses in a lawsuit against the company.

W. L. Stout, agent, and W. J. Cottingham, chief claim clerk, left Sunday night for El Reno to attend the cotton meeting to be held there 21st and 22nd.

Miss Georgia Hafer is back with us after an absence of about 8 months.

The employees of the local office enjoyed a water melon feast Tuesday, August 1st, between 3 and 4 p. m. Mr. W. J. Webb was host of the hour.

We have noticed quite an improvement in the billing of late. Perhaps this is due to having old and settled men on the job.

Richard Gill hails from McAlester, Okla. He wants to know why all the Memphis girls are wild about him and are always calling him on the chief clerk's phone.

M. P. Nelson, a recent bridegroom, always says "we." By this we suppose he means his better half. Eh, sweet?

Herman Merkt has been appointed car clerk to succeed W. R. Matthews, who resigned.

Joe Cottingham can't be fooled. He goes to see a little girl who tells him that he is No. 1. The writer personally knows three other fellows whom this same young lady has told the same story to.

**DENVER, COLO.**

By P. J. Quinn.

The following were Denver visitors recently: C. B. Sloat, B. H. Stiers, J. T. Lee, A. E. Dove.

H. V. Hilliker, formerly superintendent of the Denver Union Depot, has been appointed superintendent of the Union Depot at Omaha.

J. F. Morris, auditor of disbursements for the D. & R. G., Denver, has accepted a position in aud. disb. office, Mo. Pac., St. Louis.

M. O. Culton, traveling freight agent, I. C., Denver, has been appointed agent for the Erie Dispatch at Salt Lake City.

We are sporting new awnings on the city office windows—a hundred and twenty-five feet of them.

Secretary of the Treasury McAdoo will use Rock Island-Denver east first part of September.

A Pueblo engineer was run over by an auto driven by a railroad conductor. Improper flagging.

Conductor Jno. Leydon gave information relative to a party who contemplated a trip east which resulted in our securing the business.

The question as to what the lifetime of a steel rail is has been argued by Canadian papers and has brought to light the interesting fact that in western Ontario there are still in use rails which were laid forty-four years ago and have stood heavy traffic daily. They were made in Sheffield, England, in 1872. They make them quicker now but no better.

Miss Vera Thatcher, telephone operator general agent's office, is spending her vacation in California.

"It's cool in Colorado" is the heading of a telegraphic bulletin sent to all Rock Island offices in the East daily, showing temperatures at principal Colorado resorts at 8 a. m.

Manager Jack Keating of the Denver Union Depot announces that work will be started immediately reconstructing the east and west ends of the depot. Mr. Keating originated the idea of instructing red caps in passenger matters and classes are held daily under the instruction of Depot Ticket Agent Fleish, who teaches the red caps how to "read up" and "read down" on a time table.

The Government "safety first" special train of ten cars was exhibited in Denver during the latter part of August. Approximately ten thousand people visited the train during its two days' stay.

A New Jersey judge says a man has a right to spank his wife. Who's first?

Chief Clerk Howe is a golf ball chaser now. Messenger Scherrin spent his vacation in the country.

R. F. of E. Merlith was a Denver visitor recently.

Jim Garrett, Rock Island engineer for thirty year, has been nominated on the Democratic ticket for representative to the Colorado State Assembly. Mr. Garrett has served two terms in the Legislature. We are for him.

The Denver Passenger Association held their annual picnic at Palmer Lake on the D. & R. G., August 13th. Quite a number attended.

Miss Mabel Stewart and Miss Lucile Dunleavy, stenographers, will spend their vacations in Estes Park.

General Agent Geo. W. Martin delivered a stirring address to the Grain Dealers' Association, Denver, August 4th, treating on conditions in eastern Colorado. Mr. Martin proved that the country has gone steadily forward and that conditions in that section were never better. Colorado Springs and Denver papers used Mr. Martin's address as the subject for editorials which appeared in the daily papers.

Mr. A. E. Dove, in charge of the Reedy-Young Tour Co. party, passed through Denver August 16th en route to Dallas.

HOWLS FROM HERINGTON.

By Mutt & Jeff.

We haven't heard a peep from the Silvis ball team since the engine whistled them out of Herington.

