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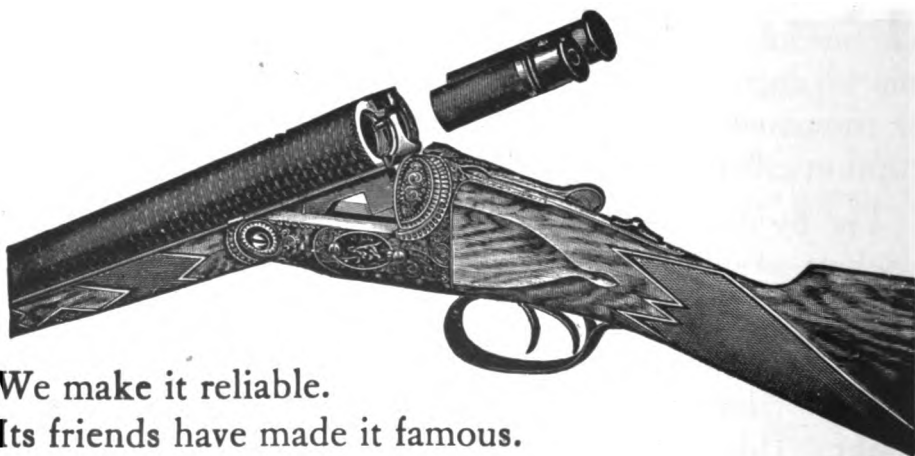
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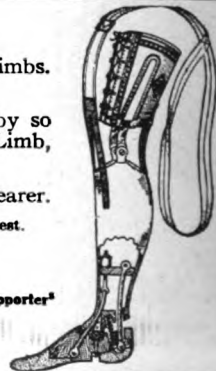
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Rock Island Employes' Magazine

Edited by Harley E. Reisman

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¶ This Magazine is published monthly at Room 927 La Salle Street Station, Chicago, in behalf of the 50,000 employes of the Chicago, Rock Island & Pacific Railway Company.
 ¶ Readers of the Magazine are urged to contribute articles or stories in regard to Rock Island affairs, both past and present. ¶ Communications should be sent to the Editor at the above address, and should be written on one side of the paper only. ¶ Every communication or article must be signed with the full name of the writer for it to receive consideration, although the writer's name need not be used in connection with the matter when printed.
 ¶ For distribution to Rock Island employes free; Subscription price to all others, \$1.50 per annum; 15 cents per copy.
 ¶ Advertising rates will be made known upon application. ¶ The exceptional field covered by this periodical makes it an excellent medium for general advertising.

THE ROCK ISLAND EMPLOYES' MAGAZINE
 La Salle Station, Chicago

Human Nature

Successful—Yet still striving
To gain some envied post,
Kind—But still condemning
The ones we owe the most,
Happy—Still resigning
To some unselfish end,
Shrewd—Less recognition for
The value of a friend.

—P. J. Delahunt

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

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CHARACTER

(From Advance Club News).

*It matters not how straight the gate,
How charged with punishment the scroll,
I am the captain of my fate
I am the master of my soul.*

The last few numbers of the Advance News have contained some remarks on each of the four "habits" which, according to Benjamin Franklin, combine to form the highest type of American citizen. We have had comments on the "Health Habit"—the "Work Habit"—the "Study Habit," and the "Play Habit," and now it seems there is still something lacking to make the series complete.

As it stands at present it is like a recipe which gives ingredients but says nothing about quantities.

Correct quantities are an important feature in most combinations. We all know that H_2O is the chemical formula for water, without which we could not live; but H_2O_2 is hydrogen dioxide, a powerful poison, which, if indulged in, would seriously impair our present usefulness. It is important, therefore, not only to "get the habit" but to get the right proportion. A man can go "bugs" on the health habit, just as easily as a student can become a bookworm. Right proportions are certainly an essential detail, but no rule can be laid down for them. What they are, each man must find out for himself.

The sum total of "habits" is character. Character should not be confused with reputation, which is frequently got without merit and lost without desert. Character is a positive description and must always have some foundation. It is not what someone says about you, but what, through your actions, you say about yourself. The word "character" literally means "engraved." One cannot engrave on mush. A wishy-washy individual who trims his sails to meet every puff of wind never develops character.

Kipling has an interesting poem entitled, "Tomlinson." Tomlinson was a gentleman who all his life had accommodated his point of view to meet the requirements of the moment. He kept a certain amount of lukewarm piety always on tap, and could be insipidly "bad" when occasion seemed to require it. In course of time Tomlinson died and presented himself at the gates where St. Peter keeps the keys, but his piety would not stand the test, and he was hurried off to the regions below. Upon examination there, it was found he really was not bad enough for hell, so they sent him back to earth again. Tomlinson had no character, either good or bad.

The world is full of "Tomlinsons" and they are not held in the highest esteem. People reserve their respect for strength of character, which might also be de-

scribed as a "steady uniform course of conduct"; something upon which one's friends and acquaintances may depend. A strong mind shows character in every action of life. It stands out like a mountain peak against an evening sky. To close the argument we cannot do any

better than fall back on one more rule laid down by the original instigator of these articles, Benjamin Franklin. That rule is—

Resolve to perform what you ought,
Perform without fail what you resolve.

J. F. W.

LOYALTY AND CO-OPERATION

By F. B. LINCOLN,

General Superintendent Erie R. R. Co.

(Paper Delivered Before the Railroad Men's Improvement Society at New York)

Mr. President and Gentlemen:

This is a very interesting event for me, more so I fear than it is likely to prove for you, but I want to express to you my appreciation of your courtesy in asking me to be here with you tonight and to congratulate you on the interest you are taking in the work of your organization and the effective object lesson which it is proving to be along the lines of the text upon which you have asked me to speak.

Upon receipt of your invitation I instinctively gave some thought to the personnel of your association and to the work it was doing and it immediately struck me that, whether or not you realized it or had stopped to think of it, the underlying motive which prompted your forming this association, although perhaps subconscious and not brought out in the call which resulted in its formation for mutual advancement and education, was the unexpressed "loyalty" to the interests you represent and the desire through "co-operation" to expand your own usefulness and thus directly benefit your Company. Your very action to this end in building up this association and the interest you take in it rather discounts the apparent need of any elucidation to you on the topic you have chosen for me to address you on because the action speaks louder than the word and indicates that you know more about the subject than I can tell you. It is for this reason that a discussion with you or before you on the topics of "Co-operation" and "Loyalty" seems almost superfluous.

The selection as a subject for a thesis under the auspices confronting me tonight of the two human characteristics

or states of mind described or denominated by these two words I assume presupposes an argument setting forth the need thereof and the advantages arising therefrom, but these facts seem to me so potent there does not appear to be much of a basis to argue from or upon. Anyone who has ever given a moment's thought to life as we now live it and has looked back over history, who has compared the things of today with the things of other years, or has reflected for a moment on how the results of human effort have been accomplished has certainly realized that "co-operation" is the cause which has produced the existing effect.

Co-operation was coincident with the dawn of human history. In the days of the cave men when self-preservation depended on brute strength and the ability to do battle, men banded together to secure their food and maintain their rude homes and the bands who longest hung together and showed the greatest co-operation were the ones who survived the struggle and transmitted to their descendants slowly improving conditions of life. As the world developed and civilization advanced and the problems of life became more complex the need of co-operation became more and more vital. Individual effort was not equal to the tasks necessary to be performed to carry on the business of the world. In the beginning the individual could dig his own cave and hollow out his own log for a canoe, but when houses had to be built and ships fashioned men had to co-operate and join forces to secure the accomplishment of their desires.

When communities began to form and

take the place of roving bands of semi-civilized nomads and rules of conduct became necessary to govern the impulses and actions of groups of people thus gathered together it was the co-operative effort of many minds that formed those rules that gradually developed into and became laws. As illustrative of the principle, in later times when the activities of these people so collected into communities grew beyond the convenient limits of neighborhood and individual barter and exchange the earlier forms of banking were devised by the joining of resources of many participants in co-operative financing, thus forming the basis of that wonderful development with which you are all familiar, the intricate and comprehensive financial interchange which permits of carrying on the involved commercial life of the world today. On down through the centuries the growth of co-operation in all directions is coincident with the advance of civilization. As another very forceful and important example of the theory and one that must appeal to the most of you here, may be cited that, within the last century, and almost within the memory of men now living, one of the most beneficial and characteristic evidences of co-operation took development in the shape of life insurance, which in all its present-day elaboration and refinement is wholly based on that underlying principle with its far-reaching effects even to the second and third generation.

So it is that the spirit of co-operation has become ingrained in man and a part of his nature as an element of his development and it is for this reason I say there does not seem to be the need of much argument or discourse to prove the wisdom or the virtue of it. It is elemental, it is born in us, it is as much a part of our being as appetite or reasoning power. In these later years since men of philosophical and scientific mind have devoted their lives to the study of human life and its interests, volumes have been written upon innumerable forms and phases of co-operation and hundreds of new ideas have been advanced for its development for the general benefit and advancement of civilization and its varied activities, societies have been formed the world over to promote it and educate the people to its expanding value, mag-

azines are currently published to disseminate knowledge of its possibilities, and the whole trend of thought in these days on the subject is toward its widest application, notwithstanding the efforts of our marvelously wise legislators and commissions in these last few years to undo all the work of the centuries and split up all co-operative and mutually beneficial combinations into their basic units with the fallacious premise of the need of destructive competition to take the place of constructive co-operation.

In the application of this broad human principle in our own lives and in the daily intercourse that goes to make up our professional relationships our reasons for co-operation and the methods to be employed should be a matter of thought and careful consideration. We co-operate each with the other to the end that we may mutually benefit, but the benefit and effect of intelligent individual co-operation are more far-reaching than the mere influence upon each other of the particular individuals concerned in any special co-operative effort, in their reaction and stimulus upon the minds and acts of other human units necessarily later concerned or affected thereby.

In any direction that we look, in any present form of human activity which we examine we find that co-operation is a basic essential to accomplishment.

Instinctively we co-operate—we could not refrain from it if we would—but the *method* of so doing is measurably susceptible of government by individual will, and it is to this feature we should give attention, and it is particularly incumbent upon us, who are engaged in what has grown to be one of the greatest fields of human effort, one of the broadest and most exacting of scientific professions, the one basic activity next to agriculture, most important to the existence and welfare of the whole human family, and possibly the profession above all others now where the effects of intelligent co-operation are most marked, I repeat, I believe it is particularly incumbent upon us to specifically direct our thoughts toward the broadest, most thorough and most willing co-operation possible, constantly widening each individual sphere of influence, constantly lifting up and holding up the hand of each associate, and strengthening character by

helpful exchange of ideas and principles, thus effecting increased usefulness by co-operative effort that extends in ever enlarging circles like the waves from a pebble dropped on the calm surface of a summer sea.

Let your mind for a moment run over the details, with which you are all so familiar, of the activities that go to make up our profession of railroad service of today. From the first conception of a line based upon the co-operative needs of a widely dispersed population for means of intercommunication, up through every grade of preliminary financing, construction, equipping and operating, the measure of success depends upon the intelligent co-operation of the many minds and wills concerned in the enterprise, and the more perfect the co-operation, the more harmonious the diversified activities concerned, the greater the success. Bring home to yourself and to your own desk an individual thought on what real co-operation means. No one here works alone or independently. You all handle phases of questions that originate elsewhere or originate matters that are handled by others. No one of you begins and ends a question or a completed subject. Someone else is concerned in every professional matter that enters into your daily life and work. Do you stop to think how you can make it easier for the other man to intelligently comprehend and successfully accomplish his duty in the work in which you are jointly concerned? That is the effort required of you; that is elemental co-operation, and that very effort in its effect upon the other mind sets in motion an impulse that never ceases through all eternity, for in its acceleration of the activities of the next mind it promotes increased efficiency which again and again is reflected in the successive hands through which every originated thought or act must pass.

Our work in this great profession of ours takes in almost every phase of present day human effort and all of it in its great variety passes at some time or other through your hands, from the constructive and progressive ideas originated by our Presidents down to the simple duties performed by the humblest laborer on our roadways, and through it all in every thought or action lies the re-

quirement of intelligent co-operation to insure success. The impress of every mind and every hand concerned in the progress of each interwoven activity is seen or felt by every other mind and hand and if the application in each individual case is made with the constant thought of helpfulness and thoroughness the true spirit of co-operation will have prevailed in the work done, with its consequent far-reaching benefit to you individually, to all of those equally concerned and interested in your work, and to the company to whose welfare your best thought is given and to whose success your most intelligent effort should be directed.

I could say much more, but why elaborate on so simple a basic principle to you who are devoting your lives to the daily exemplification of the effectiveness of intelligent co-operation? All I can suggest is that instead of letting it be a subconscious and elemental impulse that you bring it out into the sunshine of your workroom and keep it as a motto on your desk or your office wall, and that sunshine which seems sometimes to be clouded in the worry and strain of press of work will be brighter and cheerier for you and your co-workers.

The other word set up by you as part of my text is "Loyalty." Is any comment needed to impress upon your mind the value of the results to you and to the interests you are representing daily in loyalty of service as a prerequisite to successful work and a clear conscience? What does the word mean as applied to us in the relationships we hold to each other and to the companies upon whose future and success our own depends? It means absolute devotion and unremitting application to duty, unswerving obedience to the rules laid down for the proper conduct of our business and constant effort to build up the reputation and effectiveness of our organization. It means watchfulness of undeserved criticism; a steady attempt to avoid all appearance or action that will invite criticism, and a firm purpose and effort to lead the minds of critics in lines of thought of friendly suggestion instead of adverse comment.

"Loyalty" is a synonym for self-respect, and without the latter no man is of value to himself or others. Loyalty

to one's self in the last analysis implies loyalty to duty higher than which there is no human attribute. It implies a righteous self-interest, and no man is without self-interest if in his right mind and having the interest and welfare of others at heart.

"Loyalty"! What does the word conjure up in your minds in the retrospect of human history, and in a review of contemporary events. Adherence to that principle has been the mainspring of life through all recorded time, and has been the principle upon which men have builded civilization and government. It was this impulse that prompted your father and my father to offer their lives that this country might be saved in its freedom as a fit place for us to live—as a haven of safety for the oppressed of all the world and a Mecca for all men endowed with ambition of purpose in its marvelous wealth and growth of opportunity. For the thought expressed by that one word men have given up their lives through all the ages, and from that impulse alone today ten million men are on the battle field—lives are being swept away like chaff before the wind—homes are being desolated and one whole nation has almost been wiped out from the face of the earth in giving up its whole manhood in devotion and loyalty to its country.

"Loyalty" and "Co-operation" are to the railroad staff what the rolling stock is to the system. To cut down your rolling stock is to perform an operation on your system; to allow the germ of disloyalty to infect your *esprit du corps* is to invite the undertaker to come in and embalm the body of the organization.

To paraphrase, and not irreverently, I assure you, a part of the ritual of one of our most solemn religious services our text might read, "Loyalty is the first and great requirement, and the second is like unto it, Co-operate intelligently with your fellow-workman. Upon these two premises depend all progress and success."

Gentlemen, I again thank you for this opportunity of meeting you and the privilege of addressing you, and I wish you all possible success in the future progress of your essentially co-operative and beneficial association.

ARKANSAS DIVISION EMPLOYEES' MEETING.

The Arkansas Division Employees' meeting was held in General Office building, Little Rock, Ark., April 11, 1915. Meeting called to order by Mr. A. E. Walker, superintendent, with 126 employees and officials present.

After the meeting was called to order, Mr. Walker explained that the object of the meeting was to discuss with all employees the new organization and method of settling stock claims, effective April 15th, also to discuss other topics with a view of bettering the service and reducing loss and damage to the minimum.

Mr. L. F. Shedd, general safety supervisor of Chicago, talked for a few minutes, calling attention to the importance and necessity of every employee putting forth every effort possible to prevent the killing of stock, advancement of the "Safety First" movement, and the prevention of loss and damage.

Mr. A. H. Kilpatrick, claim agent, gave a very interesting and instructive talk on the handling of stock claims, the killing of live stock and the prevention of personal injuries.

Mr. Geo. Firmin, trainmaster, gave a few minutes' talk on the killing of stock, explaining how each man could assist in the advancement of the cause. Also spoke with reference to handling of live stock shipments, the proper inspection of equipment by agents of all cars placed for grain loading, stock loading, merchandise loading, etc., and called attention to the importance of the local agent properly checking and weighing all baggage, explaining what this meant to the company in lost revenue and the payment of loss and damage.

Mr. H. H. Gray, district agent, was asked to outline the duties of a local agent in the proper handling of live stock shipments. Upon taking the floor, he asked that Mr. Eaton, agent at Carlisle, explain just how he would handle the shipment of a car of stock from his station, beginning with the order for car and loading of same, billing it out, and the proper method of making out his way-bill and reports. Mr. Eaton stated just how he would handle it, and was complimented very highly by Mr. Gray, Mr. Walker and others, who advised that if every agent handled as explained by

Mr. Eaton they would be 100 per cent efficient.

Mr. W. L. Stout, agent at Memphis, Tenn., explained the principle discrepancies and errors made by local agents in the handling of live stock, as detected by him in handling stock shipments interchanged to various lines at Memphis, and just how they should be handled, especially calling attention to the importance of complying with quarantine restrictions, and the necessity of having health certificate attached to way-bill covering stock shipments.

Mr. Fertig, car distributor at Little Rock, outlined the proper handling of equipment, both system and foreign. According to car records we had on the division April 10, 503 foreign cars, the lowest record ever reached. Mr. Fertig explained to the section foremen, bridge foremen, agents and conductors just how they could assist him in the handling of cars.

Mr. M. O. Gay, terminal agent, outlined various ways in which the local agent could make the company money in the handling of freight, proper handling of live stock from his experience in handling interchange to other lines, etc.

Mr. Wilburn, clerk, outlined the handling of OS&D's, explaining how each individual report should be handled in connection with claims, overs, shorts and damage.

Mr. Winston, chief clerk, spoke of various ways in which each employe could render valuable assistance to the office in the handling of correspondence, reports, etc., and instructed all present how to secure information, or instructions on the handling of reports which might not be thoroughly familiar to the employe.

Mr. J. S. Harbison, agent at Magazine, who is local chairman of the ORT, gave a few minutes' talk on the duties of the local agent, not only from the standpoint of answering correspondence, making reports, etc., but in the proper treatment of the public, explaining how the men could gain friends for the company by courteous treatment of their patrons.

Several other employes made mention of conditions coming to their attention where they thought an improvement in the service could be made; questions were asked with reference to the handling of reports, etc.

SOME PERSONAL THOUGHTS

Fire prevention is a matter of cleanliness and carefulness on the part of the individual—on your part.

Do you know that delay in fighting a fire is simply another way of spelling devastation and destruction?

Do you know dispatch in fighting a fire means practical certainty of extinguishing it and thus conservation of property?

Do you know good fire protection with a drilled brigade will limit otherwise bad fires to trivial blazes?

Do you know preparation for a fire is the best protection?

Do you know that unreliable watchmen are a hazard?

What have you done to prevent a fire today?

Do you know where the nearest city fire alarm box is and how to operate it?

Can you offer the insurance department any suggestions to prevent fire losses? They will be appreciated.

Gasoline and benzine, if used, should be kept in safeguarded places.

In what condition are the water barrels and buckets? Filled with water ready for emergencies?

How's the fire hose? In good shape? It costs a lot of money to buy fire hose for a big railroad like the Rock Island. Washout hose is much cheaper and fire hose should not be substituted for same.

Chemical fire extinguishers will only give a return for the money invested when they are in operating condition.

Do you know whitewash properly applied is a fire resistant?

Have you examined the wood work around your boilers and stacks for charring and arranged the necessary protection?

Will your fire brigade during service quickly remove a bursted section of hose?

Have you ever detailed a man to look after the fire protection apparatus each day? Try it, it repays the effort a thousand times in case of a fire.

Have the threads and stems of the fire hydrants been greased recently?

Can the city fire department get near your property or is it blocked by cars or lumber? If it is blocked, have it unblocked today.

What would you do in case of fire? Better have a plan or two ready.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

"MR. DOUBTER," YOU ARE OUT OF THE GAME—READ THESE RECORDS.

At El Reno shops during the month of February, 1915, there were ninety-six men employed in the car department and not ONE MAN received an injury in that department during the entire month. It might appear that we are trying to "boast" a little when we say that such records are like the villages in certain parts of certain states, "few and far between," but we have no intention of doing so. We only want to show to the railroad world that we are doing just what we started out to do, namely to "prevent injury," and we are preventing, not only trying to prevent, but PREVENTING. El Reno is deserving of every credit for the successful accomplishments along the safety lines, and to Mr. Yost, his foremen and all who in any way contribute to these splendid records, particularly to the men on the job, too much appreciation cannot be held and the Safety Bureau is hereby on notice that it appreciates the work and the efforts of the El Reno shop forces. Only one man injured in the Locomotive Department. Think of that, too, for a busy shop like El Reno. Not a happening, but the result of well planned advances towards the goal we want to reach on the Rock Island Lines, namely, to reduce personal injuries to a low-water mark that will make the "Old Canadian" ashamed of herself in dry weather. Down they go, down to the very rock bottom, and let us help to get them down and keep them down. Personal injuries we are now talking about. Thanks, El Reno shops.

* * *

MEETING HELD WITH ENGINEMEN, ELDON, IOWA, APRIL 16.

On Friday, April 16, a meeting with the enginemen was held at Eldon, Iowa, in the "Safety First Car." There were twenty-five present.

The meeting was opened by Mr. Benzie, who gave a very interesting talk on the proper and economical firing of locomotives. He outlined to the men the manner in which considerable saving could be made, by the co-operation of the men and their good judgment in the running and firing of their engines. He explained the value of a pound of coal and what a saving a pound of coal by each fireman on

the Missouri Division would mean in dollars and cents to the company.

He explained the heat units contained in the different grades of coal used on the division and the manner in which each grade of coal should be fired in order to obtain the best results. Charts were exhibited showing the proper and improper methods of firing their engines, and how a great deal of coal was wasted by improper firing of engines. There were a number of methods brought out, whereby, enginemen were instructed how they could make a saving on this item; such as excessive black smoke, excessive use of the safety valves, overloading of their tenders with fuel; poor judgment on the part of the engine crew in handling their fires on the passing track, excessive firing on the descending grades. The proper condition of the fires should be kept by the enginemen in order to obtain the heat units out of every pound of coal that was placed in the fire box, including the pumping of their engines, was a large factor in the fuel economy. This subject was talked on very lengthily and the engineers were instructed to pump their engines as the rules require, and by doing so co-operate with the firemen in the feeding of water to the boiler, where the best results would be obtained in fuel economy.

At the close of the talk, he earnestly requested the constant co-operation of the enginemen and explained to them that without their co-operation his efforts with all other supervision on the Missouri Division would be wasted.

Mr. C. W. Reed, Road Foreman of Equipment, also gave a very good talk on the proper reporting of work by the incoming engineers and explained to them that by doing this the engines could be turned out of the roundhouse in a more efficient condition to handle their tonnage over the division, and by everyone taking an active part in seeing that the work was properly reported, it would avoid any extra expense to the roundhouse employes, by them locating work as reported on the engines; such as reporting valve and cylinder packing they should make a test and be sure that the blow was reported in the right place; which would avoid any machinist forty-one cents an hour for pulling valves and pistons unnecessarily. The co-operation of the men was solicited by Mr. Reed and he earnestly requested them to give

this their personal attention and at any time the work was not done, that was necessary on the engines in order to bring about results, this meeting called for, if they would report to him he would gladly give them any assistance possible in helping them get the work done.

In connection with the reporting of work on the engines, the question of rough handling of trains was brought out, and a report on the number of draw bars that were pulled out during the month was discussed, with the men and explained to them how a great many draw bars were pulled out due to rough handling, which not only delays trains and cars that were bad order, but also increases the expenses, by having to send car men out on the line to make repairs. Their attention was called to Rule 106, which requires the enginemen to cut off when they have a train of more than 20 cars, and it was impressed upon their minds the importance of this rule, and that it must be lived up to, to the letter, and any case where it was violated it would warrant sufficient cause for dismissal.

At the close of Mr. Reed's talk he earnestly requested the men to give him their co-operation and he in turn would gladly assist them in bringing about results, brought about in this meeting, by making their wants known.

Mr. F. H. Nachtrieb, Roundhouse Foreman, also addressed the meeting and asked the men to be very particular in reporting their work, as this would assist him not only in reducing roundhouse expenses, but would enable him to turn engines out in better condition if the men would report their work, properly and he explained to them where he could assign a machinist to the job and would then know that it was done before the engine left the roundhouse.

Mr. J. W. Reed, also gave a very interesting talk in regards to the subject of "Fuel Economy," and offered his co-operation to Mr. Benzie and Mr. Reed, and called their attention to the different ways whereby saving could be made on this item. He called their particular attention to the efforts put forth by the firemen in going over the division and trying in their best way to save fuel, and then upon the arrival at terminals the hostler would waste more coal than they saved over the entire division. He advised Mr. Benzie and Mr. Reed he would take this up personally with the hostler and helpers at Eldon and assured them they would receive his hearty co-operation in the handling of fuel at Eldon, Iowa. It was the intention of Mr. McDonald, to be present at this meeting, but owing to him being called away on this morning, we regretted very much he was absent.

The meeting adjourned at 4:00 p. m. and the interest displayed at this meeting by all present, no doubt, will be the results of better operating figure on the Missouri Division on these items, and we hope to have these meetings more frequent in the future.

The Amarillo Division had not one injury to its employees during the month of March, 1915. Think of it, NOT ONE INJURY on that division. Who doubts that the "Prevent Injury" movement is not reaching far and wide and enlisting to its assistance every well-thinking employee of that division and of the Rock Island Lines? No prophecy about these accomplishments; they are facts, and facts that can be substantiated if necessary. What other divisions will give us the same good reports that the Amarillo Division has given us? Every division is asked to try; your efforts, like those of the Amarillo Division, will be the greatest convincing factor for good that one could imagine, and with a few other divisions in line with the Amarillo, our opponents (?) will take to the woods.

* * *

KANSAS DIVISION SAFETY MEETING, HERINGTON, APRIL 17TH.

Have you ever attended a Safety Committee meeting on the Kansas Division? If you have, you know the nature and kind of meetings held on that splendid division; if you have not, listen. Kansas has the reputation of doing things RIGHT, and what is true of Kansas, is also true of that division of the Rock Island Lines that runs through some of the finest and most productive part of the state, namely OUR Kansas Division. There seems to be an air of "Something Doing" all over that division and the Safety Bureau has an exceptional opportunity of witnessing the results obtained through the exercise of that admittedly good spirit. Nor is this all, for if you want to get along and be successful on that division, you have to get right down to good, sound business and "railroad" every minute while you are on the job. Why is all this? It is because there is a gentleman in charge of that division who is not only a hustler, but wants every one near and around him to be the same sort of a hustler, and if all work together as Mr. Reed insists they do, success is bound to be the outcome. The Safety Bureau has relied upon Mr. Reed (known as Harry Reed by those who know him better and appreciate him best) as one of its strongest supporters and that Bureau has not been disappointed, for he has assisted us in every possible manner to promote the cause and has always stood ready to act upon suggestions offered for the betterment of conditions, and to effect the remedy RIGHT NOW. Then too, he is assisted by a staff of fellows who are just as interested as he is, and to cap the climax, the Kansas Division Safety Committee stands in the front ranks. Space will not permit specific instances being mentioned where the above has proved to be true, but as an illustration, the meeting held at Herington, April 17, is offered: At that meeting, thirty-two committeemen were in evidence, with six visitors added, and only five of the committeemen absent, these having the best excuses for not responding to roll call, and by the way, that is one of Mr.

Reed's strong points, and one that makes the "Prevent Injury" movement so successful on the Kansas Division, he is always in the chair and every committeeman must either be in his seat, or must have previously been given permission from—the chief clerk, no—but from Mr. Reed personally to be absent. Is it any wonder the cause is so splendidly advanced? We feel greatly indebted to Mr. Reed, his staff, his committee and the employes of the Kansas Division generally for their support and assistance in the great work of conserving lives and limbs, of employes and the public generally. May success crown their every effort is the wish of the Rock Island Lines Safety Bureau. Thanks fellow employes.

* * *

KANSAS CITY TERMINAL DIVISION.

The Kansas City Terminal Division adds another exceptionally good statement to the fact that we are not only preaching "Prevent Injury," but are practicing what we preach. The month of March, 1915, passed without one train or engineman injured on that division, only six injuries occurring on the entire terminal, and of these two were "cinders in eye," really not injuries, but so reported. The evidence is conclusive that we can "prevent injury" if we try, and if we give our own personal safety, as well as the personal safety of our fellow men, where possible to do so, the serious and thoughtful attention we should give it, personal injuries will not occur. Armourdale yards and shops are busy places and to be advised that there was not one injury to those who handle cars, engines, trains, switches, etc., in that busy yard, simply supports our contention that the Rock Island Lines are destined (and very soon) to become the safest railroad in the country, no exceptions admitted. Let's hurry that time, and to do so, let's get in line with the Kansas City Terminal Division. Another such report will be looked for.

* *

HER REVELATION.

A little girl traveling in a sleeping-car with her parents greatly objected to being put in an upper berth. She was assured that papa, mama, and God would watch over her. She was settled in the berth at last and the passengers were quiet for the night, when a small voice piped:

"Mama!"

"Yes, dear."

"You there?"

"Yes, I'm here. Now go to sleep."

"Papa, you there?"

"Yes, I'm here. Go to sleep like a good girl."

This continued at intervals for some time until a fellow passenger lost patience and called:

"We're all here! Your father and mother and brothers and sisters and uncles and aunts and first cousins. All here. Now go to sleep!"

There was a brief pause after this ex-

plosion. Then the tiny voice piped up again, but very softly.

"Mama!"

"Well."

"Was that God?"—Kansas City Star.

* *

ROCK ISLAND RAILWAY CLUB.

At the last meeting of the Rock Island Railway Club at the Fort Dearborn Hotel, on Tuesday, May 11th, the club had the pleasure of having Mr. Samuel O. Dunn, Editor of the Railway Age-Gazette, as the principal speaker. The subject of Mr. Dunn's address was "Interest of Railway Men in Government Regulation," and many points were brought out by him on this subject which enlightened a number of the club members to their interest in this matter.

In lieu of the regular June meeting of the club, Mr. C. A. Tice, our agent at South Chicago, proposed that the Railway Club join with the Freight Agents' Association of South Chicago, on an afternoon and evening's entertainment in the South Chicago District on Wednesday, June 16th, and the Railway Club gladly accepted Mr. Tice's proposition.

Itinerary and program for the day appears below:

Rock Island Special Train leaves LaSalle Station 12:15 p. m.—free for the accommodation of all invited guests.

Railroad and Industrial Complimentary Boat Trip.

Inspection of Industries.

Calumet River—South Chicago,

11:15 to 6:30 p. m.

This may properly be described as an expedition for the "re-discovery" of the Calumet River. We can assure you this voyage will be both interesting and instructive.

A Buffet Lunch served—1:15 to 6:30 p. m.

A Comic and Musical Play

at the

Calumet Theatre,

8:00 to 10:30 p. m.

CHORUS

By the Singbad Opera Company of South Chicago.

Direction of

W. M. Mathie, R. R. Pilkington.

THE MUSICAL PLAY

Presented by

The Silvis Shops Glee Club

Rock Island Lines.

Arranged by Elvin N. MacLeod.

Direction of Miss Rae Rosenstein.

ORCHESTRA

Direction of Alfred G. Walthall.

* *

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.



THE AGENT AND HIS PATRONS.

The relations that should exist between the railroad employe and the patrons of the company by which he is employed are exactly the same that should and do exist between any successful business firm and the public it serves. The railroad is dependent on the traveling and shipping public for its prosperity; the employe is in turn dependent on the railroad for his prosperity; the individual employe should never lose sight of these facts and it should be his constant endeavor at all times to foster a close and friendly relation between the railroad and the public.

A pleased patron is a perpetual advertisement and the inevitable result of united effort on the part of all our employes towards this end cannot fail to be mutually beneficial. More especially is this true of the agent, who, as the representative of the Company, meets the public at all times and under many conditions. An agent is a transportation salesman; he should cultivate a good address, a pleasant and courteous tone, and show an interest in his work. The inquiries of a customer should be attentively listened to and replied to as accurately and directly as possible. Special consideration should be given elderly people, invalids and those unaccustomed to traveling.

Inexperienced travelers may occasionally ask questions which appear ridiculous or humorous, but the agent's reply should never be otherwise than straightforward, courteous and direct.

Every agent should study the rate sheets, folders, etc., not only of his own line but also of connecting lines, especially those operating through car service or directly connecting at terminals with his own company. The manner in which the passenger fares are based, and the various kinds of tickets on sale at all times should be thoroughly understood, as well as the stop-overs, diverse routes, etc., applicable.

The equipment carried by the various trains and the time at the principal terminals should also receive close study.

Agents should also make a point of seeing that the employes at the station subject to his jurisdiction and authority are properly posted and competent. He should personally satisfy himself that the ticket sellers understand the selling of tickets, basing of rates, etc., and that the baggage-man is supplied with and understands tar-

iffs regarding excess baggage rates, etc.

Telephone inquiries should receive the same careful, courteous attention as the customer in person. If impossible to answer question asked immediately the inquirer should be courteously asked for his name and 'phone number, and informed that the information will be secured and telephoned back as soon as possible, which should be done. Inquirers should be courteously requested to call at office for further particulars, and asked for name and address, if unknown to agent, so that advertising matter may be forwarded and any business in sight looked up.

The office floor, windows and furniture should be kept neat and clean at all times, signs attractively displayed and when out-of-date, promptly removed. Advertising matter should be neatly and conveniently displayed and properly safeguarded so that it will not be wasted. Possible patrons should be, however, shown the various booklets, advertising pamphlets, etc., and asked if a copy is desired.

Employees themselves should be as clean and neat as circumstances will permit. Outsiders should not be permitted within the ticket offices, nor to lounge about and make a loafing place of our stations and waiting rooms. Rate sheets and circulars should be kept in a neat file, up-to-date, with all supplements correctly inserted. Expired issues should be at once removed from file.

The foregoing is suggestive rather than comprehensive and is only given as an indication of a few of the many ways in which an agent may improve the relations existing between his community and himself, his force of employes, and the railroad, which in the end must redound to the benefit of all concerned.

* * *

SAN DIEGO SIDE-TRIP ON EXPOSITION TICKETS.

Agents and representatives should note that San Diego may be included as a side-trip from Los Angeles, via A. T. & S. F. —Coast Lines, without additional charge, on so-called Exposition Tickets with destination San Francisco, reading in one direction through Los Angeles, thence rail to San Francisco, and in opposite direction, via same route, or any other direct rail route, also in connection with tickets reading in one direction through Los Angeles,

thence rail to San Francisco, and in the opposite direction via Shasta Route to Portland, or via steamer to Portland, Seattle or Victoria, and usual direct routes therefrom. Only one free San Diego side-trip may be included in each ticket.

Under no circumstances will free San Diego side-trip coupons be issued after time of sale of through tickets.

Usual charge of \$4.00 should be added for Los Angeles-San Diego side-trip, via A. T. & S. F.-Coast Lines, on San Francisco tickets, routed in one direction via Ogden and Southern Pacific Co. to Los Angeles, and in the other direction, via Portland, Seattle or Victoria, or on tickets routed via Salt Lake City and Western Pacific Ry. and Stockton or San Francisco, thence A. T. & S. F.-Coast Lines, or Southern Pacific Co. to Los Angeles, thence via rail lines through Portland, commonly referred to as the "Elbow Route."

Summer Tourist Tickets to the Coast will be placed on sale June 1st; however, it will not be permissible to include free side-trips—Los Angeles to San Diego and return, on a ticket to San Francisco, reading via El Paso in one direction, and Ogden in the other, issued at Summer Tourist Fare or All-Year Tourist Fare.

It should be noted that Summer Tourist Tickets to the Coast which will be placed on sale June 1st, and continued daily to and including September 30, 1915, will bear final return limit of December 31, 1915.

* * *

SUMMER TOURIST FARES.

Summer Tourist Fares to destinations in Colorado, Utah, California and other western states, also Season and Short Limit Fares to eastern destinations will become effective June 1, and continue daily to and including September 30, 1915.

The round trip fares to Denver, Colorado Springs and Pueblo, will be:

From Chicago, \$30.00.

From Peoria, \$26.75.

From St. Louis, \$25.00.

From Memphis, \$32.00.

From Kansas City, St. Joseph, Co. Bluffs, Omaha, \$17.50.

Tickets may be issued via. diverse routes, if desired, and will permit of stopovers at all points en route, on going and returning journeys, within final return limit, viz., October 31, 1915.

Tariffs authorizing fares and other details have been forwarded to representatives and principal agents.

* * *

RESIGNATION OF MR. J. C. PHILLIPS

Mr. John C. Phillips, who has been in the employ of the Company since 1895, the last ten years of this period in the capacity of Ticket Stock Clerk in the Passenger Traffic Department at Chicago, resigned and left the service on April 1 to engage in fruit farming near Lawton, Mich. While expressing regret at Mr. Phillips' leaving the service, we wish him good luck and prosperity in his new venture.

STOP THE LEAK.

Why can't we have that for our motto? As agents we should handle the business of the company as though it were our own. Profit is not made from what we take in, but from what we save the company. Suppose you were in the grocery business, with several men working for you, and each time one of your clerks opened a case of canned goods he would leave one or two cans in the box and throw the box away; or when he opened a sack of sugar to empty it into a bin, he would leave a few pounds in the bottom of the sack, how long would you be able to stay in business?

Have you ever stopped to think of the enormous leaks in the revenue of the railroads? Look over the list:

False classification, freight not weighed, reconsigning and storage charges not assessed, improper packing of freight, improper checking of baggage, failure to save grain doors and numerous other matters that come directly under the supervision of the agent.

The subject I wish to emphasize in this article is that of baggage. The lawful definition of Personal Baggage is:

"Personal baggage consists of wearing apparel, toilet articles and similar effects in actual use, and NECESSARY and APPROPRIATE for the wear, use, comfort and convenience of the passenger for the PURPOSE OF THE JOURNEY."

Sample baggage is: "Sample baggage consists of samples of merchandise and salesman's catalogues carried by commercial travelers with a view of enabling them to make sales of goods similar to the samples carried, or as shown in the catalogue, and NOT FOR SALE OR FREE DISTRIBUTION, by the owner or owners, their branch houses, customers or others."

Note: Money, jewelry, negotiable paper and like valuables, liquids, fragile or perishable articles should not be enclosed in baggage to be checked. The carriers issuing and concurring in the tariffs which promulgate this ruling WILL NOT BE RESPONSIBLE for such articles in baggage, NOR FOR DAMAGE CAUSED BY SAME.

Probably you think that not very much could be saved by stopping the leaks in baggage handling, but it is the little dimes that make the dollars.

January 1 to April 25, 1915, at Howe, Okla., we obtained \$580.55 revenue on articles handled as baggage. These articles came in all kinds of receptacles. We would inspect the baggage and if found to contain contraband articles, would weigh and assess express charges into Howe and give the owner the option of forwarding to destination by freight or express.

Ninety per cent of the shipments were visible, as nearly all were boxes having cracks through which we could see contents. If not, we could often tell by shaking the boxes, as there would be a rattling of cooking utensils and the like. In other

cases the truth was ascertained by tactful questioning.

We have received boxes as baggage weighing as much as 372 pounds, and all of you know the limit for a single piece is 250 pounds. Most of the shipments we received contained bedding, such as quilts, pillows, blankets, feather beds, mattresses—yes, some agents checked mattresses rolled up and not even wrapped! There were one or two boxes containing cook stoves and some containing dishes.