W. G. KELLEY

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Patronize

THE PRATT LIGHT & ICE COMPANY

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Creamery Butter**

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

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HERINGTON, KANSAS

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FURNITURE

RUGS

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Mr. T. M. Breyden, Chief Dispatcher Pratt and formerly of the dispatcher's office at this point, dropped in the superintendent's office at Herington August 17th. He still wears that dry smile of his, and appeared glad to look things over again at Herington, including "B. J.," and to hear Webb whistle "I'm on My Way to Mandalay."

We notice Kansas City states they could have easily beaten Eldon by a shut-out if their pitcher had not broken his finger. We hate to say it, but just think what the score would have been if an accident of that kind had happened at Herington.

Mrs. Glenn Young was taken to Christ's Hospital Monday, August 14th. She has been seriously ill for several weeks, but latest reports indicate an improvement.

Dispatcher P. H. Johnson and family are in Colorado spending their vacation. They drove out in Mr. Johnson's auto, and news from them states a splendid trip.

Chairman Irwin Lamb left Herington August 21st for Colorado, where he will stay a short time before school convenes this fall.

Mr. R. W. Savage, who had formerly been at Herington in the engineering department, succeeds Mr. Lamb.

Miss Grace McSween, night cashier at the Eating House, is spending her vacation in Colorado Springs.

TOPEKA. N. M. B.

Maynard Walker, stenographer for E. F. Strain, division freight agent, spent his vacation in Colorado, returning August 20th.

Mr. and Mrs. Luther Burns returned the latter part of July from Long Beach, Cal., where they spent a two weeks' vacation. Mr. Burns is the assistant attorney for the Rock Island at this point.

Mr. G. B. Hetherington, trainmaster, and daughter, Miss Dorothy Hetherington, spent a few days the middle part of August in Oklahoma City visiting relatives.

Mr. and Mrs. B. P. Soujers, of the local freight, spent two weeks the latter part of August in Denver and Colorado Springs visiting relatives and friends.

Mrs. A. Lusk and daughter, Miss Mildred Lusk, spent a few days the fore part of August in Waldron and Caldwell, Kans., with relatives and friends.

R. A. Huey, foreman Armourdale, formerly general foreman, Topeka, spent a few days here the middle of August, attending the marriage of his sister, Miss Margaret Huey, to Mr. C. W. Huycke. Miss Huey was formerly stenographer at this point for the general foreman.

Mr. and Mrs. Chas. Metzger are the parents of a daughter, born the latter part of July. Mrs. Metzger was formerly Miss Nell Hoar, stenographer in the law department.

H. Hallock, of Horton, Kan., has accepted a position as stenographer in the law department, effective the first part of August.

C. N. Bacon, clerk in the general manager's office, El Reno, formerly of this city, spent Sunday and Monday, August 13th and 14th, in Topeka with friends.

Mr. G. B. Hetherington, trainmaster, and Mr. A. Lusk, freight agent, attended the prevent claim meeting in Kansas, August 7th, 8th and 9th.

Fred Cosad, of Lewis, Ia., formerly of Topeka, spent Sunday and Monday, August 13th and 14th, in Topeka visiting at the home of Mr. and Mrs. A. Lusk.

Mr. and Mrs. Chas. Quinn and daughters, Pauline and Mildred, spent a few days this month visiting relatives in St. Joe, Mich., and Hamburg, Ia.

L. C. Smith returned to his position as clerk in the claim department at this point the first of August after being in the hospital for several weeks account motorcycle accident the fore part of June.

C. W. Moncrief, of Kansas City, has accepted the position of western weighing and inspection bureau inspector at this point in the place of A. B. Crawford.

Miss Katherine Stevens, formerly messenger for the company at this point, is spending two

months in Kansas City visiting relatives.

C. Jones is employed in the local freight office, this point, as claim clerk, account R. V. Sewell transferred to Manhattan, Kan., as chief clerk and cashier.

SILVIS NEWS.

Machinist Percy M. Nilsen and wife spent their vacation visiting Mr. Nilsen's parents at St. Paul, Minn.

The stork is very popular at the superintendent's office, leaving a baby boy at Ed. Eaton's home in Silvis and Rudy Holtz's home in Moline on the same day, August 6th. Congratulations.

Mr. Edwin Hoag, formerly of Silvis, now foreman at Kansas City, came back to Moline to claim his bride, Miss Grace Larinan, being the fortunate young lady. They spent their honeymoon at Colorado Springs, Mr. Hoag's home town. Best wishes, Edwin, from the Silvis boys.