We had one box containing 150 pounds of dry salt meat and two dozen empty quart glass fruit jars—but there was little

kind of a noise, so he confessed and we got express charges on the steel traps.

A leaking suitcase was found to contain six quart glass jars of raspberries and a piece of meat.

A shipment of two big boxes of household goods was held here several days, for the family to raise the charges of about \$7 which were assessed. While the boxes were in the station the office dog would run to one of them continually and bark and on investigation we found that there was a rat in the box. There was no hole, so it was plain that the person who packed the household goods had included the rat.



(C) P. C. E.—On the Isthmus—San Diego Exposition—Amusement Street.

left of the jars except the rattle, and plenty of that.

A box containing onions evidently had been placed too near the radiator, for when we received it the onions had sprouted and the green tops were growing up through the cracks in the box.

There was a box of rocks and hickory nuts; a box of chains, harness and hardware; another of picture frames, glassware and dresser glass.

Then there was a box of steel traps. I asked the owner what it contained and he said: "Wearing apparel." I shook the box and the traps made a great rattle. I told him wearing apparel did not make that

The box was nailed tight and the ends wired. We did not try to remove the rat, for fear of a claim that it was an educated or trick rat. After the box reached destination the owner put in a claim for \$10 for damage to quilts by the rat!

It has often occurred that a family of movers, say of six persons, will hold back out of their household goods about 900 pounds, or 150 pounds per ticket, and let the balance go by freight, possibly poorly crated, and when the freight reaches destination there is a big claim to pay. Figuring that they get the claim and adding to that 900 pounds shipped free as baggage, it shows that moving pays. Maybe that's the reason some people keep moving.

Now it is up to us agents to stop this leak. We can do it by making a feature of baggage handling. Resolve that every piece of baggage that leaves your station shall be strictly as defined by the regulations. If parties want to move their household goods, the company runs freight trains for that purpose.

If the owner insists that suspicious boxes or bundles contain nothing but legal baggage, as defined in tariff, have him certify to that effect in writing, using blank form 245, inserting necessary wording to cover. If the owner signs then we have done all we can.

Keep a record of the revenue you get from shipments improperly checked as baggage and notify the General Baggage Agent, giving him check number, point of origin and amount of revenue. I am sure that any agent would be glad to have his attention called to an oversight of this kind. We are all working for the same family. And don't think for a moment the Rock Island is the only road that suffers from this imposition; they all do, but we are the pioneer in putting a stop to this leak. Are you with us?

C. E. STARR,
Agent Rock Island Lines, Howe, Okla.

* * *

HOW TO INCREASE BAGGAGE EARNINGS.

Unfortunately baggage department matters receive secondary consideration at many stations which results in loss of revenue that rightfully belongs to the company. If proper care is exercised and the same attention given to this branch of the service that is given to other revenue branches there is no reason why the baggage earnings should not occupy a much higher place in the revenue-getting departments.

These results may be accomplished by strict observance of tariff rules and regulations in the way of weighing all baggage and assessing proper charges for all excess over the free allowance.

Many agents and baggagemen neglect to properly cancel baggage privileges on tickets indicating that baggage has been checked thereon, thus affording an opportunity for baggage to again be checked on the same transportation. Another feature that is sadly neglected is the failure to make proper detachment of baggage coupons from mileage books covering distance from starting point to the station to which baggage is checked, and to endorse on the face of the passage coupons from which baggage strip has been detached points between which baggage has been checked. Failure to do this enables passengers to check their baggage on mileage book and use interurban or other conveyance. In other words, the company handles their baggage and receives no revenue whatever, and when the passenger desires to check out again he presents his mileage book and if baggage coupons are not detached he re-

ceives the usual free allowance of 150 pounds on mileage on which baggage had already been checked.

The hearty co-operation by agents, station baggagemen and others in seeing that tariff regulations and rules are observed will show a very marked increase in excess baggage earnings.

* *

DON'T STOP.

By Rudyard Kipling.

If you stop to find out what your wages will be

And how they will clothe and feed you,
Willie, my son, don't you go on the Sea,
For the Sea will never need you.

If you ask for the reason of every command

And, argue with people about you,
Willie, my son, don't you go on the Land,
For the Land will do better without you.

If you stop to consider the work you have done

And to boast what your labor is worth,
dear,
Angels may come for you, Willie, my son,
But you'll never be wanted on Earth,
dear!



Local Crew on Crossett Branch, Fifteen Miles West of Tinsman, Arkansas. Left to right—Ed. Conch, Brakeman; R. C. Russell, Conductor; T. M. Russell, Brakeman.

PA WAS TOUCHY.

"Do you think, sweetheart," queried the young man with the evenly-divided hair, as he shifted the fair maid from one knee to the other, "that your father will consent to our marriage?"

"Well," replied the fair one, "of course, papa will be sorry to lose me, but—"

"But," interrupted the rash youth, "I will remind him that, instead of losing a daughter, he will gain a son."

"Dearest," rejoined the wise maid, "if you really want me you mustn't say anything of the kind. Papa has three such sons boarding with him now, and he's a little touchy on the subject."



Freight Claim Agent and Force, Hamilton Park: Right to left, second row, seated—Mr. W. O. Bunger, Freight Claim Agent; Mr. F. W. Main, Asst. Freight Claim Agent; Mr. I. D. Ingelhart, Chief Clerk; Mr. F. E. Dowell, Asst. Chief Clerk; Mr. W. I. Caldwell, Chief Overcharge Investigator; Mr. R. J. Jarnagin, Chief Loss and Damage Investigator; Mr. J. Hean, Chief Rate Clerk; Mr. E. W. Martzell, Chief Record Clerk

MONTHLY FILINGS

By THE FILE CLERK

IT'S THE LITTLE THINGS THAT COUNT, A QUARTER INCH SQUEAK KNOCKS ALL THE GLORY OUT OF A BRAND NEW SEVENTY-FOOT PULLMAN



THIS IS ME.

A SPIKE TO DRIVE HOME.

When warning lights appear on your track it's time to put on the brakes.

SAFE & SANE.

i believe it wood be a good plan for the operatin dept. to arrange for all enguns to exawst red, white and blew steem on the forth of next munth.

Funy. Sum peepal get on a trane with wun small grip and ride 1,000 miles. Other peepal get on and go five miles and make a baggag car out of the hat rak.

BE GOOD TO THE BOSS.

Don't alwaz be pickin fawlt with the boss; remember he's boss and sum things he sayz to you and sum things he makes you do ar for yur own good. Don't get the idear that his path is strewn with roses. He has his trubles same as you and maybe you are wun of his biggest trubles.

Grin wunst in a while, not a silly grin but a good sence grin.

i think a perty engun is as perty as a perty horse.

IS EVERYBODY HAPPY?

This is the munth that the poet says cums the perfect dais. Perfect dais. Tranes and pay checks on time. The home teem winin. What's left to be dezired? Nuthin. Chear up.

TWO MUTCH.

Herman the grate was a grate man when it cum to takin eggs and rabbits out of mens ears and pokets, but i defi any magishun to locate sum of my files.

It takes all kind of men to make up a wurd. Sum men cum home and cut the grass or fix the furnis, other men hang around the piana and pick on a mandolin.

SHUR SINE.

Wun of the shurest sines of prosperatie is to see lots of peepal watin at a ralerode tiket countar watin to be waited on.

SAFETY FIRST.

Don't stik yur head out of the winder.

BOOST.

Whenever you heer your frends talkin about Calif. or Colo. it's yur kue. Horn rite in and boost Rock Island.

BE PLEZENT.

A grate many peepal judg a 8,000 mile ralerode and its 50,000 employez by the man hoo cums to the windo when they want to by a tiket. If you are that man al-

wayz remember that the reputashun of 50,000 peepal rest on your sholders. Remember "the man wurth while is the man hoo can smile," etc.

GOOD WURDS.

Wun time i herd a man say "The Rock Island shur do serv sum meels in there diners." I think that that hits the nale square on the hed. A hole book cudent pay a hier complement than them wurds.

Wisht i cud ride on a engun.

My gurls folks are goin to the fair. i lined them up Rock Island you bet.

Don't forget to tell pro spektiv passingers about the Rock Island's short line to the twin Citiz.

NEVERMORE.

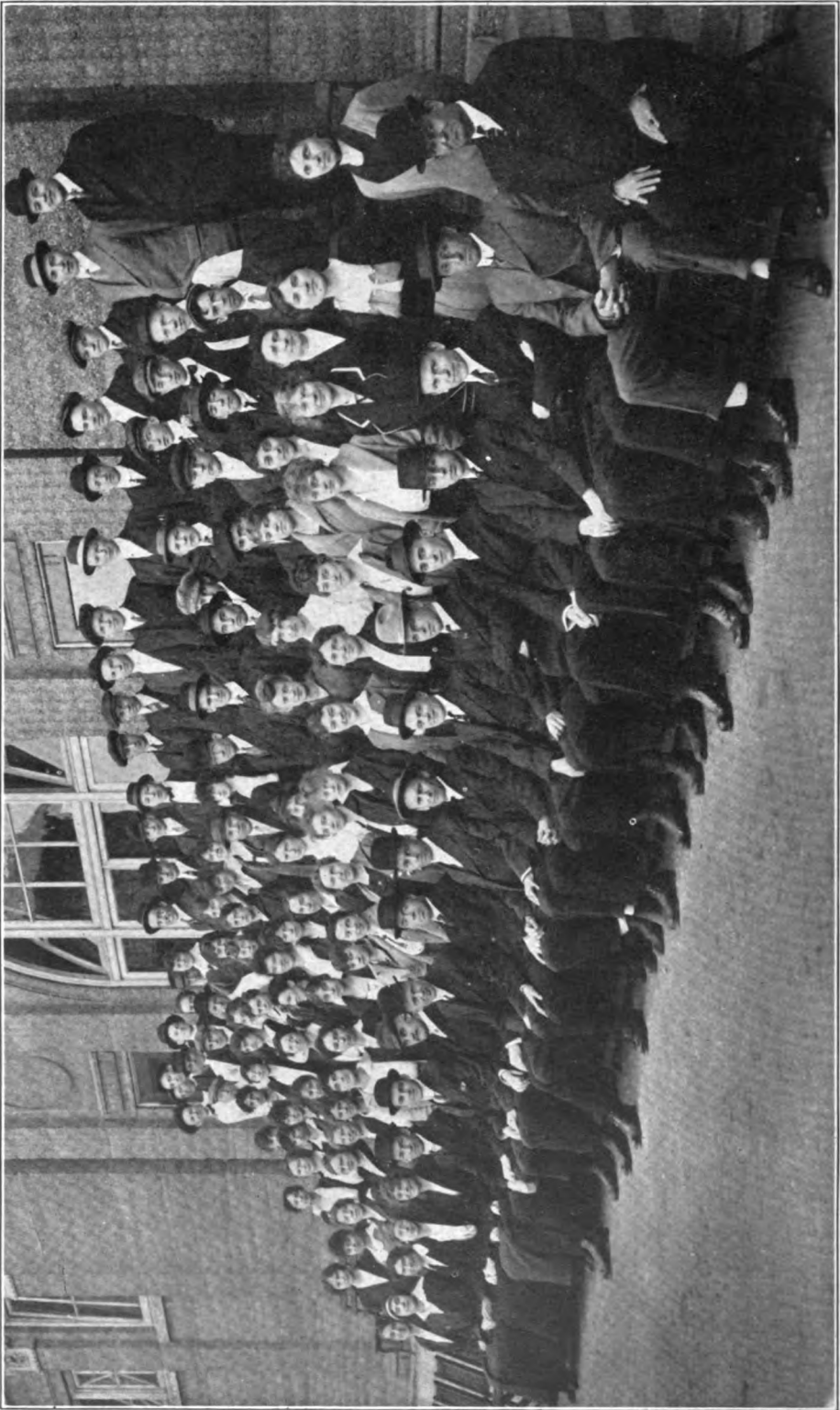
I red in the paper the other day that baggag smashers wer a thing of the past. This is mitey good nuz i think.

This time next yeer Colorado will be a dri state. Wunder if that meens their wont be any mor snow on the moun-tins.

Sum men attrack atten-shun by wearin red ties. Other men let you no their on erth by lettin off a box car collishun sneez. Give me the red tie kind; they aint so hard on the nerves.

PLAY BALL.

I red where Mister Chas. Comisky ust to be a trane butch on the Rock Island.



Car Accountant and Force, Hamilton Park: First row, right to left—Mr. W. H. Wallace, Car Accountant; Mr. E. S. Williams, Chief Clerk; Mr. F. J. Sindelar, Chief, Per Diem; M. E. E. Geisler, Asst. Chief, Per Diem; Mr. E. F. Graf, Foreman, Records; Mr. P. M. Wenstrand, Asst. Foreman, Records; Mr. J. W. Kimmey, Statistician.

MERITORIOUS SERVICE

Mr. H. E. Waller, conductor, Arkansas Division, was given five merit marks, for watching extra 1877 pass at Benton on April 7, and noting a broken arch bar on car. He caught the caboose and reported the matter to the extra's crew, and car was set out at Benton which probably saved an accident.

Mr. E. M. Scott, conductor, Arkansas Division, was given five merit marks for assistance rendered in rerailling an engine.

Mr. John Lee, engineer, and H. A. Fessler, Arkansas Division, were given five merit marks each, account of assistance rendered when 93 was derailed recently.

Mr. L. A. Myers, conductor, Missouri Division, while a passenger on train No. 1, April 13, furnished very valuable assistance to the train crew in rerailling engine which was derailed near Ladtsdale, Iowa. Mr. Myers was on a pleasure trip and not attired in working clothes, but in spite of this volunteered his services and did work that was very detrimental to his clothing. For this his personal record has been credited with ten merit marks.

Mr. Fred Bates, brakeman, Estherville, Iowa, has been credited with five merit marks account firing engine 1557 in train 81, April 16, from Rodman to Estherville, account regular fireman taken sick. Such work as this is always appreciated by the management.

These Gentlemen All Deserve Special Mention.

Mr. S. P. Travis, engineer; Mr. A. Johnston, fireman; Mr. B. L. Stearns, foreman; Mr. H. A. Harper, switchman; Mr. E. B. Post, switchman, of Blue Island, recently took an unusual interest and prompt action in extinguishing fire in R. I. car and they have been commended very highly for their good work.

Mr. F. Ketchum, engine foreman; Mr. A. H. Church, switchman; Mr. Gus Saddler, switchman, of Oklahoma City, on April 29, noticed break beam down on car in train No. 86 while same was standing in west passing track, at Oklahoma City, and made quick repairs to same, saving delay and possible accident.

Mr. B. W. Moore, conductor, Amarillo, Texas, on extra 1441, May 3d, picked up car of hogs at Shamrock loaded in Dowd stock car No. 4109, destined Oklahoma City. He called the shipper's attention to the fact that this car was very heavily loaded, and also made written report to superintendent's office of this condition.

Mr. Pat Moriarty, section foreman, Geary, Oklahoma, has been commended for his forethought and prompt action in bringing into Geary, April 30, a piece of flange which he found some distance west of that point. While it chanced that there was no accident and car came into terminal without any trouble, his prompt and thoughtful action might have averted a serious accident.

Mr. T. F. Whalen, engineer; Mr. F. Hancock, fireman, Des Moines Valley Division, on April 26 voluntarily agreed to back up with engine 1660 from Allerton to Chariton for a train of company coal in order to assist in relieving the congestion at Chariton yard.

Mr. Verne McCracken, brakeman, Missouri Division, has been given a letter of commendation for discovering a brake beam down on train 2nd 92, March 28, stopping train and assisting in removing the brake beam.

Mr. A. J. Park, section foreman, Stratford, Texas, on April 16th discovered cracked wheel under car in train No. 92 at Stratford.

Mr. M. D. Fox, section foreman, Des Moines Valley Division, on April 15th discovered sand board down on car 60043C that was on side track at Mt. Zion billed to Keosauqua. He took track jack up car, made repairs to sand board, thereby saving delay to car and expense of sending men to make repairs.

Mr. Fred Otley, section foreman, Melcher, Iowa, on April 24th observed brake beam in train extra 1660 at M. P. 37.5, and he flagged train and informed conductor of this condition and assisted him and brakeman in removing same.

Tom Lindle, brakeman, Arkansas Division, on 92 April 8th noticed broken arch bar on car in his train and gave stop signal, thus preventing an accident. This was highly appreciated.

J. C. Robinson, fireman, Arkansas Division, was given a letter of commendation for interest displayed in watching and reporting the killing of stock.

O. Turner, conductor; Ben Montgomery, fireman; John Lee, engineer; H. A. Fessler, J. H. Sparks and C. W. Chambers, brakeman, Arkansas Division, while deadheading rendered valuable assistance in clearing main line and rerailling cars when 93 had a derailment at Brittan.

N. H. Bradley, section foreman at Forrest City, while stock train passed him April 3d, noticed a leg of a horse sticking through crack in car. He immediately notified the operator, who in turn notified dispatcher, who wired conductor and released the horse, probably saving injury and a damage suit. Such is highly appreciated.

Mr. G. M. Bradshaw, engineer, and Mr. R. C. Crawford, fireman, Arkansas Division, received a letter of thanks on account of assistance rendered on engine when they had an air pump failure, account of repairing pump and taking train through. Such actions as this are greatly appreciated.

Mr. J. A. Martin, section foreman, Kingfisher, Okla., recently notified Conductor Worcester, train 95, April 25th, as train was passing through Kingfisher that brake beam was down on car, which enabled them to stop and make necessary repairs.

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

J. W. Formby, operator at Lonoke, Ark., was given a letter of commendation by the passenger department for soliciting and selling a ticket via Rock Island to Muskogee, Okla.

A. C. Monette, agent at Hulbert, secured transportation on a car of feed that would otherwise have been moved by a foreign road, and was given a letter of commendation for interest displayed. Such actions as this are appreciated, and shows a live and wide-awake agent.

E. P. Payne, conductor, Arkansas Division, was given a letter of commendation for securing a movement of oil for the Atlas Oil Co.

Miles McDermott, section foreman, Argenta, was given a letter of commendation for assisting agent at Argenta in securing the transportation on a large ditching machine destined to Leon, Iowa. He also assisted agent in getting this machine loaded with the least possible delay.

Mr. E. R. Collier, chief clerk in the yard office at Hurlburt, Ark., has secured, through his father-in-law, who is traffic manager of the Florence Pump & Lumber Co., routing via the Rock Island on about four cars per week of material for points in Nebraska during the last two months.

Mr. J. H. Beckwith, night baggage foreman, Englewood, Ill., recently succeeded in inducing two passengers who were inquiring for another line to transfer their baggage from the Michigan Central station to the Englewood station and use our line to St. Paul en route to Duluth, their destination.

Mr. Tom Tullis, section foreman, Bowie, Texas, has been instrumental in securing a party of six to Austin on the morning of May 7th, who would, in all probability, have used another line on account of the short time which they had to secure tickets.

Mr. R. A. Riffey, our up-to-date agent at Gretna, Kan., has been very instrumental for some time in securing competitive shipments of live stock via the Rock Island Lines.

Mr. A. M. Dickey, conductor, Amarillo, was successful recently in having three passengers on train No. 41 holding tickets to Amarillo, whose intention it was to repurchase tickets at Amarillo to Texhoma via another line, purchase tickets to Texhoma via the Rock Island, which increased our revenue to some extent.

Mr. J. S. Strickler, train auditor, Amarillo, recently induced a passenger on No. 41, who had a ticket into Amarillo intending to use another line from Amarillo to Silver City, New Mexico, purchase ticket over Rock Island from Amarillo to Santa Rosa, and Santa Rosa to destination over the E. P. & S. W. The revenue from this ticket amounted to \$21.

Mr. E. H. Harding, ticket seller and operator at Goodland, Kan., paid a visit to the passenger traffic department a few days ago and gave us information regarding a party of about twelve to fifteen people who are going from Claremont, Ill., to the Pacific coast, and with this advance information it is hoped they will be induced to use the Rock Island.

Conductor Holcomb of the Arkansas Division, on No. 632, secured passenger Fordyce to Memphis for our line, who intended to take another line out of Fordyce.

Mr. R. E. Libby, conductor, Caldwell, Caldwell, Kan., recently brought Mr. J. T. Laid of Apache, Okla., who was on train 23, April 27th, into Fort Worth ticket office, and through this we secured business amounting to four or more tickets and two cars of emigrant outfit.

Mr. E. S. Pritchard, engineer, Manly, Iowa, has the interest in the company's welfare in the matter of passenger business, and as the result we have prospect of securing the patronage of a passenger for the long haul to California via our line, notwithstanding original intention to use another line.

Mr. E. P. Cochenour, conductor, Pratt, Kan., on train No. 752, April 19th, 1915, had a passenger going to Glasgow, Mont., via St. Paul, who intended to get off at Hutchinson and use another line from that point, and he learned of this and secured the business via our line to St. Paul and Great Northern to Glasgow.

Mr. G. R. Gaines, train auditor, Kansas City, Mo., recently secured a passenger via our line Kansas City to St. Paul, destination Craik, Canada. This was the result of his courtesy in assisting passenger in securing necessary information in connection with trip.

Conductor Morrison, running between Cedar Rapids and Estherville, recently brought two Chicago passengers into the ticket office at Cedar Rapids, and they purchased tickets via our line.



APPOINTMENTS.

Effective April 15, Mr. L. Nugent was appointed Asst. Engineer with headquarters at Manly, vice H. T. Livingston, transferred.

Effective April 25, the jurisdiction of Mr. B. Strauss, Road Foreman of Equipment, was extended to cover both the Cedar Rapids and Minnesota Divisions, account Mr. E. B. Van Akin transferred.

Effective May 5, N. A. Faus was appointed agent at Pearl, Kansas, vice W. V. Montgomery, transferred.

Effective May 1, Jno. Fraser was appointed Agent and Operator at White City, Kansas, vice J. Ussery, transferred.

Effective May 1, Mr. W. S. Craig was appointed Agent at Brainerd Station, vice Mrs. H. F. Whitcomb, granted leave of absence.



ABNERS BRIEFS OF THE ARDMORE BRANCH. By "Hiram."

One good way to boost is: If you can't say anything good, why don't talk.

A carnival played Holdenville two weeks, Conductor George Green for fifteen dollars and Operator Price for Jo-Jo, so we learn. Fireman Pecore played the snake charmer.

Silence may be golden, but who can keep from making some kind of a noise if he has silver?

The agent at Mansville tells us that he knows of a sure way to kill potato bugs—one good way is to starve them to death, by not planting any spuds.

Dynamite was used in trying to change the channel of the Canadian River near Calvin. It had the same effect as if on some people's mind, that think they are ALWAYS right, regardless.

Interesting objects: A roadmaster belonging to the Don't Worry Club, a cigarette smoker with his own supply of matches, a newly married couple returning from their honeymoon and a married man in a department store trying to buy lace, elastic or safety pins.

Things are not always received as they are sent, for instance, the following message: "No. 1 wishes breakfast at Jerico," signed Conductor Cobb. The way it was received: "No one wishes breakfast at Jerico."

The agent at Randolph remarks that his idea is the same as the doctor's who advanced the theory that one way of catching a bad cold was to get too hot—probably the reason of the Never Sweat Club.

"Slats" is some ladies' man, according to Mr. Fuller, the agent at McAlester. He telephones a girl every evening. He telephones for the reason that it is safety first, which comes to "Slats" when he considers bull dogs and pa.

Brakeman Paul Springer would like to know just what constitutes a friend. It would take too long to explain, but a good way to not be one is to try to ring in for 'hush'ins.

It is said that Todd Hughes, conductor on 683-4, has won no little fame around some of the beaneries along the branch. We don't know what kind it is, as there are many, but a mule has fame for certain things also.

"Burny" Shelton's idea of a miracle is a switch engine letting a freight train by without delaying them. From what we recall with reference to movements through yards, we would say it was an accident, and unavoidable as far as the switchmen were concerned.

Jack Spurlock, brakeman on 651 and 652, remarks that "there is nothing that will come to anyone, you have to go after it." He is some-philosopher but he probably overlooked Bad Luck.

The agent at Ardmore is responsible for the statement that Hugh Thompson, engineer, will put up three barrels of krout this coming fall. The reason for so small amount, we suppose, is that Hugh only wants a little in case of sickness.

Our friend, Operator Harden of Wewoka, won the first prize at a T'do some time back, where each was to recite something or sing a song. Charley said something about "Give me liberty, or give me death"—with such force that, as we said, he won first. He is going to get married, we are told, and when he dies he will get both.

Conductor Sam Alldredge tells us that his family will return soon from an extended trip through the western states. That hot biscuits

and country butter will take the place of canned pork and beans is a dream of Bachelor Sam's soon to come true.

Special Agent Pony Moore saw a bear supposed to have been killed by a train, laying by the track, as he was out strolling on his motor car. He stopped to skelp it so as to show the bunch "from Missouri!" when he got in, but the more he looked at it, the more he was convinced that it was a "hound" purp, and finally decided to leave it. It was a bear, Pony, we saw it ourselves a week after you did, but we didn't want to skelp it, either.

The Fly Swatters of the World held a meeting and decided to get out some literature on the subject, with pictures and statistics, etc. A good opportunity for anyone who is inclined to be an artist—in drawing flies.

Engineer D. A. Sweet wants to know what would be a good plan in dealing with chickens, while trying to raise a garden. If they are your neighbor's, first get things ready for chicken dinner, then get you a double exhaust. Scatter—bang—and assume the watchful waiting behind the trash barrel, being ready to charge or discharge at the first thing that looks like it would make a square feed.

Chief Clerk, Mr. Brown, says that business ought to pick up. There are others no doubt but what think that had ought to too.

Brakeman Roy Johnson will not go fishing this season, especially around Ardmore, as he did last, so he says. What's the matter, Roy? Quite a lot of boys seem to think that you didn't catch everything last summer.

Somewhat puzzling, but no cause for alarm. Message to Conductor Ex. —: "Pick up two stock cars at Unchuka, if none there leave two." —Signed Jack O'Brien. Probably a case of wire trouble, crossed for instance. They get that way.

Alas and alack. Our friend M. P. Jolly of the superintendent's office would have us refrain from mentioning him as in any way connected with the Willard-Johnson T'do. Alright, and if we see you slipping in from Hartshorne about 3 a. m., why we won't say anything about that either.

The eternal envy of the whole office force was excited the other morning at the superintendent's office when Prof. Taylor showed up wearing a wrist watch. Honest to goodness, we don't know what to expect next.

"Togo," the train auditor, has returned to his old job on 47 and 48. He evidently learned to play pool while away, as he has been seen with a chalk supply in his pockets. There are many kinds of pool games, but "Togo" will make a speciality on "pocket."

The noise was not the rain rattling on Hiram's cow that kept the neighborhood awake, it was Joe Cobb's auto being pushed in from the country after protesting at being made into a jitney. As has been said, slips don't count, but when this konk-konk-er slipped an exhaust it didn't make any difference what Joe said, it was a case of pushinsey, that's all.

The Chink will take extra measures to see that the Butch didn't find another strawberry in the shortcake, because of the excitement caused by him reporting that there was one in the piece he got hold of the other day. Probably what Butch meant to say was, he found a place where one had ought to be.

In Miss Vincent's column in one of the papers, we read the following: "Where has the sweet little girl of 16 with her curls and her middy gone?" Don't know at this end, and if she comes this way we will be sure to notice her, but can't guarantee to let you know of it,

if Blondy Wollard sees her first.

Mr. Supplyman, please furnish the following supplies for emergency: A box of matches and a bucket of dope, two dozen torpedoes and a bar of soap, a pound of waste and a knuckle pin; I guess that's all. Signed, "Chisel chin" (Levins).

Sorghum Bill's ability to spread the syrup will be demonstrated more so than ever now as crops are reported to be fine in this part of the woods. Stick to 'em, Bill, Hiram is with you when it comes to either fence posts or promises. It takes both, you know.

Claim Agent Lewis says if there could be a fly catcher gotten up that would catch flies as well as the cow catcher catches cattle, why the railroads might be considered more in the light as a public asset by those that sit around and knock at both. Corporation commissioners will take it up later—the fly.

A certain engineer says that lots of heroes are made by reason; he was too scared to run. Brakeman "Fusee" Kelling rises to remark that jumping might be added to the list in this case, for the benefit of the hogers.

"Buck," the cashier at Shawnee, has a look on his face like the dog catcher who has a hound hid by the boy who sees him coming. The reason of Buck's bewilderment is he cannot find the gink that poisoned his "Ford" the other day. Excuse us, it isn't "ford" yet, but Buck had hopes that it would finally grow up to be larger. The biggest thing about it is the tank.

"When Harden goes to visit Rose He dresses up in his Sunday clothes, He paints his cheeks and shaves his jaw, And sails forth in his Panama. He assumes a Charley Chaplin grin, But she don't know Harden like we know him."

Resolutions too late to classify, Jan. 1st: Brakeman Stephens, not to let M. P. Jolly persuade him to get off at McAlester any more; Conductor Boggs, to draw some supplies (this will be appreciated by Joe Cobb); Ben Robb, engineer on wrecker, to take no more widows into Jake Jones'; every one that works nights, to sleep all day tomorrow; a certain fireman, to prove that his name isn't Walter; Ben Jennings, to get right up as soon as he is called.

Heard from acts—Brakeman W. G. Olds, "Name the thing most impossible for me to do, and I will perform the fete to show you that I DO love you." His girl, "Alright; grow a mustache."

A little problem: If a flock of umbrella menders is seen going north it is a sure sign of spring, if prosperity has but more people than poverty, if railroads are to continue to submit to "jitney" legislation, if the boss only knew half as much as his subordinates, and if Hiram could prove that he ever told the truth; in proportion to what it is worth to you, figure out how much it would cost to hire the little Central girl to refrain from telling one-fourth of what she knows.

NOTICE—In the future Abner will take briefs from the whole Indian Territory Division; they will be known as before, but would like to hear from everyone from Shawnee to Booneville, as well as Ardmore and Asher branches. Remember, that a joke gets better traveling if it travels via our Rock Island, and that Hiram reserves the right to "raw-hide" anyone that don't like to be "raw-hidden." There are lots of good fellows that he don't get to see, and a good fellow is one that can see a joke as far as a Chink can stretch oysters in soup. So send them in and let Hiram do the dodging. Address news with jokes to Shawnee, Okla.

AMARILLO DIVISION NOTES.

By "Sorghum Bill."

Texas for Texans, and Texans for Texas,
Even tho' some of our would-be's vex us
Xactly what they have a right to do
And we are the people to care a "Soo,"
So that's the way of the people in Texas.

For Texas has the room and the range
Or the wherewith to invite the strange,
Remember the mighty Texas "plains."

To try to tell it to you all,
Even the most would be small.
Xactly so we extend our kindnesses,
And with equal amount of greatness,
No state in the union, broad or tall,
Shines brighter than "WE ALL."

W. H. G.

I notice that 47th street line has "Got me," also see your sprouts in poetry which is all good and fine, I have just broke off a twig and here is a sample of mine:

Let us all try
For the month of July,
For those that are poetically inclined,
To write a poem that will do justice
To the GREAT ROCK ISLAND LINES.

Hon. W. F. Williams of the C., R. I. G claim department paid us a visit. He reports all in Fort Worth doing fine and good shape. "Billy," as he is usually called by the "old timers" generally, has some juicy jokes and tells them so they "hit."

W. H. Davidson, claim adjuster of Fort Worth, was a visitor and his schedule with the roadmaster worked out successfully. Neither were killed on their trip and are doing business under the same old title.

Mr. Dixon, station auditor, was busy checking out and in along. But was a lucky number to get a ride on Maud, even though her back was broke. Friend Srote made her hobble into Amarillo with all on board.

Milton E. Gruhlkey, one of the car men, is taking a vacation trip to Chicago and around. But his stay was short, whether the weather is bad up there or the idea not right. But for the life of me I cannot see why a man would have to go to Vernon, Tex., to get to Chicago and come back that way. Needs some explaining.

During the month past Amarillo Division has had its share of washouts, being no less than seven or eight places, any of which would tie up travel if not handled promptly, and as usual others have the same trouble before we do, and as a last resort detour over our line when we are in it. But all hands at the coop and it was soon repaired.

During the latter part of April we had the pleasure of getting the use of the Santa Fe 120-ton wrecker. It is a mighty machine and can do the work, besides they have a splendid crew. Mr. Wiells, the foreman, is a very competent man. They did fine work.

The unusual heavy rains caused the old South Canadian river to go on a big rampage and took 22 bents out of F. W. & D. C. bridge at Tascosa, 12 or more at Bridgeport, Okla., for our line and some 500 feet of high fill at Union City on the Fort Worth line. Mind you, the people that never saw it can't be told the terror of this river, what it will accomplish in less than 24 hours. Yet we try to keep peace with it the best we can.

Mr. W. H. Worley, our genial lineman, has been transferred to Topeka, Kan., for over a month and about the only thing we heard from him is a "Pelican" on a postcard. Well, about Worley; he has fooled everybody. A 161 come batting up to his old office door expecting it to fall in. But lo! they generally bump their nose and ask when Worley will be in. Then Jack Ames will say to the guy, "Why, don't you know Worley's gone?" "Where?" "Up to Topeka, Kan." Of course, now that Worley is gone we can take a crack at him. But he was a good old scout and Topeka got "some thing" and we consider we lost a dam good lineman and fellow, and "Maud" does to. Mr. Galyen has succeeded Mr. Worley as lineman as aforesaid Worley is in Topeka, Kan., see!

Mr. Van Hecke, superintendent Amarillo Division, made a trip to Kansas City on business, spending a couple of days on the new schedule for enginemen.

On account of losing their river bridge at Tascosa the F. W. & D. C. detoured their trains over our line. This, together with our own, made things look like they will be in 1920, except that the ballast and 100-pound rail will be worn a little more.

As good a wheat field as you will see in Texas is on the place of John Frasers at Boydston, Texas, east of Groom. Not wheat alone, but the alfalfa and hogs tuther side of the road. Only farmers can farm; anybody can farm at it. Just like our own business. Get me?

Superintendent Van Hecke, Roadmaster Gruhky and Water Service Superintendent Srote made a visit to Glenlin, Tex., just on the line, Texas and New Mexico. There we enjoyed a splendid dinner at an off hour, and met Mr. Jones of the Rock Island Townsite Company and had quite a visit. Judging from what information Mr. Jones gives up the farmers south of Glenlin will be thrashing maize and kaffir till harvest and the prospects for the coming year is even better. It is the intention to give those people better accommodations with reference to roads, etc. The business is ours and we should get it, and at this time a scheme is on foot to work out some kind of relief satisfactory to all. J. I. Johnson, general agent, has been in close touch with the proposition and reports the game worth the powder.

Talk about freaks of water. Here's a few. At Adrian the water actually run up hill; same at Wildorado. Floated a well away at Lela. Lifted the cover off it, filled the hole full of weeds and brush and snakes, drove two barrels of gasoline out of a tank and moved bridges where they were not needed and took others away where they were needed, washed out railroad tracks, but left it strong enough to let work trains over it to fill in other places where it took it all. It sure is quite a sight to study the capers of a big rainstorm.

Landerin Bros. of Amarillo made their usual large spring shipments of cattle from Glenrio and Vega, regardless of the storms. Everything went along as good as could be expected.

Ollis Smith, brakeman, came back from Arkansas with a smile like an Elberta peach. I've been too bashful to ask him whether it was a boy or a child, but expect it was a "girl." He'll let us know if it isn't right.

Mr. W. H. Davidson, with his ditcher No. 4, is on the division and taking all things into consideration, is making a good showing in the "cap rock." About 20 or 30 carloads more will clear it for some time. As these cuts are about 115 feet high, alternate sand and rock, the wind whips the sand from between the great layers of rock, which in turn falls down to the next and so on until the cavity below is full; then you find them on the track. But happily we are getting them farther back from us.

Mr. E. G. Wilmoth, section foreman, Erick, Okla., has got a nice little park and row of shade trees started north of the station platform of elm, cedar and sweet locust, and in time probably when the planter of the seeds is gone the weary public will enjoy the fruit. But it is surely an improvement on the company's property worthy of comment, as well as a little time and pains taken with it. We have more such "bur patches" that should be worked over. But all the credit of this belongs to Mr. E. G. Wilmoth.

George Glinos' "moder ca'" broke down and now he has a "bronc" with only a saddle. George gets into the saddle and jerks twice on the bits to go, three times to back up, four times to "fistle ond de flak" and one to kick the car off.

Mr. McKay of the real estate and tax office in Chicago was a visitor on our division, looking after some right of way matters between Sayre and Texola. It was our first meeting and like the rest of the "Chicago lads," full of business and like a tack. Call again, Mc.

Mr. Fred Isles of Topeka, also a real estate and tax man, called the 15th and we had a good handshake. Mr. Isles is an "old timer" with the Rock Island. Just at present is connected with the Interstate Commerce Commission matters. Glad to see him—likewise any of the boys.

And I guess I am right in saying that Mr. Van Hecke has hit the right chord. Mr. Shedd made a fine talk at the conclusion, and with his usual way of winding up with little stories that illustrate greater ideas and taken in the spirit that is given it was pleasant to hear and of course he was given a hearty cheer and handclapping. Not much was said by any but the men mentioned and that was well said. But,

believe me, there was a mighty good bunch of "listeners" and at the close of the meeting everyone went his way rejoicing, for dinner. I don't know what Mr. Shedd will say but what ever it is will be right with Amarillo Safety League. It's there to stay. But keep the lines in your hands all the time.

Safety First is only a step, brother, to prevent injury. Look at all the emblems and out of something like 60 the Rock Island is in a class by herself and that's class "A." With a good man at the head of it, Mr. Shedd and a staff of assistants to follow up the cause, that are hammering hard in their own ways to put sense in some people's heads and cents in their pockets, and leave them have their arms and legs, as well as their life and jobs, all free. Why not grasp the opportunity while it is knocking at your door with all its might. As Mr. Shedd says, it's like "Cascarets." Prevent injury and prevent injury cards work day and night alike. Try it and just fill out a card and see the results.

SAFETY.

On Saturday, May 15th, Mr. Shedd, with Mr. Gililand, local district safety supervisor was in town and attended a safety meeting at Amarillo that I doubt if any record equals it. There were 252 cards presented from our division in a period of 60 days; the greater part of them acted on in a space of from a few hours to 10 days, with the exception of some that conflict with things that require further authority than the local supervisors have got.

The audience was not as large as some of the "specials," but every man was interested and the energetic spirit with which faces beamed indicated that the meeting was being absorbed and effort not at all wasted. The usual discussions were eliminated in order to get all this number of cards read and the points digested. One thing you will notice if you ever attend a safety meeting with Mr. Van Hecke is that when a card is read it is explained and its merits or scope thoroughly discussed until a child's mind would be satisfied that the issue was pushed to its full beneficial limit. In other words, the card is not read off mechanically and take the usual course. The ring of sincerity is retained by him until the last possible evidence of liability is blocked. That's some satisfaction to a person turning in the card as well as for the real point covered on the card, and this in turn creates an extra effort in the boys' hearts to be more observing and come again if they have the goods. That's what is wanted.

Mr. Barnett, car inspector, reported in last issue, has, I am sorry to say, not improved as it was expected. He did come out of the hospital and pick up for a short time, then took a backset, but yet let us hope and do what we can to help.

Timekeeper Roane has returned from a trip to Kansas City where the new schedule for enginemen has been discussed and has now taken a trip back to Kentucky and Tennessee to visit the old homestead and recreate. He is one of our old steadys.

Old timers eventually will part and also meet. Recently Henry Hainsworth, brakeman of the Illinois Division, moved down to this zone and has got to work on this division. Henry and I in a few minutes discussed all the ups and downs that had happened up there and started in new here.