Boilermaker J. F. Lentz passed away July 30th, due to becoming overheated. Mr. Lentz was an old-time boilermaker at Silvis and will be missed by those who knew him.

Machinist Roland Theophilus, of the tool room, was called home the latter part of July account of his nine-year-old brother, Floyd, passing away very suddenly.

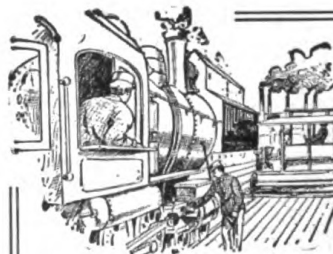
Our assistant superintendent, Mr. P. Linthicum, and family spent part of their vacation at Horton, Kans., Mr. Linthicum's home town.

Foreman Geo. Pesch and family are spending their vacation at Peoria, Ill.

The stork was very popular in the shop, leaving an 8-pound boy at Machinist Wm. Farquhar's home, a 7-pound boy at Machinist Hugo Fersch's home, and a baby boy at Boilermaker Anthony Groene's home. Congratulations on the boys. August seems to be a boy month now.

Roundhouse Foreman G. W. Cuyler has been promoted to master mechanic at Kansas City, and Mr. G. H. Likert has been appointed to fill Mr. Cuyler's vacancy.

Carl Nelson, chief car inspector at Silvis, has



**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.



resigned to accept employment with the C. & M. & P. S. R. R. at Butte, Mont.

Machinist Crick McGuire, after reading about the actions of himself and Chas. Morrison at Moline, July 4th, in last month's issue wants it understood that he is a machinist, not an apprentice, and that the lady friend "was his wife." We beg your pardon, "Chickie"; your behavior does not indicate that you are so far along in years.

Boilermaker's Helper Maitland Morrison and wife have evidently been chasing one another around the dining-room table at home for several months, getting in trim for the Silvis and Cedar Rapids picnic, as both carried prizes in the foot racing events, Mate getting first prize in gent's free-for-all 100 yards race. Mrs. Morrison took second prize in free-for-all 50 yards race. She had the race until, as a woman always will, she got to wondering how close the lady behind her was to her. Keep a-going next time, May, and you will not lose your lead.

Our Silvis company physician, Dr. A. C. Hansen, has been called to the Mexican border for service at Fort Sam Houston, Texas. Dr. Hansen is a member of the medical reserve corps of the army.

Boilermaker W. E. Green and wife enjoyed the picnic immensely by obstructing the view of others. Will build a grandstand for you at the next one, "Bill."

Foremen Hynes and Koenig enjoyed themselves immensely, even if there was no pie at the tower.

WINNERS IN THE SILVIS SHOPS AND CEDAR RAPIDS SHOPS PICNIC AT WATCH TOWER, AUG. 19, 1916.

Silvis won ball game by score 4-2.

Silvis won tug of war.

Little girls' race, 4 to 10 years—1st prize, Gladys Morrison, Moline, Ill.; 2nd prize, Mildred Allison, Carbon Cliff, Ill.

Boys' race, 4 to 10 years—1st prize, Lestly Fogle, Moline, Ill.; 2nd prize, Howard Fogle, Moline, Ill.

Girls' race, 10 to 16 years—1st, Ruth Morrison, Moline, Ill.; 2nd, Alma Flodine, Moline, Ill.

Boys' race, 10 to 16 years—1st, Wilfred Ellinwood, Rock Island, Ill.; 2nd, Fred Calkins, Rock Island, Ill.

Girls' egg race, 16 or over—1st, Myrtle Oberg, Moline, Ill.; 2nd, Mrs. Carl Quanstrom, E. Moline, Ill.

Boys' peanut race, 16 or over—1st, Fred Calkins, Rock Island, Ill.; 2nd, Leroy Grady, Silvis, Ill.

Married ladies' race—1st, Mrs. Avie DeNoon, Moline, Ill.; 2nd, Mrs. Carl Quanstrom, E. Moline, Ill.

Ladies' ball-throwing contest—1st, Myrtle Oberg, Moline, Ill.; 2nd, Mrs. Newell, Moline, Ill.

Fat ladies' race—1st, Mrs. E. L. Smith, Rock Island, Ill.; 2nd, Mrs. Gladys Newell, Moline, Ill.