Nosing around through the pass requests, incidentally, it was noticed that Fred Verner, our B. and B. foreman, is figuring on a trip up through the hills of Colorado. Wonder if he will have company on the way back.

Our friend Richard's special agent is the busy merchant and is working up quite a reputation. You'd think so to see the kids around the line skip and the hobos dig on Richard's showing up, and he shows up when and where no one knows.

In a way, it is said Mr. Copley, assistant manager, is away to the Springs resting up and I am sincere in saying that we hope Mr. Copley comes back fully improved. For he has been in heavy harness a long time.

In answer to Georgia M. Cullins' note, beg to admit I did get crossed when I looked over the books more closely, but then it's all right

with me and no harm done, but I did think you had a chance to cut in.

To all the correspondents of our magazine I want to say that upon looking over other books of the same class we are right at the top, and I am doing my part to help and I hope none of you take things too serious with one another, but continue to make it interesting for our fellow employees who like to read and comment on our efforts. We may occasionally get over the other fellow's fence, but keep in the middle of the road and don't let it crop out in our pages. It is getting better every issue.

In the last issue of the magazine I noted under Georgia M. Cullins' items a nice write-up on the recent derailment of No. 1-29, and in it the matter of feeding the men on the work in the private cars which, you bet, is appreciated universally by men, and I do not think I miss any set of officials on the Rock Island when I say that our Mr. Beacon feeds men and men and men and people, passengers in trouble at snow blockades and washouts; at McLean, one instance, over 122 meals. Mr. Copley has done the same thing many a time, and I have got, and heard other men get the d—dest jacking up for not coming to their car to eat when they were on the works. The men and myself thinking we were doing a favor, of course, going elsewhere. But on the other hand, these men have big hearts.

One day the first week in May Mr. D. Van Hecke, superintendent; Mr. T. S. Barnes, chief dispatcher; Mr. W. H. Gruhlkey, R. M. & M. C.; Mr. U. S. Devor, agent at Tucumcari, took a ride in a new auto that Mr. Devor provided to the Tucumcari Mountain, which most people consider quite a hill. But mind you, dear, when you go six or eight miles out and then its 14 miles to the top by foot, it's a long ways to Tipperary. So Mr. Devor said he'd wait for us at the foot and he did. He'd been up against them before. But Barnes and Gruhlkey made the height and took a snap of everything. Mr. Van Hecke got to the first landing, which is no little climb itself. Satisfied forever it is quite a sight. When climbing up it looks as Mr. Van Hecke expressed it, 44 feet out of plumb. Barnes and Gruhlkey are walking up hill yet.

Better prospects in the Pan Handle country could never be expected and that a bumper wheat crop will come is beyond doubt. Raw crops are being planted and more raw acres broken up than ever, and yet only about 40 per cent of the country is settled. Room for many more thrifty workers.

Right after the prospects for big crops and lots of rains, it's still raining in the dry country (?), and our old dirt track is getting the worst of it. We are in a bad shape until it stops raining long enough to get at it, but we will get there just the same. Prospects for plenty of ties and other help comes beaming from Mr. Beckett, E. of M. W., and no doubt he is doing some figuring, too.

While ditching and cleaning the Cap Rock Cuts the sand and rock is being used to a fine advantage just east of Wildorado on two miles of hardest pull for freights the old slow orders of the past will be a thing of the past. Glinos, the extra gang foreman, is getting something good under the ties, and it sure rides good and will always be there.

Frank Chapman, who was injured in derailment 44, west of Ramsdell, is getting on nicely. Earl Smith, engineer, is taking a lay off.

"Bill" Burrows and his car—Ford—is on a fishing trip. He calls it Maud. We'll change the 4400's name, now.

Quite a few ranches are selling out in small farms, such as 160 acres and over, from \$10 to \$22. Some of us in five or ten years will wish we had taken a piece of it. You will see the day when \$50 an acre will be a small price on this same land. Usually the payments are reasonable.

The cattlemen along this division are having things completely their own way. The rains give them lots of grass. Cows have had a 95 per cent calf crop and the range is unlimited. Why ain't they got a cinch? More business for railroads. But while this is going on busy lawmakers are killing the thing with more clever laws, generally nuisances.

On May 17 Track inspection special was scheduled from Elkins to Tucumcari and arrived at Sayre about 1:30 p. m. with the following aboard. Mr. F. T. Beckett, engineer of M. W.; Mr. A. B. Warner, vice-president and general superintendent C. R. I. & G. Ry.; Mr. H. F. Reddy, superintendent Ind. Ter. Division; Mr. C. L. Ruppert, superintendent Oklahoma Division; Mr. F. N. Tinsman, superintendent Pan Handle Division; Mr. E. W. Morris, general store keeper, Shawnee; Mr. Varney, the station supervisor; Kenneth Curry, stenographer, and at Sayre Mr. Geo. Woods, R. M., Pan Handle Division, dropped off, and Mr. D. Van Hecke, superintendent Amarillo Division; Mr. W. E. Danver, master mechanic, and W. H. Gruhlkey, roadmaster and master carpenter, got on and off for "Tipperary." The inspection was carried on as far as Conway and the run to Tucumcari made that night. Tucumcari being Mr. Beckett's old home town, he was up early and all the old boys on the Southwestern doing the "helloing." And all the members of the inspection crew were taking notes and looking around till breakfast and at 7 a. m. prompt the train departed for the finish. Everything was gone into very thoroughly. Track and stations gone into in every detail and as usual a great many questions asked and answered. But no special preparations were made for this inspection, since it was set back on account of the Bridgeport bridge being washed out, and they found things with us like any other day, and any other division, and the usual comments or corrections suggested which is always welcome and proper. And altogether their trip was pleasant and enjoyed to the utmost. They had a good chance to see the fine country and prospects as well as good and bad track; lots of rains on the windup, and incidentally a few car roofs that the storm we were following had torn off of cars in 83's train. Also plenty of water running off the fields by the way satisfied that this is no dry, arid country. All the gentlemen were looking well and in the best of spirits. Everybody was fed in the usual manner. The train crew's performance was good and engineers made a fine run considering. So altogether it was a very successful and pleasant trip. Come again.

Mr. C. A. Morse, chief engineer of the Rock Island Lines, and F. T. Beckett, engineer of maintenance of way, Elkins, made a trip over Amarillo Division fore part of May.

FORTY-SEVENTH STREET LINE.

Ray C. Wolf, Editor-in-Chief.
SOCIAL NEWS.

Mr. Clifford Buckingham of the Lab. returned from his honeymoon recently and they say he is as happy as a lark. He was married April 11 in his bride's home town, Schenectady, N. Y. Heartiest congrats from the force and best wishes for a long and happy union.

There is a certain young lady at 47th Street who asked R. H. Foreman Fitzgerald if he couldn't make the smoke blow the other way, as it was coming into the office window. Mr. Fitzgerald graciously informed her that he would turn the wind around and have it blow the other way. The best part of it is that within an hour the wind did shift and this certain young lady called up Mr. Fitzgerald and thanked him.

Smile first! Be happy and you will be good. Joy is its own excuse for being and jollity its own reward.

Blanche: What did you think of that picture of J. Barney Fineron?

And many a girl cannot catch anything because she does too much angling.

Mr. Bert Hawkins, special apprentice at 47th Street, has been promoted to valuation engineer, effective May 1, 1915.

Did you ever notice that the death and marriage notices are always together in the paper? Frank wants to know why thusly.

Mr. Jeremiah Connell and Miss Marie Murphy were seen playing croquet in Washington Park on a certain Sunday morning. Wonder where Jerry learned that exciting and adventurous game.

Attention Mr. Untley, Track Elevation Department: Your offer of some time ago, advising

that if we needed any elevating to consult your department. We now have occasion to make use of your offer and would be obliged if you would forward us one of your numerous derricks to hoist our Mr. Fineron, as he needs a little elevating. We have done all we possibly can to get him up in the world but he is beyond our control and we can do nothing with him, therefore ask your help. Kindly rush said equipment and you have our earnest thanks.

F. Jasper Ondrak submits the following:

Oh a funny old bird is the pelican,
His bill holds more than his belican,
He carries enough in his beak
To last him a week,

But we don't see how the helican.

Our Hamilton Park wit, Jimmie Fineron, was out to Joliet recently and while there made the acquaintance of a Swedish waitress in a Greek restaurant. He received her name and address and slipped it to me and gives his solemn word that she is a peach. Anybody that wishes to make the acquaintance of a peach can have said credentials for the asking.

After a month's leave of absence our beautiful R. H. clerk, Daniel Kelly, has returned to work, and we are slipped the info that he is now traveling in double harness. The boys say he has a very pretty little wife. Cigars will be cheerfully accepted, Dan, and we offer our sympathies.

Hot air is all right but see that it is well compressed before using.

HUH!

The owner of a weather-beaten Ford, Mr. Shaughnessy, was talking shop with the proud and haughty possessor of a shiny Saxon, when the latter's wife came up and said, "Come, dearie, we must go home and wash our car." Diplomatic relations went bump when the meek owner of the Ford chortled: "Huh, that's easy. Get a pail of water and dip it."

Our electrician, Mr. Ford, looks like a regular honestgoodness billboard in his new uniform.

EXTRA MONTHLY STORY.

It was a lovely spring day at noon. Miss Cleo Bitner, our heroine, Mr. William Jenkins, our hero, and Mr. David Goldstein, a third party, were tripping gaily through the yards on their way to the mid-day meal. As they came to the tracks the villain, Mr. Walter Phelps, appeared in the guise of an engineer on switch engine 215. He signaled our hero, heroine, and third party to come and have a ride. All unsuspecting that he was a villain they clambered on board. Ah! and again Ah! the villain is at work. No sooner had our heroes put step on the engine than he put full speed on and they went swaying down the track at an average speed of 92 2-3 miles an hour. Our heroine holds on for dear life and then she seemed to lose her strength. She gets dizzy and makes a headlong dive for the ground. Our hero, by a burst of speed that would make a 50 yard dash look sick, hurtled his body through the air and saves her from a stony grave. All ends happily.

MONTHLY NOVELETTE.

Officer McMurphy was leaning against a telegraph pole at the corner of Swamproot and Peruna streets, thinking of his home in sunny Italy, and the war soon to ravage it, when suddenly a woman, all excited with excitement, rushed up and grabbed his badge.

"Oh officer! officer, ah!" she screamed in English. "Two murdered men are carrying on at the top of their voices in front of my house."

Officer McMurphy, accompanying her, found that she seemed to be speaking the truth. Two young men, red of face and leaning against each other for support, were filling the night air with horrid cries.

"Stop it a minute," ordered McMurphy. "Stop long enough to tell me who killed you."

But the terrible shouts continued to assassinate the silence. Finally Officer McMurphy was forced to tear the two apart and demand the name of the murderer.

"Name of your paternal grandmother!" retorted the loudest of the two, peevishly. "Can't you let a couple of honest students give their college yell in peace?" And the two of them fell again into each other's arms and cried to the moon:

"Brackety roo, brackety ree,
Wunlung college, biminy gee!"

Encourage the Travelers Cheque Habit Among Rock Island Patrons

Twenty-five years ago an American Express man conceived the idea of Express man conceived the idea of Travelers Cheques. The Company put the scheme into immediate operation and since that time American Express Travelers Cheques have become the best liked and most popular form of travel funds the world has ever known. From Paris to San Francisco—from Hongkong to Chicago, they are accepted as cash. The best banks sell them and the best people buy them. Procuring Travelers Cheques is as much a part of a well-ordered journey as reserving Pullman accommodations or staterooms. Their popularity rests on the basic fact that the traveler who carries Travelers Cheques issued by this Company is insured against loss. If anything happens to his Travelers Cheques their value is refunded. Railroad men should encourage their use, particularly because they eliminate the possibility of unjustifiable suspicions which often result in the loss of money while passengers are en route.

Holders of our Cheques can have their personal telegrams, trunks and mail forwarded to them in care of our San Francisco office and make our office their general headquarters while touring the Pacific Coast.

American Express Company

ADVICE TO THE LOVESHORN.

Dear Miss Murphy: I am a young girl, 48 years of age, rather prepossessing in appearance, but have never had my picture taken. How may I have it taken? Peaches.

Leave it on the back porch, girle, and the iceman may take it when you are not looking.

Dear Miss Murphy: Kindly let me know how I should act, what I should talk about, and if I should let a boy put his arm around me when we are out riding. B. I.

Be your natural self and talk of little incidents of the day. No, by all means do not let him put his arm around you when out driving. Charm him by your girlish modesty.

I drink it as the fates ordain it,

Come, fill it, and have done with the rhymes,
Fill up the lonely glass and drain it,

In memory of dear old times.

QUESTIONS ANSWERED.

F. F.: For particulars regarding the Denver trip refer you to Miss C. Bitner of the chief electrician's office, as she is handling all the details. Yes, it's a hard life for me as colyum conductor.

C. B.: Yes, I agree with you that Mr. Jenkins is rather good looking. He says that he is married and is 25 years old. It's real nice to have a secret so I will keep it.

M. M.: Floyd Passwater says he is not married and does not want it said otherwise. Yes, he does look vurrra, vurrra brave when he is behind the bat, but you should see him in front of the bar.

FROM THE EDITOR'S PIGEONHOLE.

Here's to the maiden of bashful fifteen,

Here's to the widow of fifty;

Here's to the flouncing extravagant queen,

And here's to the housewife that's thrifty.

Subscribers not fully understanding our jokes will be supplied with laughing gas at regular club rates.

Here, it seems to me, is the difference between a peacemaker, a neutral, and an innocent bystander. A peacemaker gets swatted for interfering, an innocent bystander for rubbering and a neutral for doing neither.

The pipe shop has organized a grease club, and the officers wish to announce that any one wishing to join can get full information at the club room in the tin shop. The motto is, "Never wash your overalls."

About two-thirds of the average man's sympathy is curiosity.

Many a man who takes himself seriously is considered a joke by others.

When the wife of a lazy man refuses to take in washing to support him he begins to think that marriage is a failure.

Why should one be so attached to one's relatives? It is through no choice of one's own that one is born this or that. Logically, one should think more of the friends one chooses for one's self than of the relatives that are wished on them, or on whom one is wished. And so, it would seem, one should love better the adopted than the native land; but such, Aloysius, is not the case.

Whatever the attraction of the flame for the moth may be, it has nothing on the lure that smoking cars appear to have for the women. They enter the smoker, eyes fixed on a vacant seat, and after almost a physical encounter with the guard who is trying to tell them that this is the smoker. After a moment or two they discover where they are and glare indignantly at every wretch in the car, blaming him because it is so. Then they get up and threaten to report the guard because he did not warn them. Oh, the inconsistent women.

Mr. Brownell of the Ford people says that the dear American public is willing to believe anything that seems true. You would be surprised to learn how many letters he receives from people who really believe their car is made of old tin cans.

St. Louis boasts of hallstones as large as a baseball, thus proving that the gifted Kansan who used to report the hallstones in Wichita has taken up his residence in St. Louis.

Hamilton Park's fire department has a fine new automobile truck, and the only trouble with it is that its length exceeds the width of the street on which the fire station is located.

Go to a friend for advice, to a stranger for charity, and to a relative for nothing.

Gray days in May are depressing, but offsetting them are the usual number of pay days.

Thanks to the fearless artistry of advertisements, if it became necessary for the sexes to exchange garments, each would know how to put on the other's clothing.

If this administration wishes to build up a genuine friendliness between the United States and Canada it will negotiate a treaty by which Canadian and American money may be freely circulated at par value in any part of either country. Then the beautiful cashier in the cafeteria will not have to counterfeited a distracting smile while she slips the consumer a Canadian quarter.

Count ten before you voice your wrath,

Or call your enemy a "villyun."

If two should loom across your path,

You'd better stop and count a millyun.

As varying the monotony of "clean-up" week Hume, Mo., has started a "pay-up" week. This should meet with approval at 47th Street shop for a week.

On second thought, will Billy Sunday accept that invitation to visit London? He can, and stay there, as far as we are concerned.

Jim sends in the following, not having courage to slip it to me across the desk: While in Blue Island I was surprised to see a traffic cop. As there was not traffic enough to regulate he just stood and chewed the rag with the citizens. Next to your job (not meaning to slam you) the traffic squad of Blue Island is my notion of zero in occupations.

Our idea of a hustler is one who can work as fast all day as he can dress in a cold room in the morning.

Here's to lasses we've loved, my lad;

Here's to the lips we've pressed;

For of kisses and lasses,

Like liquor in glasses,

The last is always the best.

Why do so many university men like to dress up as ballet girls?

Taking counsel from Abraham Lincoln, America is not so much concerned to know whether God is on its side as to know that it is on God's side.

How poverty stricken most of our friends are when we happen to need \$5 for a few days!

Lake Michigan is much colder than its deceptive smile indicates.

Things move so rapidly these days that some earnest Chicagoans are at a loss to recall the name of the gentleman who preceded Mayor Thompson in office.

Somebody advertises a Ford "Roaster" in the Galesburg Mail for \$150.

As told by the gas-man: When I look at a meter and see that it registers less than it did the month before I think it must be wrong and I don't want to make any mistake about it. If the gas company loses money I lose my job, y'see? I have to shove the meter along to where it was last month. If there is a mistake it can be corrected or if there isn't a mistake the gas company is ahead, anyway, but if the bill is too small it is never corrected by the consumer, and then they use that small bill every time as a cudgel of comparison when they get a big bill.

We should try to be as good as possible until Billy Sunday comes in 1917 and then perhaps he won't come.

Who loves not woman, wine and song,

Will be a fool his whole life long.

On a dilapidated narrow gauge railroad in a southern town a traveler was struck with the general air of hopelessness of the entire country. Rundown farms, fences falling to pieces, and houses unpainted and dismal as mile after mile was reeled off. Finally a countryman got on and the two fell into conversation. "Country around here looks fearfully dilapidated," remarked the traveler. "Yaas, but jest wait and ye'll see sumplin wuss," replied the countryman. The train stopped. They looked out and saw a rail missing ahead. The entire train crew clambered out, crowbars in hand, proceeded leisurely to the rear of the train and in due time loosened a rail and carried it forward. It was spiked into position and the train proceeded. "Somebody stole a rail?" asked the traveler. "Yaas, about twenty years ago, I reckon. Evah

since they hain't nobody bought a new one. When the train comes back they got to stop and tear up a rail behind them. Ain't that the dilapidatedest thing ye ever see, stranger?"

Introducing G. Hiram Young of the Ardmore Branch. Hiram, are you also a colyum conductor or just a plain editor?

Miss Brown took a week-end trip to Kansas City the latter part of April to visit our old friend Mrs. Arnold, nee Miss Alice Cox. She reports a fine time and everyone in good health at the hole in the earth.

Let us have wine and women, mirth and laughter,
Sermons and soda water the day after.

SPORTING NEWS.

The 47th Street shop team has arranged games with the following Rock Island teams:

Hamilton Park, Auditor Passenger Traffic, Saturday, June 5.

Silvis, Ill., Silvis Shop Team, Sunday, June 6.
Hamilton Park, Burr Oak Local Freight, Sunday, June 13.

To date we have no other games booked and shall be pleased to hear from any other Rock Island teams desiring to play this shop. We will consider games as far west as Omaha and prefer out of town games. Would like to hear from Cedar Rapids shop, Rock Island and Peoria. Also Valley Junction, Manly, Joliet, and La Salle. Address all communications to editor, care Master Mechanic, 47th Street, Chicago.

The lineup is as follows:

Frank Croake and John Coffey, pitchers.

Edgar Crowley and Charles Kelly, 2d base.

Robert Kirk and J. E. Loy, 1st base.

James Jeffries and Benj. Goldstein, shortstop.

Floyd Passwater, catcher.

Jerry Tauer, center field.

Frank Melchior, right field.

Martin Haas, left field.

Frank Slairn, 3d base.

Received the following from family of Mr. Peter Kayden, who has been off for a week or more account the death of his father: Rock Island Employees—We wish to express sincere thanks for the beautiful floral offering, kindness and sympathy shown us in our recent bereavement.