Fat men's race—1st, H. E. Griffen, Moline, Ill.; 2nd, Joe Hankla, Moline, Ill.

Ladies' free-for-all—1st, Miss Agnes Morrison, Moline, Ill.; 2nd, Miss Myrtle Oberg, Moline, Ill.

Free-for-all gents—1st, Mate Morrison, Moline, Ill.; 2nd, Everett Bell, Moline, Ill.

Ladies' whip and potato race—1st, Mrs. Carl Quanstrom, E. Moline, Ill.; 2nd, Mrs. Mate Morrison, Moline, Ill.

Men's pillow fight—1st, Carl Quanstrom, E. Moline, Ill.; 2nd, Jimmy Burdeau, Rock Island, Ill.; 3rd, Clyde Johnson, Silvis, Ill.

Sack race, free-for-all—1st, Jimmy Burdeau, Rock Island, Ill.; 2nd, Joe Van Verantes, E. Moline, Ill.

Three-legged race—1st, Jimmy Burdeau, Rock Island, Ill., and James Endeau, E. Moline, Ill.; 2nd, A. H. Gramence, E. Moline, Ill., and Joe Van Verantes, E. Moline, Ill.

The men's pillow fight was the event of the day, as it was something new in the line of amusement. COMMITTEE.

The picnic was a success all way through. Only wished Cedar Rapids could have made a better showing in athletics; but practice up, Cedar Rapids; you might do better next time.

The picnic was enjoyed by over 2,800 people—900 from Cedar Rapids and 1,900 from Silvis.

While looking o'er last magazine
Some lines I chanced to read,
Giving birth and pedigree
Of my velocipede.

Now who on earth the author is
I vainly tried to guess,
The more I scratch my dome and think,
The bigger seems the mess.

Shop Order Smith, I know 'tis not,
For troubles he has known
Of breaking gears and friction clutch
And countless tires blown.

And surely, 'tis not Buster Brown,
Who to these depths has fallen,
For he has troubles of his own
To keep his Ford from stallin'.

Fearheily's name I would not mix
With this exaggeration,
As he like Smith and Buster Brown
Has had his graduation.

At first I thought of Billy Green,
With terrible suspicion,
But even he I do not think,
Would stoop to this position.

So after thinking pro and con,
On con as much as pro,
I've sifted all the suspects down,
To one you all will know.

In stature he stands middle size,
Complexion rather fair,
But the crowning feature of the man
Is that crop of Auburn Hair.

He has traveled o'er this mighty land
In record-breaking style,
No man on earth can duplicate
His average cost per mile.

Here's the Work Suit of the Hour!

The most comfortable on earth! Neatest looking. No belt to bind. No suspender straps to tire shoulders.

Pat. June 8, 1915

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No coat tails to bunch or get caught in machinery. No double thickness at waist or front. Just the garment that appeals to railroad men.

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

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Patented button-down skirt showing neat jacket effect.



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



Showing the convenient drop seat arrangement.

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COMBINATION WORK SUIT

He's contemplating at this time
A journey to the Fair,
You see he's got some relatives
Residing over there.

It makes no difference where he goes,
To Boston or to Chy,
He's always got some folks of his
To see before they die.

Now, Coal Oil, when you wrote me up,
You thought it was a joke,
So don't get sore if I come back
And at you take a poke.

And of all the things you do or say
In future day or night,
Don't meddle with my Submarine
Cause that will make me fight.
(To be continued.)

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

They are the Railroad Lockers

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Federal Electric Lantern Best by Test