Mrs. Kayden and Family.

ARKANSAS DIVISION. Changes and Appointments.

Mr. W. P. Saye is appointed stock claim adjuster, territory east of Brinkley.

Mr. W. H. Reaves is appointed stock claim adjuster, territory between Little Rock and Brinkley.

Mr. F. G. Taylor is appointed stock claim adjuster, territory Hot Springs Junction to Hot Springs and Malvern and Camden branches.

Mr. A. B. Woodward is appointed stock claim adjuster, territory Little Rock to Booneville.

Mr. Chas. H. Wagner, formerly private secretary to Mr. Ballentine, assistant to second vice president, has accepted the position of private secretary to Mr. Walker, made vacant by the transfer of Mr. Frank Taylor.

Mr. G. N. Burnett has taken the position of bill and voucher clerk in superintendent's office made vacant by Mr. Brown, transferred. Mr. Burnett was formerly with the Frisco at Du Quinoy, La.

MATRIMONIAL.

CARLEY - LENZINGER — Miss Marguerite Lenzinger of 621 East Markham street and Edwell S. Carley of Halleyville, Okla., were married April 19, 1915, at the Lutheran church, Eighth and Rock streets, by the Rev. Adolph H. Poppe. Mr. Carley is an employee of the Rock Island railroad at Halleyville. The couple left immediately for a trip in the west. Mr. and Mrs. Carley will reside at Halleyville. Miss Lenzinger formerly worked at Griers.

BAILEY-FISHER—Miss Louise Fisher and Wilbur Bailey were married Sunday, April 18, 1915, at the home of the bride's parents, Mr. and Mrs. James Fisher, 316 Rock streets, the Rev. Adolph H. Poppe of the Lutheran church, Eighth and Rock streets, officiating. Mr. Bailey is an employee of the freight department of the Rock Island railroad in Little Rock. The couple left immediately after the ceremony for a trip to points in the South. After their

return they will reside at the home of Mrs. Bailey's parents.

PEEL-BOYCE—Miss Ursie G. Boyce of Dardanelle, Ark., and Conductor R. C. Peel were quietly married at the bride's home in Dardanelle, at 3:30 p. m., April 7, 1915. Dr. Geo. H. Steen officiated. The couple will reside in Memphis, Tenn. Conductor Peel has been connected with the Rock Island since December 13, 1905, and his many friends wish him all the good luck in the world.

"HEARD ON THE LOCAL.

Misses Florence and Nell Kelly have moved into their new bungalow in Pulaski Heights. They will be at home to friends and relatives soon as the roads get good. Someone said their residence is located at corner of Woodlawn and Beech streets. It "wood" be a "lawn" we presume, but we shall have to "sea" about that "beach." However the number is 4423 Woodland, Pulaski Heights.

News item: "Carlisle now has three blocks of public park along the Rock Island right of way in the heart of the town. Shrubs and flowers have been planted in the park and Carlisle expects to present a pleasing appearance to those who see it from a car window." That's what I call opening up the Dardanelles. Get busy, boys—better look out for Carlisle. She'll make us all feel like a shekel with a well in it.

They say that Jess Morgan at Biddle pulled off a stunt recently with his 16-cylinder auto that astonished the world or part of it. We cannot say as to the "authenticity" of this incident, as Jess is too busy to answer trivial questions. But some guy said that Mr. Morgan while driving his car one evening noticed that his left main-driver was reciprocated on the crank-pin and on account of one of the 16 cylinders being honeycombed with tobacco juice, it didn't take long for the gasoline to get full of mudrings. Slipping one of the mudrings over his head he immediately flew through a flaw in a flue and pinioned a hickey on the gage and made the radials stay. By this time the steering gear was foaming badly and the valve oil ran in the ditch. But as usual—equal to the oc-



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casion—he doped up the skwee-gee with a piston and packed the crown sheet with a “V” of flues. He then reduced his speed to sixty miles by plugging the telltale holes with a few cracks out of a signal cord. Arriving home safely through this ordeal Jess ravenously devoured a pound of rod-cup grease and retired with pleasant dreams.

We hear that Brother Grant of the freight house has tied into a union of soulful mating with a dashing widow. Unable to gather details it became imperative that certain surmises take room in our brain cells and create vague conjectures as to the whither and wherefore of said nuptiality existing under cover of Grant's reticence. (Get away from that horse's head.) But we presume that they live happy and sew on buttons for one another unto the third and fourth generation, or hold their peace forever. We did not suspect such action out of Grant. Of course you can take chances that a woman will marry sooner or later if she can. But Grant, or Daddy, as he is now called, was rather looked upon as a sort of a woman-hater. Well, here's to you, Daddy! May the gods shower you with lots of “little blessings.”

“PREDICATED PERSONALITIES.”

Howard Sherman was acquainted with Jess Willard in El Reno. He always said that some day Jess would wear the belt. Some prophet is Howard.

O. S. D. Wilbourn broke even on the bout. He's a Safety First man from Noah's time.

Stationmaster Smith at Little Rock has a most artistic nature. If you don't believe it just “pipe” the beautiful flower beds which his magic touch has produced.

Diplomat:—A high class lar.

O. J. Page wore a mustache, then he didn't wear it. Made him look ten more in age—of this we will swear it. But the frost came on one night, weather got much colder. Then the hair began to blight, so O. J. couldn't hold ‘er.

They say idleness is an enemy to youth, but how some youngsters love their enemies. Sit down, kid, you're rocking the boat.

Have you ever noticed that the fellow with only two cylinders usually makes the most noise?

Warner Blankenship treats two ladies to ice cream with only 20 centavos. Wonder how he did it? (Just give me a glass of water and a straw, please.)

There was a girl named Eugenia
Who with a young gent was seen-ia;

The guy was so nice
He was sent to Fordyce

For he needed a change of scene-ia.

Wanted—Good cook. One who can sew buttons on a rib roast. Must bring references and use same in the kitchen. Must be good at fishing files out of soup. Address S. G. E., 1st floor.

We hear that Jimmy Ostrom was in New Orleans recently and on account of James' morbid appetite for big juicy oysters the market went up 8 points and stayed there until our friend left for the North again.

Miss Leota Smith, while in New York recently, was given a reception and ovation in honor of her “presence” of mind. After the “reception” got cold Miss Smith gave it to a young gent. Leaving the “ovation” in New York, she brought the “presents” back to Little Rock.

AMONG THE POETS.

If I was worth a million,
I'd tender my resignation,
To take effect at once. And then—
I'd tour this glorious nation.
I wouldn't go to Europe now
For that place is too breezy;
But have SOME TIME in this old clime,
And take the glad life easy.

—Frances Allen.

If any guy has an axe to grind,
He ought to make it sharp;
There's plenty timber to my mind
As tough as German carp:
So chop away with gib and joy—
Go to it good and hard.
But cut your OWN trees down, my boy,
For I own a lumber yard.
—Howard Sherman.

If I had barrels of money
And naught to spend but time;
I sure would be some honey
And hand the world a lime.
I'd take a trip to Memphis
And wear sixteen aigrettes;
I'd buy up woman suffrage
And fire the suffragettes.

—Neil Kelly.

It's easy enough to crawfish
When the way is clear behind you.
But what I call an awful stall
Is when the “Little Rocks” blind you.
You guess the game, its all the same,
You seldom pick the winner;
So save your jits, dimes and two-bits,
And insure the price of dinner.

—Brown.

A car for a car the livelong day,
A hundred cars an hour;
A devilish wait till next payday
To buy some meat and flour.
Ho! for an empty forty feet long,
Eighty capacity box;
All Bad Orders? Something's wrong—
Wouldn't that jar your socks?

—Harry Fertig.

“FRENZIED FOOLISHERS.”

L. W. Wilson, alias “Woodrow,” has an idea which he is pushing to death here lately and according to reports he is acting strange about it. In view of the fact that all desert lands will eventually be reclaimed, Wilson proposes to also reclaim the mountains. He sees in the present European conflict a war of extermination on account of too many people, and when the desert lands in this country are all filled up by settlers, says Woodrow, then to avoid a similar catastrophe in America it will be necessary to do something and do it quick. This ushers his idea into the limelight to-wit: Bring into action all the big steam shovels, scrapers, derricks, etc., and start on the mountains both on the eastern and western coasts of the United States, and level them off into the Atlantic and Pacific oceans, respectively. By shoveling the mountains into the ocean will give this country room for about 15 more states. Well—we built the canal didn't we?

O. D. Morrow vs. the Calif of Bagdad.
Time—Noon. Place—Marion Hotel.
Subject—The European Situation.

The Calif interviews Brother Morrow for enlightenment on war and other things and incidentally orders a piece of pie and a glass of lactyl fluid. Mr. Morrow orders a juicy jelly roll about two hands high.

“Honorable Sir,” says the Calif of Bagdad, “think thou that they will open up the Dardanelles?” (“Sook, Bossy!” says the waitress.) Answer by Mr. Morrow: “Well, here's the proposition (cuppacoffy, please): Italy will hold off until John Bull and Bear Cat Nick ‘hock der Kaiser’” (G. W. turns over in his tomb).

O. D. continues: “Then if Turkey can get enough Greece, why the Sultan will soon be Russian the Bear. (This remark shakes the history of the world before the flood.) Then Uncle Josef will make a drive up the Alleys with a Pair o'missiles (Peremysl) and Father Wilhelm will deal out the guncotton at ‘42 centimeter.’ (Whereupon the Leaning Tower of Pisa straightens up.) Kitchener places his army of a million on the European side and old man Joffre puts 600,000 officers with 300 privates on the Asiatic side of the ‘Dards.’ After engaging in exchange of cigars and cheese for a few months, meantime playing rook and discussing last year's models in waistcoats, they will all march on the forts, singing ‘Tipperary’ and ‘How Dry the Water Is,’ while the Dreadnoughts ‘fin’ Fleetly’ up the channel pitching spit balls broadside. (The Pantheon at Rome now disintegrates into ‘Tripoli.’) Of course the ‘Moslemites’ can't stand all this (whothe-devil could?) and the Pasha Abdullahs will beat it to Mecca or it's antipode. Then Garibaldi enters the ring and carries the day by ‘crabbing’ onto everything tangible. Here is where the wops play wise and escape the appointment of receivers.”

"But what about the Hungarian uprising?" asks the Calif.

"That's a hundred to one," says Morrow. "If they ever get by the Carpathians, Grand Duke Nick will 'Warsaw' them with a 'Pole' (nuthercup, please)."

BOILED BREVITIES.

Conductor E. C. Armstrong came to Little Rock feeling sore recently. They say he had been "fletcherized" into the third degree by a Masonic goat the night before at Malvern.

Mrs. M. R. Chilton, stenographer to the chief clerk in the superintendent's office, Little Rock, has changed her place of residence, and has moved to a nice six-room bungalow on 16th and Welch streets. Spring makes most everything move, even the stenographers.

L. S. Morgan, timekeeper, is back on the job after undergoing an operation at St. Vincent's.

Miss E. M. Foster, stenographer to transportation clerk, superintendent's office, spent Sunday recently in Atkins and returned home Monday in time to resume her usual duties.

Mrs. Guy Davis, wife of the assistant accountant, left a few days ago for San Antonio, Texas, to spend a few months.

Miss Anne Mae Patterson has been acting stenographer to chief accountant, superintendent's office.

Charles Mealey, boiler inspector, was trying to keep cool recently and crawled into a boiler to inspect it. He soon warmed up and expanded and could not get out again. It was necessary to throw ice water on him before he would "contract" enough to crawl out of the hole.

Harry Eaton is gathering up news at Biddle to be inserted in these columns "tomorrow."

We heard that Tom Williams monopolized his channel into the editor's office of the Gazette recently with an article on "How to Bill a Billionaire." Ye humble editor looked it over hurriedly and remarked that it was too long. "Well," said Tom, "I'll boil it down." "Wipe your glasses, Tom," said the Ed. "If you boil a gallon of water down to a quart it would still be water wouldn't it?"

BUREAU OF TIPS.

Dear Editor—Why is a bum doctor always getting out of "patience"?—Hart R. Ans.: Don't know. As this is super-ancient you better ask Belshazzur's Ghost.

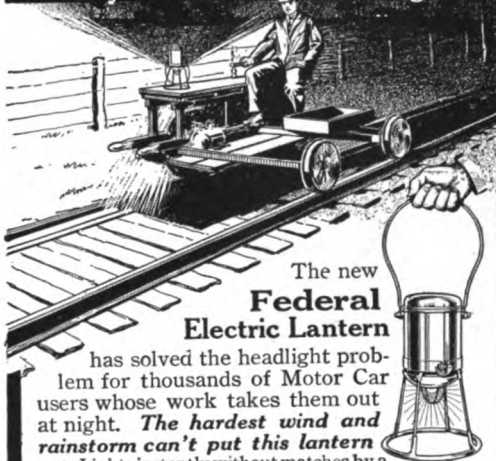
Dear Editor—My best girl called me a lemon and said my face gave her a sour stomach. What shall I do?—Sam. C. Quit 'er cold. Get down to business and start a pickle factory.

Worthy Scissors—I really believe I'm in love. How should I write a real love letter?—Carey M. Here, Percy, is a sample that will probably fit your case. It caused Cleopatra to resort to the dutch act and will probably make you feel "ditto" at least. "O, marvelous splendor of intricate symbolisms fresh from the diamonded sparklings of yon milky way, thou art phosphorescent on darkest night like unto brilliancy of a million Mazdahs! Thy 'tungstened' beauty hath 'Burbanked' mine soulful sense until the heart within me bosom throbs with ecstasy of a thousand 'jitney busses!' Selah! Thine eyes have searchlighted me with 'violet' rays, leaving naught but a skeleton remaining opaque upon my soul's negative. Thy laughter bringeth to mind trickling rivulets of melted snow rippling down from lofty peaks of magnanimous magnitude, which floweth onward and striketh your royal nibs, even as doth a river of fresh water floweth into a pickled ocean. Selah! Thy path is my right-of-way. Thy smile shall be my electric headlight. Thy breath releaseth the air-brakes. Thine hand shall be my main driver. Thy voice shall be unto me as fuel. Thy words shall be unto me as train orders. Selah!"

Dear Editor—How can I become a "star pitcher"?—Constant Reader. Wouldn't advise you to try it. Star pitching has been the dream of philosophers for ages. It is a very heavy job in any league and takes the strength of Hercules to throw a star. After you practice for about 40 years with corner lot nines and finally gain admission to the "asphalt" league, then probably the Nationals will let you carry water gratis for the left fielder, or turning on the fans in the bleachers.

Dear Punk Pencilor—What is a poet?—A. N. and dignified father of a ten-pound baby girl,

Use the Federal Electric Lantern on your Motor Car at night



The new Federal Electric Lantern

has solved the headlight problem for thousands of Motor Car users whose work takes them out at night. **The hardest wind and rainstorm can't put this lantern out.** Lights instantly without matches by a simple twist of the handle. Throws a light that may be seen a mile away. Designed by a man in railroad train service and meets all railroad requirements. No oil. Cheapest battery cost. Handsomely nickeled. Collapsible. Fits easily into suitcase or bag. You will be glad to own and use one.

Write your name, occupation and address in the margin of this page, and mail to us today. We will send you our handsome free circular, completely describing this new Electric Lantern.

FEDERAL SIGN SYSTEM (Electric) Desk 118, Chicago

Dealers and Agents Wanted Everywhere (6)

A poet is an amphibious animal loitering generally on the bring of despair and feeds off the barren rocks of out-lawed credit. It is a cross between a eunich and a neuter gender, and has eyes in his teeth. He is usually seen with an articulating compound fracture in his cerebellum, and his cranium is often used for a chopping block in a village woodyard. He is seldom seen on a passenger train on account of financial "timidity," and railroad fare as well as passes are entirely out of his line. If you ever see one, please knock it out, with our compliments.

Dear Ink Slopper—What is the meaning of muffler?—F. K. A "muffler" in the modern sense is a colloquial contrivance culminating copernicously with "I-told-you-so" persons. About nine-tenths of us are forever and eternally violating state laws and city ordinances by trafficking without a muffler or if perchance we have one, we usually forget and leave it open. However those who are members of the Spanish athletes are exempt from prosecution and consequently do not use mufflers.

LITTLE ROCK PEBBLES.

Pete Bennetson, remember several decades ago when you were looking at FORDS?

McCarthy, how's real estate?

Woodrow, did you ever find that twenty cents? Who said the adding machine was "fool proof"?

Sherman, you look awful sweet in the hat. Brides are plentiful now. The market is down to bedrock.

Hart Reaves, what in the wide world do you want to go to Prescott for?

Womack, have you used up all those picture show tickets yet?

Tom Williams is an expert in the height of dexterity.

Frank Meredith, how's every little thing?

Say, Chubby, do you get a "quarter section" for every claim you "settle up"?

MOAST ENNY THING.

Mr. Charles Hesse, rate clerk, is the proud and dignified father of a ten-pound baby girl,

born April 26, 1915. Thanks for the smoke, old man. Here's hoping that next time you'll pass around a different brand of cigars.

Mrs. Frank Meredith, formerly Miss Bell, was in the office recently looking younger than ever. Mr. W. B. Ross, secretary personal record bureau, was in the city recently attending official duties.

Mr. Sloan, accountant from the First District, was in Little Rock recently in company with Messrs. Moos and Oman of the Third District.

Mr. Frank Taylor is getting up a nice facial expression of "tan" and the way his countenance glows you would think that Frank was living in the land of milk and honey. Here's good health, old man. Open air is good for a fellow.

BLUE ISLAND SHOP NEWS.

Vol. 3. EDWARD SCHNEIDER, Editor. No. 5. Arthur Mogle, foreign inspector, spent the first two weeks of May fishing in Northern Nebraska. Emil Shogroan has returned to his old position as car painter.

We are pleased to report the fact that George Robb, machinist, has embarked on the holy sea of matrimony. This event having taken place on May 8th.

Bill Biege, car inspector, painfully, but not seriously, injured one of his fingers on his right hand on May 13th. No wonder, Bill; look at the date again; it was the unlucky 13th.

O where, O where, are those Wessel men now? Maybe the blacksmith foreman at this point, and rip track foreman at Burr Oak can tell us. Cheer up, boys; the worst is yet to come.

Wonder what Sid Payne finds so interesting down on Fairmont avenue. He spends about four nights a week in this vicinity.

Say, Jim, the boys at this point were insulted by the slanderous way in which you spoke of this place, especially the city of Blue Island. You seem to forget, my little sawed-off friend, that it was the Blue Island boys that gave you valuable information in your time of need, and it was the boys at this point that worked and worried about your payroll. Now, another thing, what did you mean by sending a beautiful and innocent girl a photograph of your good-for-nothing self? I suppose that when you read this you will immediately proceed to call up this office and deny all these things. After reading the above, and thinking the matter over carefully, you can receive our forgiveness by forwarding immediately one box of good cigars for the boys, and a box of candy for your lady friend. Kindly send by registered mail, so as to make sure it will be received.

WAR NEWS.

We have some real war news for our appreciative readers this month.

WAR BULLETIN.

London, June 10, 1915.—Our special war correspondent gave out the following information today:

Phil. Harris, 124th street shops: In view of the fact that the enemy has resorted to the use of gas bombs and hot air shooting, we have decided to retaliate in a like manner. Come over and go to work.

(Signed) KITCHNER.

EXTRA! EXTRA!!

Posen having declared war on Morgan Park, Blue Island wishes to warn both the combatants that they are neutral, but if their neutrality is in any way violated, then look out for the German Blue Islanders. We have made all preparations to resist all invading forces. General Pabst and his German Uhlans have congregated in the eastern part of the city, and I am sure will do their utmost to keep Blue Island out of the hands of the invading forces. Hoch Blue Island.

PISCATORIAL NOTES.

Herman Schwachow and Henry Wiess spent May 23d at Peoria fishing in the Illinois River.

As before mentioned, Arthur Mogle spent his vacation fishing for fish, which he couldn't fish.

SPORTING NEWS.

Ed Fredette, former clerk in the time office at this point, has been transferred from the Nebraska State League to the Minnesota State League. You are getting to be quite important, Ed.

NOTICE.

Mr. R. Becketl, the pride of Hamilton Park as a track runner, who has some rep., has issued a challenge to run any employe of 124th street shop. Mr. Kich, who has accepted this, will start training immediately by running home every night from work. Of course, Bro. Kich has no medals or honors which he can display in Gobet's jewelry store so, boys, put all your money on Becketl; it's a sure bet.

Watch for date.

Trainer Kirchner is doing everything possible to get Kich in good shape. He reports Kich made a mile in 4:24.

SOCIETY NOTICE.

Phillip Harris attended a dance given by the Epsilon Sig Ma Tau fraternity at Blue Island on May 6th. He reported a good time.

O, say, fellows, ain't it funny how bashful some girls are? Now take, for example, those two pretty stenographers working in the car distributor's office at Burr Oak. I wonder what makes them so bashful and modest. Working right along side of two of these bashful young ladies, Bill Hemrick ought to be able to give us some pointers on this subject. Forward your report to this office immediately, Bill.

DID YOU KNOW THAT

Pat McCarthy, steel worker, made a hurried trip to St. Joseph, Mo., on May 11th on account of the serious illness of his father?

Tony School is the only original Hollander working at this point? He is still wearing wooden shoes. Throw your feet out, Tony.

Understand Jacob Mueller was laid up a few days last month on account of his eating some French fried potatoes? The French never could agree with the Germans, anyway, so I suppose after they got into Germany they became hostile and started to raise a rumpus.

Henry Nichols, car foreman at South Chicago, was at this point on business May 4th? Come again, Hank.

Our genial assistant M. C. B. clerk showed up for work quite a few times last month wearing his Lincoln Park shirt?

Wonder when John Killegren is going to pay that election bet he lost on April 20th. Come across, John; don't be a piker.

Louis Hinkleman, truck foreman, spent his vacation visiting foreign countries? Some of the places visited were South Chicago, Kensington, Oak Park, Gary, Posen, etc.

Thomas McMahon, local representative of the Ancient Order of Hibernians, advises us that the White Sox will be the next world's champions? Guess again, Tom.

Would consider it a great favor if the yard men would bring in any news or happening, worthy or not, so as we could include it in our monthly news?

At a fire which took place here on a recent date Fire Chief Herman Schwachow did a heroic deed worthy of mentioning? He rushed right into the midst of the flames and rescued a horse. The only damage the horse suffered was a slight burn on its left front leg. Friends of the chief are getting up a petition which is to be presented to the Carnegie Medal Association. We are sure our brave chief will receive a Carnegie medal for his heroic rescue.

OFF THE TIP OF THE BAT.

Shogroan tried hard to get those five shots the manager promised him, but he couldn't connect. Never mind, Shogy, you did your share of the clouting.

Ritchie sure am some batter.

Frank did some good work rooting for our team. You had their goat, Frank.

Leo Pabst showed up just in time to see our side score five runs, then he said: "Vell, let's go home, dere game is already over."

We wish to thank Kluker Geiger for his valuable services in rooting for our team. Yah, das iss ein Karten House sure got their nanny, but that would get anybody's goat.

Come pretty near leaving Friend Geiger in Peoria. What was the attraction, Otto, that kept you away until two minutes before train time?

Faint Brush Shogy ought to be ashamed of himself to treat Kluker in such an undignified way. Kluker says the Faint Brush disgraced the whole bunch of us.



North Burr Oak Yard, Freight House, Etc.

Fred Cordt deserves special mention account of his umpiring. Good work, Fred.

Some speed to Ritchie and Cordt, getting acquainted with two girls at 4:00 o'clock in the morning, and then playing rummy with them. They beat you at your own game, didn't they, Jack?

Leo Pabst advises us that the meals he ate in Peoria were rotten; but what about the other stuff, Pabst?

Some write-up we got in the Peoria papers, too. Wasn't it? "Semi-pros from Blue Island will meet Mortan Squares." Get that Semi-Pro stuff?

Where did you get those fish, Herman? The fish stores were all closed.

Wonder why Leo bid the Brakeman good night.

The 124th Street "All Stars" would like to arrange games with any Rock Island ball club, 47th Street Shop and Hamilton Park preferred.

Some class to us riding to the ball park in automobile, ain't there? But, then, look who we are.

Would like to hear from Fred Brennen of Rock Island regarding the arranging of the ball game between them and our 124th Street team.

BASE BALL NEWS.

The 124th Street "All Stars" defeated the Mortan Squares of Peoria at their home grounds in Peoria on May 23. Features of the game were the hitting of Shogroan, and the pitching of Satori. Peoria getting but 2 hits off of him. One Hundred and Twenty-fourth Street clinched the game in the first inning, scoring 5 runs on six hits.

Score by innings:													Total
124th Street	5	0	0	0	1	0	0	1	0	—	7	
Mortan Squares	0	1	0	0	0	2	0	0	0	—	3	

THINGS TO THINK ABOUT.

Jim Smith, carpenter, had his hair singed in the fire on May 11th, thereby causing him to have his hair cut again. That's the second time you have had them cut this year, Jim. You are getting to be quite a sport.

The joy of married life is to take the baby to the barber shop to have his hair cut, and then have him howl as though the whole British army was after him. Yep, papas have to stand for a lot of things, don't they, Bandy?

We hereby warn a certain party named Barny working in the timekeeping department at 47th street to leave our stenographer alone. That means you, Jim.

The following from Al. Ryde: If Phil Harris played second base, would Otto Summerfield. Help!

And this from Walter Marchessault: Did you

ever hear the Story of the Coffee and the Egg? Marchy says "the egg settles it." Clevah. Clevah.

Tommy McMahon pulls the following: After losing the ball in the scrap pile in the Highland. He says the ball won't get wet because its under cover.

Remember, Safety First, Becky. Don't race with Kich. You might lose some of your trophies.

Walter Marchessault has been transferred from index clerk to personal record clerk.

Frank Suchar spent Decoration Day in St. Joseph, Mo., visiting relatives. Sure you didn't go to visit some nice young lady, Frank?

Harry Goldstein has succeeded Walter Mar-Finis.

BURR OAK TRANSFERS. By "Bandy."

The above picture was taken from the top of sandpipe near Burr Oak roundhouse by George Caswell of the Burr Oak freight office and the same covers the greater part of the north end of Burr Oak yard and north of the viaduct crossing the yard.

In the foreground stands the building that contains on the second floor the offices of train master and general yard master, while on the first floor is west bound yard office. At the north end of the yard can be seen the Burr Oak Transfer building, while just to left of the latter can be seen the stock feeding pens, and just beyond the north end of yard proper can be seen the largest plant of the Illinois Brick Company, which can and does turn out at times from 15 to 20 cars of brick per day.

G. Hiram Young—Never thought I would get an answer to mine, but you are the first. How are you? You are right as those Fords are certainly the chicken cars. Wonder if the Sultan could forde the Dardanelles with a Ford.

Under our machine billing and revising work as now carried on we have made a material reduction in O. S. & D. troubles that were chargeable to billers and for some time past our average errors per month getting by us were but 21, while for corresponding months in preceding year the average was 63 errors. Considering that we handle under normal conditions 50,000 tallies per month, the record is not so bad.

The saying that everything is fair in war may be all right, but it don't go in a R. R. office. Because the editor tries to write a little dope which some few take exception to, is no

excuse for them to put a bouquet of onion tops on his desk. Alright, Mildred, don't do it again. Get a short shotgun if it's revenge you want.

Our freight foreman, Ed. Harrington, is stepping high these days account recent report covering checking errors resulting in located shortages during the year ending April 30, 1915, and chargeable to Burr Oak Transfer. During the year in question there were 182 cases of shortages charged out against this station, as against a total of 580 during the preceding year. This means an average of 15 located shortages per month, as against an average of 48 per month during preceding year, and in connection with shipments per month amounting to approximately 60,000.

Meet me any evening at the Point,

And I'll show you the river is some joint,

Boats go by every minute or so,

Each with its party out joy riding,

Laughing and singing, you know.

George Danforth, our record room clerk, called up Chief Clerk Fuller the morning following the prosperity parade and said he would not be out as his house had been caved in by a heavy wind or something. Wonder if it was a wave of prosperity that struck Oak's house.

We had three of our billers get clear records account penalties on errors in April. Crossland billed 9,714 tallies and made 36 errors or a rate of .0037, Klein billed 10,706 tallies with 43 errors or a rate of .004, and Rohde billed 7,426 tallies with 37 errors or a rate of .0049. The revising clerk missed 20 errors in his checking of billing covering 47,958 tallies in April. Any biller making a rate of less than .005 is given a clear slate and not penalized. Wonder how some of the other machine billing stations come out in their error records.

Dan Henricl, our jolly O. S. & D. chief, caught an error on the rate department. Whatcha know about it? When Dan gets one on the raters he likes to rub it in, and how he did bawl them out. A couple more like that and you will break yourself, Dan, as you know your exterior is at high tension.

We are still living in dear old Blue Island, as annexation did not carry us into Chicago at the last election. The old saying of our first settlers still holds good, "Us Germans must together sticken or together we will get stucken."

We have copied here from the New York Central a scheme that has helped promote "Safety" to greater extent on our platforms and which idea may interest those at other transfer stations having trouble with their running boards between cars and platforms. We use steel running boards here 60 inches long and 36 inches wide and 5/16 inch thick and in each corner of same we have drilled 5/16-inch holes about 1 1/2 inches from edges and through these holes we drive short nails similar to the dating nails used in the work and which nails can be used over many times. This plan does away with cleats and other means of holding running boards in place and facilitates freight handling as well as making a very safe condition for the workers. The cleats not only block trucking more or less but if a trucker is not careful part of big loads are knocked off trucks and damages result at times.

We were honored with a visit one recent Saturday afternoon from Mr. Fred Hardy of Mr. Snyder's office and Mr. Grovener from Mr. Herman's office. Both were welcome and their visit enjoyed and we hope they will come again. We would like to have many from the downtown offices come and see our plant and our detail workings, as we are proud of our place even if it is a little worn about the edges. Wonder why Hardy and Grovener missed their train back and what Freddie thought about Western Avenue boulevard—some promenade place?

Our Osborn Thomas, we are advised, is still playing to good houses at the Princess. That is fine, Scatty, keep it up and we hope you never have an empty house. You and your Strad make a fine combination.

We are pleased to report that Ed. Kordewick came across with cigars and candy for all as a result of that Crown Point trip. That is the way to do it, Eddie, and we like to smoke those Benedict cigars.

John Laging has sent his family on a trip to Alma, Kan., and we presume he will follow later on, possibly on stray bill with weight and charges ahead. Agent at Alma will please keep a lookout for John and take up the billing when he shows up.

We have some awful good ball players in our office. For instance: Mr. Tom Cruger, west-bound rate chief, is great on joshing the Sox element here when they lose. However, we are glad that Chief Clerk Fuller is a real Sox rooter and can make Tom keep in limits with his Cub explosions.

We are sorry to hear (and see) that Helen Lussenhop met with an accident. Seems that mamma hid the jam on our little girl, and, as children are fond of jam, naturally Helen had to locate it and found it and also found the door jamb. Now she wears a little bump on her nose and a little spot of paint covers the spot (at home), so "she should worry."

George Buck, our prepay clerk, is some farmer, that is, if reports are true. Mrs. Buck planted some flower seeds and George comes along with a lot of oats which he mixed in with the flower seeds. What kind of a combination is he expecting through such sowing of seeds? Bet he will get his in time.

Burr Oak office sent a delegation to the "Safety" meeting at 47th Street on May 14th, and all report a very interesting meeting. They also report a very nice visit with Mr. Culligan, master mechanic, who took the party through the main shops and which trip was greatly enjoyed by all.

"Sorghum Bill's" puzzle is a good one alright, but not having any greasers around here we are unable to figure out the correct cost. However, we have doped out a scale to use for those who are interested and who have a greaser on hand. First, get the distance from Santiago Papasquiaro to Tequesquilapan, Mexico, and divide on Topo Grande divisions which are the same as Tlalnepaulola, or two pecos higher than Rames Arispe, Mex. The line below the belt gets 50 per cent. Multiply the distance from his toes to his head, add bridge charge over his nose and you have it. Better translate the Mexican into U. S. currency and if unable to do so, see Doc Yak.

Grace Inman and Mildred Anderson attended the minstrel show given by Englewood Commandry recently and afterwards their party auto'd to the College Inn for supper. That's going some and you two better be careful or you will run the chance of including Crown Point in your itinerary. Possibly the minstrel was a blind, anyway.

Lawrence Rosenquist, day chief at the in-freight crew.

A good man for the job even if his Sundays off are few;

Assistant Harvey, a good worker, but a bit too quick,

When a chu chu toots grabs a shovel and pick. Checker Gaertner is a sport and on some topics nutty,

For instance, that old Ford of his with cracks filled up with putty.

Art Adams, with the curly head, makes 98 report,

Tell him about errors made and, believe me, he will snort.

Ernst Anderson, extra man, ice and plug records for him,

He is handily on the bunker work, because he's short and slim.

Harry Barnhart, grain yard clerk, from 6 to 6, no chinch,

Is used on any old work whenever we are in a pinch.

F. McLean, chief in the day out-freight, Has his troubles in keeping Geraldine Diedrich straight;

Fred Piehl, understudy to McLean, all can see, Is handy in checking and his reports all agree. But next issue will tell about our other yard clerk forces,

The men whom we also class as good wheel horses.

On June 19th our in-freight boys have decided to have a carnival day and when they are going to crown the "Queen." For the benefit of those who are wondering why a "Queen," will say that the social society of "Barnacles"



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

on their last joy ride choose a queen, name not to be made public until the 19th. If we are not mistaken, she runs an adding machine in the south end of the local office—but we will see.

Gerald Diedrich, our out-bound yard clerk, was a very much surprised boy when an auto party recently stopped at his place in a surprise party proposition. We think he knew of it in advance, but that don't make any difference to us so long as they had a good time. Refreshments were served at midnight on the lawn and some say the hose should have been turned on them. They played those modern games known as, drop the handkerchief, wink, and others for the young-uns. They report a good time, but why did the girls want rubber coats and oil stoves.

DALHART, TEX.

Mr. T. D. Moberg, district accountant, Topeka, was checking up accounts here April 28th. "Boss" C. C. Cunningham is working several rodmen on account of the new inventory.

Mr. R. E. Logan, who has been roadmaster's clerk, Pratt, has been transferred to Dalhart as division engineer's clerk.

Road Foreman of Equipment R. E. Woods was down May 3rd rounding up the engine situation.

Brakeman G. M. White and wife left on May 12th for Greenleaf, Kan., to visit his folks.

Mr. W. E. Flagler, T. A., was down in this neck of the woods May 12th.

Mr. Hubert Childers has been appointed night ticket clerk, vice H. H. Hiatt, braking.

Mrs. R. E. Cannon, wife of machinist, was called to Liberal May 6th on account of sickness.

Mr. W. B. Ross of the personal record bureau, Chicago, was a pleasant business visitor April 27th.

Mr. D. L. Klingman, stenographer for chief clerk to superintendent, left May 19th on his annual vacation, visiting home folks at Sterling, Kan.

Engineer W. G. Sigafos departed April 28th with tin cans and old rags en route to his mining claim near Tularosa, N. M.

Mrs. C. A. Peal and son Junior, wife and son of time keeper in superintendent's office, left for Abeline, Tex., April 18th, visiting relatives. Charles expects to leave soon.

Dispatcher F. B. Rice and wife returned April 28th from his annual vacation, and believe his vacation did him some good as he says he feels just like a colt.

Mr. H. B. Townsley, operator, was called to his home at Holton, Kan., April 18th on account of the serious illness of his grandmother. "RO" returned on the 21st and reports his grandmother better.

Mr. W. D. Lacy, at one time clerk in this office and who held various positions from 1902 to 1908, was a pleasant visitor here April 20th. He was on his way to El Paso, Tex.

On May 6th, about 7:30 a. m., it began to rain a little, turning into a heavy mist for about an hour, and then into a snow, and we had some weather during the entire day.

The inspection special passed over this division April 28th. Mr. H. L. Reed's smiling face around the building looked natural and we were glad to see him. Come again, Mr. Reed, when you can visit with us a while.

Mr. C. V. Bricker, O. S. & D. clerk, was transferred to Topeka May 1st on account of the consolidation of the O. S. & D.'s in the assistant general manager's office. Up to March 1st Mr. Bricker was clerk to Division Engineer Rockefeller and on account of reduction he has handled both places since. Mr. Bricker has been dissatisfied for the last two months on account of some "parties" moving to Arkansas from here and we hope that the change will be beneficial to him, and only ask "Brick" that you hold your head up for there are other Pebbles on the shore besides the "Little Rock" in Arkansas.

EL RENO, OKLAHOMA.

General Office. The Rock Island employees of El Reno have organized a base ball league of their own, which will play ball every Tuesday

and Saturday of the coming season. Much interest is being displayed in each department and from the material that is showing up on the practice field, it looks as if some real classy games will be staged. Four teams have been organized taking in all departments in El Reno. They play under the following names, Freight House, Round House, Shops and General Office. Rivalry is of the keenest and all fans will be permitted to see the games free of charge. The purpose of the league is closer co-operation, better acquaintance, more fresh air, lots of exercise, development of new material, and free entertainment for all El Reno ball fans.

Mr. A. B. Copley who has been in bad health for some time is now in Corpus Christi, Texas, and it is hoped that the low altitude will be of benefit to him. We all miss Mr. Copley very much and hope it will not be long before he is with us again.

Mr. G. A. Barnard of the telegraph department, who has been in Tulsa for some time on business, has again returned to El Reno.

Mr. Robert Tramwall has accepted a position as steno. in the Okla. Div. dispatcher's office.

Mr. J. J. Holden has accepted the position as assistant accountant in the Okla. Div. office. Mr. W. I. Strain, who formerly held the position is away on a leave of absence.

Mr. C. A. Mason of Amarillo was an El Reno visitor Saturday, May 22nd.

Miss Sarah Salmon of the general manager's office spent her vacation in Hutchinson and Wichita, Kans. She reported a real nice time, but complains that two weeks is entirely too short.

Mr. O. K. Curry spent his vacation visiting friends in Texas and relatives in Kansas. He reports a fine time, but he surprised many of his friends by coming back a single man. Rumor hath it that Texas has greater attractions for him than Oklahoma, and as he is forced to stay in Oklahoma he will soon bring a certain party to the land of trees and winds.

ITEMS FROM THE LOCAL FREIGHT OFFICE, EL RENO.

The El Reno station staff meeting was held at the freight office on the afternoon of May 21, and was attended by the entire freight office and platform force and the following visitors: J. H. Dimmett, service inspector; C. P. Varney, station supervisor; M. L. Ross, chief clerk to superintendent; C. F. Redans, trainmaster; E. Harding, agent, Enid, and W. W. Tassell, traveling car accountant. The meeting was unusually interesting and lively, and enjoyed by all present.

Mr. Mathews purchased an automobile (no, a Ford), and has become quite proficient in his handling of it. He has finally become so accustomed to handling it that he can make it do anything but climb into a wagon. One drayman expressed himself to Mr. Mathews in the following language when he met him on the street after a slight discussion as to who could stay in the street. "Gee, but I am glad that you are walking today."

Warehouse Foreman G. W. Waldron reported the arrival of a son at his house on May 13. Although the event happened on an unlucky day, it brought luck to Mr. and Mrs. Waldron as their family now consists of a boy and a girl.

Mrs. J. W. Easter and daughter Thelma visited in St. Joe, Mo., a few days in May. J. W. had to mix batching in with his car work for a short time, but seemed to thrive on it.

Mr. Nicholas, tonnage inspector, made us a short visit on May 20. He is one man that is always welcome whenever he can find time to call on us.