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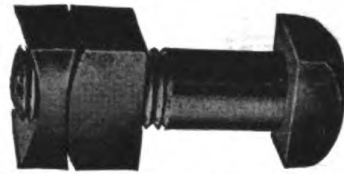
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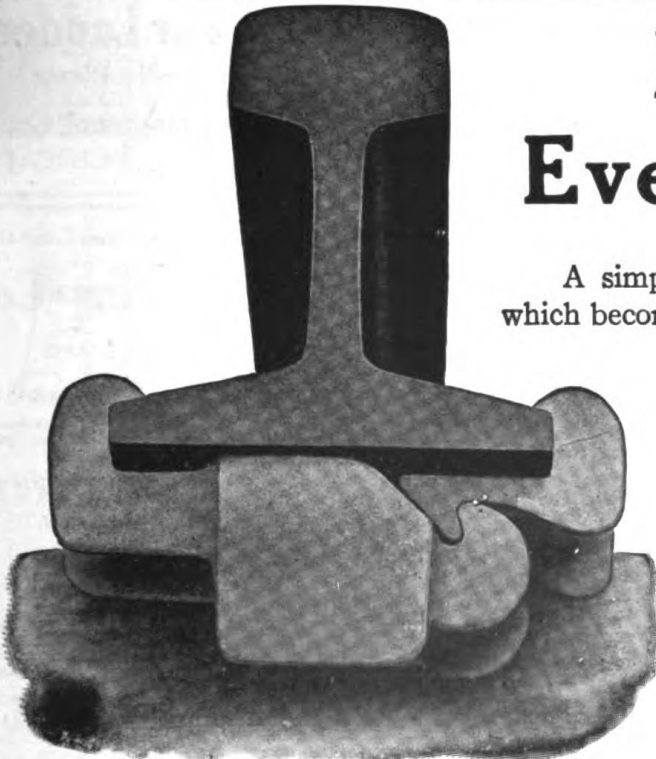
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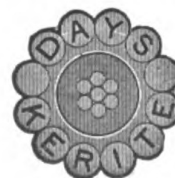
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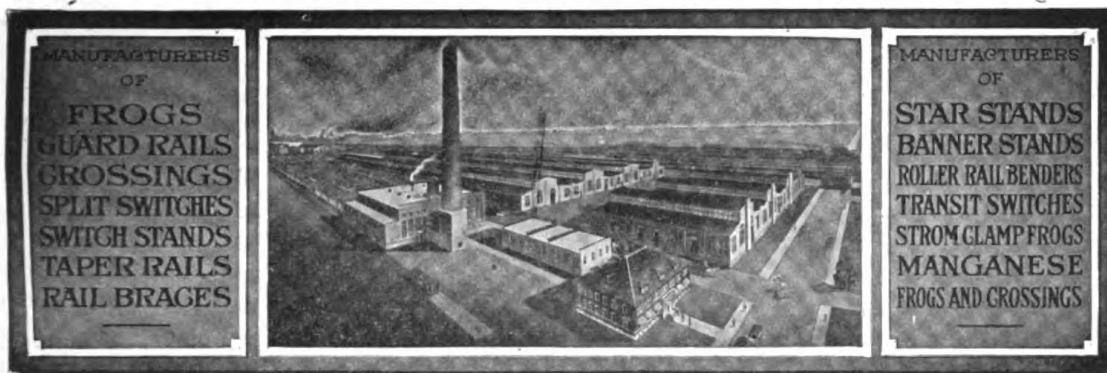
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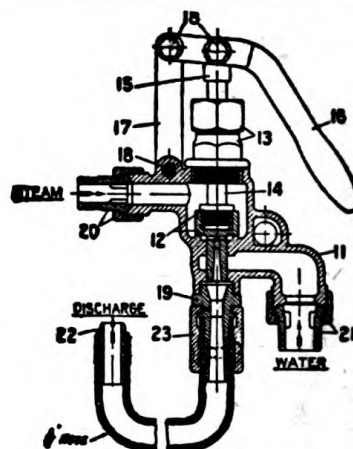
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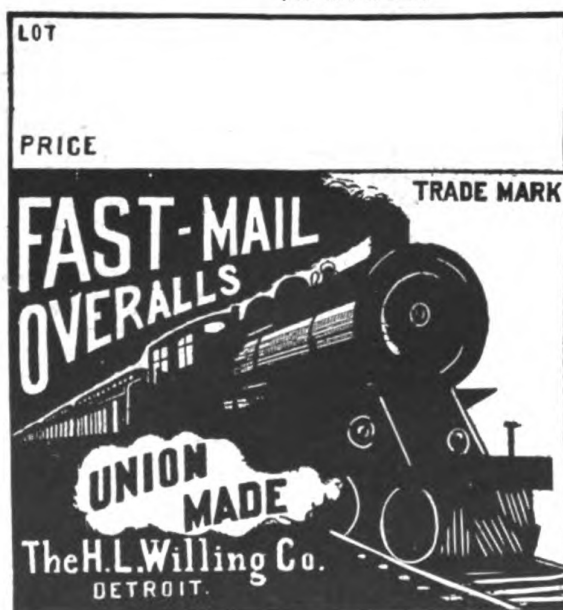
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