Mr. Eli Morgan and Mrs. Anna May Wells were united in the holy bonds of padlock, rather wedlock, Sunday, May 23, at 12:15 p. m. He has been working for some time on the platform, and we have heard much about his "widow." While the boys smoke and the steno. eats candy we all wish him much success and happiness.

Lew Normandin and family spent Sunday afternoon, May 23, in Oklahoma City. While there they had the pleasure of meeting W. R. Sears, formerly connected with the El Reno yard, but now serving the same sentence in Oklahoma City. W. R. always has a glad word for El Reno friends.



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No Matter Where You Are Located—you can get the finest Piano or Player piano you ever hoped to own at the lowest price you ever expected to pay. **Your Own Terms.** We have been in business over fifty-six years. Thousands of Sweet-Toned Schmolter & Mueller Pianos and Player Pianos are in use in all parts of the country. We save all middle profits—all agent's commissions, profits and expenses.

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SEND TODAY—RIGHT NOW and read all about this remarkable offer. **We pay all the freight from the factory to your station.** Use the instrument you want in your home for **five weeks**, then decide whether or not you want to keep it. If you don't find the Piano or Player piano we select for you the **Biggest and Greatest Bargain** you ever expected we take it back at our own expense.

Let us tell you all about our **Factory-To-Home** Selling Plan—our Low Factory Prices—our Liberal Payment Plan—our Twenty-five year guarantee. You will know why it is unnecessary to pay high prices others demand for same quality.

We ask for no references—there is no red tape—you don't need a bank account, neither do you have to be a property owner, in order to deal with us.

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Send me full information about your Factory-to-Home Selling Plan. I am interested in a (Piano) or (Player Piano).

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Geo. Purcell spent Sunday, May 23, visiting relatives in Calvin, Okla.

Business conditions at this station have improved wonderfully in the past few weeks and we are now showing good increases as compared with the previous year and also the previous month. We are all hoping that it will continue and unless we get rained out, prospects are good for one of the best business years that we have ever had.

EL RENO YARD.

Mr. Paul Johnson, one of our Panhandle conductors, has just recently returned from an extended vacation through numerous parts of the country, including portions of Kansas.

According to Mr. Johnson's discourse relative to prospects through the sections that he has visited, we infer that it will be up to the officers of the Oklahoma and Panhandle Divisions to get busy in sufficient time and procure the largest supply of trainmen that has ever been the pleasure of the divisions to have in the service, to protect the business, and in this we sincerely hope that his conception is a reality and not a dream.

Conductor Hammons has resumed duty after an extended visit to different sections of the country and reports a good time, but we notice that he is very busy searching for the interest on the money expended on his vacation.

Switchman Hodgkinson, mentioned in our previous lines, is again at his old post of duty.

Engine Foreman W. R. Mowre was called to the bedside of his father near Seattle, Wash., account serious illness, and we hope that he will find his parent under very much improved condition, considering the information received.

Our PRIZE FIGHTER, "Buffalo," was greatly enthused by seeing his name in the magazine last month.

Our janitor, Mike Pearson, invested, last fall, in a race animal, purchase price \$10.00. He now says he has done a good deed in the way of feed and care through the winter and says that he is willing to sell for \$8.00.

Our yard foreman, Golder, has started his harvest and is progressing nicely, having fine weather for this work. He has a huge crop.

Chain gang crews have been severely trimmed. We now have ten regularly assigned crews, Oklahoma Division, but we see a future remedy for this.

Our man Friday is making a great showing in the way of curtailing expenses in the switching service, this service being reduced to the minimum at present.

The writer warns the person that wrote the article in last month's magazine relative to our boy Carl. I would like to throw a brick at him.

I had a drive with one of the boys in the office out into the country yesterday, and saw a horse which was born on the day of the presidential election last, which now weighs something over 1,800 pounds. And still some people think that we cannot raise good horses in Oklahoma.

All the boys that attended the fair at Oklahoma City reported a good time and express themselves as favorably impressed with the capital city.

Harry Morris, engine foreman, is contemplating a vacation and a trip with the Shriners, going around the Horn.

In reference to the problem of promotion as outlined in the last issue of the magazine. My version is as follows: The man that understands his position, is a requirement, or he would be unable to hold same. Long service, good habits and honesty is required and there is nothing in this to be commended for, in both instances, these are required or long service and understanding would have not been accomplished so I can see no commendation in the favor of the two parties, as they are merely protecting themselves by observance of rules and requirements.

The man that is popular with his co-employees is not merely protecting himself by requirements on the part of the employer, but he is a man of ability and progressiveness, and is at all times developing new ideas. The smile is the secret to popularity and the ability to do things is what makes him popular with his associates. He is a man that is able to do his work cheerfully, and if interrupted and asked for information, can discard his work temporarily and give the information with a crackling

and earnest smile on his face and feel what his countenance expresses. He is a winner, and all that is to be done to show the efficiency of this man is to place him in the position and not worry about him making good.

Any one can be a grouch, you can teach a dog to understand; but it takes a real man to hit the ball, do the work, be a good fellow, a good mixer and a business getter.

That our office has developed official talent and is still in line with competent material. Previous developments, C. F. Redans, M. E. Lucas. Glillian is our mascot.

"HERINGTON, KAN., NEWS."

By Georgia M. Cullins.

KINDNESS—a language which the dumb can speak, and the deaf can understand.

It is the duty of every citizen of this country to talk up, and to think up, and to get every one about him inoculated with this germ of prosperity. Remember, when you talk poor business to a man, the listener is sure to accept your conversation as an indication of what is running through your mind. When you talk poor business, you say to a man, "I am not doing well," and few of us have any use for the failure-fellow. If it is necessary, bluff a little. Anyone would rather meet bluffer than a pessimist. And if you bluff someone will give you credit for having good nerve, if nothing more. We have every reason in the world to be hopeful, in this country, and prosperous at the moment. If we will continue to think conscientiously and consistently on good business, we will have good business. Remember, that not one young man in seventeen, born rich, makes a go of it alone. Most successful men began poor. Its no disgrace, nor is it a discount to begin poor. Its an advantage. Now is your opportunity, take time by the forelock, don't wait for someone to die and leave you a fortune, or you may be a whole lot poorer and maybe a wiser man by the time you have reached the climax of your life.

Small news item of the month: The O. S. & D. clerk moves his household goods and family to Topeka—incidentally forgetting to bill out the aforementioned car of goods.

First baseball game of the season, Sunday, May 2nd—Herington vs. Osage City—resulting in favorable returns for Herington boys, thereby causing their spirits to rise considerably.

Saturday, May 1st, inspection special made trip from Caldwell to Peabody, tying up there for the night. Left Peabody early Sunday morning, leaving Herington about 10 o'clock for Horton. Everything in spic and span order.

Monday, May 3rd, nothing of an exciting nature happening, as Monday is generally supposed to be a blue day, to which we pay no more attention than usual.

Tuesday, May 4th, Sunday School specials from every direction, Caldwell to Topeka, Horton to Topeka, and various other places in the state. Everybody seemed to be enjoying themselves on this occasion. Very large delegation attending at Topeka Sunday School convention. Only one thing seemed to mar the pleasure of the day, as our car accountant is a very busy man now-a-days, was unable to attend, which seemed to make him feel very bad.

Wednesday, May 5th, nice bright sunshiny day, when most of the boys would rather go fishing than work. Our linemen tried to make his getaway but didn't succeed. Better luck next time, old man.

Thursday, May 6th, VERY RAINY? Nice weather for ducks. Good time to stay indoors, pile up in a nice big easy chair and read some favorite book. Rain—rain—rain—in sheets, by the barrel full and finally by the cisterns full. (Later in the afternoon) Strange rain clouds go floating by in the sky. Think they spell disaster. Finally did, as the Emporia boys skinned the Heringtonites a mile and a going in the second ball game of the season. No hard feelings we hope, as you will no doubt have a chance to get even with them later.

Marriages kinda on the blink this month. Only one party had nerve enough to say "I will." We are still looking in vain for that box of chocolates.

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of Detroit, Mich.**

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

A DOUBLE HEADER

Each year the increase in our business is giving us a heavier load to haul. It means that we must couple on more power to keep things moving fast enough.

Our big general catalogue pulls a mighty big load by itself, but along towards the middle of the year we hook on our annual Mid-Summer Sale and make a double header of it.

This year our double header will pull out about the first of June. Keep that date in mind. From where we sit in the cab there is a mighty fine stretch of track ahead and we have enough steam up to make a record run.

We have been planning this sale for months. There is a string of bargains in it as long as a freight train. It is better for reduced rates than any excursion ever run. It will be your opportunity of the season to get the most for your dollars.

It is full of things that you need every day—all at reduced rates.

Don't miss this great double header. If you don't get your copy of our Mid-Summer Sale right on time enter a complaint to us. We will make up any lost time by getting the book to you in a hurry.

All aboard for the Mid-Summer Sale.

MONTGOMERY WARD & COMPANY

**New York Chicago Kansas City
Fort Worth Portland
Write to the house nearest you**

P. S. Don't forget that our big General Catalogue is making its regular runs and carries about everything that you need. The prices are as attractive as the two cent a mile rate is to a traveling man.

No, Willie, I'm not a preacher's daughter, although I do hand you a sermon once in a while.

Herington opened their baseball season May 2nd with Osage City, Herington 14, Osage City 4; May 9th, Lindsborg 2, Herington 5; May 16th, Lehigh 4, Herington 7. Manager W. P. Boaz says no one is barred and we would be glad to hear from any teams wishing games. We have a nice ball park and city park and train connections are as good as any town in the state. We also have a four-team city league as strong as any town the size of Herington, so don't forget that Herington is in the list when it comes to baseball. The City League plays every Tuesday and Friday at 5:30 p. m. The Herington team is contemplating taking a trip later and would be glad to hear from any towns wishing us to make them a visit. In regard to games write W. P. Boaz, manager, 414 N. Broadway.

Good excuse for no news this month, carnival in town. Nuff said.

Engineer Skeleton and family and Miss Nannie Ringey left the 18th for California, where they will take in the fair.

KANSAS CITY, MO.

By G. C.

Mr. Herbig and six other local agents here with their families left May 14th over the Rock Island to attend the local agents' convention held at Richmond, Va., May 18th, 19th and 20th. They traveled via the Southern Ry. from St. Louis, a special train being placed at their service through Louisville, Knoxville and Danville. After the convention many of the agents will visit Washington, New York, Boston and other eastern places of interest.

Work is rapidly progressing on the 23rd street traffic way, which will connect the business district of Kansas City, Kan., with Kansas City, Mo. The contractors have already completed the east pier and are working a large force on the middle pier. This traffic way will cost \$500,000 and will be completed in about three months. It will greatly help the Armourdale district, giving that district access to the railroad freight depots in west bottoms.

Wm. Bowman, Robt. Reeves and Joe Dolan left for Lebanon, Mo., on a fishing trip pay day the 15th. They will be away about two weeks.

Grant Thornburg, one of our old time division freight agents stopped in to see his friends at the commercial office last month. Mr. Thornburg is now traffic manager for Beatrice Creamery Company.

Minneapolis Prosperity Special of 50 cars threshers and separators arrived in Kansas City Saturday, the 15th. The train was decorated with banners and stopped at 58 stations on the line in Minnesota, Iowa and Missouri, where advertising matter was distributed. In addition to the Minneapolis officials the train was accompanied by E. L. Goff, D. F. A., Davenport; L. E. Severance, Trav. Frt. Agt.; D. C. Stevenson, Soliciting Frt. Agt., and Dave Dexter, reporter of the Kansas City Post, who gave the train quite a write-up in his Sunday paper. After arrival, Mr. Woods, local manager, called at local office and complimented us on the fine shape train was handled. Twenty cars of the train went west over our line.

Joe Roche and Ben Zickfoose resigned May 1st. Joe intends going to China with his brother, who is developing oil lands there. Ben went to Memphis.

Mabel Simmons, phone operator, has gone east on two weeks' vacation. Lee McVay was on the sick list several days. Bill Fernald has moved. Robert Pugh's self-starter is working O. K.

MEMPHIS, TENN.

Memphis local office has been favored with visits from representatives from most every department during the month, as we had Assistant General Manager A. B. Copley with us on April 30th, Mr. O. Maxey on April 16th, Mr. J. R. Pickering on May 11th and Mr. W. H. Wallace on May 5th, also Mr. E. H. Moon of

the accounting department at El Reno on May 11th.

Mr. W. M. Hester had a very handsome piece of work in the way of an original poem, descriptive of the members of the local office force, but he says the same inspiration that caused him to write it later caused its destruction, and we are all disappointed as we would like to have had this "word picture" of ourselves.

Is everybody happy? Well, I guess they are in Memphis; as nearly everyone has had a promotion during the month; Mr. J. W. Harper to the out-bound rate clerk's desk; Mr. A. C. Fowler made chief bill clerk; Mr. Hy T. Chavers made disposition clerk, and Mr. J. B. Cottingham promoted to O. S. & D. and delivery clerk.

Mr. D. M. Henninger, who has been out-bound rate clerk for the past eighteen months, resigned, effective May 6th, to accept a position in Cincinnati. Mr. Henninger was very popular with the force and we are all sorry to see him go. We would say a whole lot of nice things about him and send him a copy of the magazine, but he told us so plainly about a certain person in Chicago that we are sure he would not appreciate how much we miss him.

Messenger Thomas is still following the amusements; the Orpheum is closed, but he now spends his evenings at East End Park.

"Yours truly" has rolled a certain somebody for Pete Conroy; laid for him like the submarine for the Lusitania and finally got him. Now, what will I do with him?

J. B. Cottingham and his six-months-old bride (rather bride of six months) spent a Sunday in Paris (Tennessee).

Sweet little Miss Humphreys makes you think of loaf sugar—almost dissolved the night it rained so hard on May 5th.

G. L. Walker, married three months ago, is now handing out a fine line of talk about "my wife" and "my garden."

Chief Clerk J. W. Terry is smoking an "El Toro" every day; that's rank extravagance!

Mr. H. R. Fertig, car distributor from Little Rock, spent May 6th in Memphis; he went to the movie to see Pauline Frederick in the Eternal City.

Hy T. Chavers promoted to disposition clerk; fine feathers make fine birds, eh?

Next pay day Bill Duval says he will buy a can of tobacco, and Allan Fowler says he will buy a box of matches.

We had visitors from the special service department, too; Mr. H. F. Clifton from El Reno; Mr. W. H. Bryant from Chicago, and Special Agent J. H. Burnett from Little Rock.

Train Master George Firmin was in Memphis on April 26th.

Joe Cottingham is trying to get Revising Clerk Gillooley's name in the magazine; Joe, he won't do anything to be classed along with you.

The new bill clerk is Mr. D. E. Kirkland, recently with the I. C. local office.

Nothing new to report on Mrs. Sowell and P. F. O'Neill.

Why does Mr. R. L. Wilder of the mechanical force ride two blocks in the morning—always waits for the car with the school marm on it, too?

Chief Claim Clerk W. J. Cottingham has found a cook who excels Warehouse Foreman Ross and his recipes. Julian had "some" supper on April 27th, and fish again on May 9th—he didn't eat it in a cafe, and he didn't eat at his mother's, either.

We have heard so much about Alene we would like to know what she looks like; Joe says she is the very best looking girl, that her voice is like music, and her smile like an angel's (who ever saw an angel smile); cut that, Joe, we hear it all day long.

Tim Babb is jealous of Joe Cottingham; he wants Alene, but hasn't a chance; Joe says he won't let an Arkansas Scissorbill take his girl away from him.

Operator L. C. Mitchell was almost late with his 37 and 38 reports one day and Miss Ada is the reason.

Mr. L. H. Wallace, agent at Briark, assisted several evenings on the bill desk.

Miss Jessie (you go south) Devine of the

YOU REALLY DO SLEEP



Simplicity in Construction and Comfort for the Tired Worker



Tiger Steel Bunks are Sanitary and Easily Assembled



Tangible Evidence of the Strength of H. & M. Bunks

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TIGER STEEL BUNKS

The day of the unhealthy, unsanitary and uncomfortable old wooden sleeping bunks, full of vermin and other sleep destroyers, is rapidly coming to an end.

Gang foremen on work trains, in bunk houses, of wrecking gangs, in railroad, lumber and other camps, are realizing that their men cannot do real work without getting a proper amount of sleep.

H. & M.

Tiger Steel Bunks

mean a "home-like" bed because they are soft, sanitary, clean, comfortable and springy enough to give that feeling of "feather bed comfort."

Tiger Bunks cost but little more than the erection of wooden bunks, take much less time to install, and have the advantage of being easily and quickly taken down, moved and re-assembled.

Several thousand men have bought Tiger Bunks for their own comfort. They take them along from one job to another. Let us send YOU full particulars and prices. YOU can afford one. Write a postal TODAY.

SPENCER OTIS CO. RAILWAY EXCHANGE CHICAGO

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

commercial office is a Daffy-Dill about a certain skinny young man in town. Will her friends in Little Rock please so notify the fellow over there she is trying to string? (Now, Miss Jessie, don't get angry with the correspondent.)

Mr. J. C. Babb of El Dorado, Ark., has accepted a position on the accounting desk.

Tony Bodinelli is the new night messenger. Tony says he was born in Italy somewhere.

Little Bill, the four-year-old son of Agent W. L. Stout, said when they started housekeeping after having boarded for some time, that he was glad they had gone to house-breaking again.

Mr. S. L. James, soliciting freight agent, of the commercial office, who has been out west for the past six months for his health, has returned to his old post. He calls his six-months-old daughter May Clair "Little Red" and says she takes her sunny disposition after her father.

Mr. Frank Roblin of the telegraph department dropped in on May 14th.

Mr. D. A. Beezley, special officer, who was injured on May 2nd, is reported improving slowly but nicely. Mr. D. A. Marlow has succeeded him.

Local Agent W. L. Stout will leave on May 17th to attend the convention of the American Association of Local Freight Agents at Richmond, Va., and also the Great Council of I. O. R. M. at Nashville, Tenn.

Chief Claim Clerk W. J. Cottingham, who is secretary of the Memphis O. S. & D. Clearing House Association, is making some very favorable reports for the meetings which are held twice each month. This association has proven of great benefit since its organization something like two years ago. At the last meeting, held May 13th, 38 shipments were matched up among the various roads.

Will some one please contribute something that can be published about Mr. W. M. Conway in the commercial office? All I hear about him is the way he flirts.

NEBRASKA DIVISION.

By M. H. K.

Conductor C. M. Elsham and wife are in Hot Springs account illness of Mrs. Elsham.

The Rock Island has two good boosters in Ticket Clerk Bradley and Cashier Kautzman. They have had stamps made reading "Go via Rock Island" and "Ship via Rock Island."

In addition to his regular duties as telegrapher, J. L. Woollen has been acting as coal chute inspector at Courtland. Understand this has been taking most of his spare moments. Wonder what the attraction is?

Mr. Carl Kopisch, our congenial car distributor, attended Uncle Tom's Cabin show, the other night, and judging from the way he speaks of it, he has undoubtedly become infatuated with some member of the troupe.

Our late night wire chief, John Halpin, has been spending most of his spare moments on the banks of the Little Blue River with his fish pole in his hand singing, "I want to go back, I want to go back," to Cedar Rapids.

Brakeman J. I. McDowell spent two weeks in Topeka the first of this month. Topeka seems to be quite a popular visiting place for Mr. McDowell.

Mrs. O. E. Jones and son Kenneth were called to Denver, May 28th, on account of the illness of Mr. Jones' mother.

The first of May Brakeman Hoxie and wife left for their farm in Upton, Wyo.

Brakeman Hansmire is also farming.

Conductor H. L. Duval and wife returned from Hot Springs the latter part of April.

O. S. and D. Clerk Ray Wells and wife spent a few days the last of April in Topeka.

We are glad to see Engineer Costello and Fireman McKean back at work again.

It was necessary for Freight House Foreman E. W. Owino to lay off the latter part of April account of sickness.

Miss Ada Fritzinger of Courtland visited in Fairbury the first of May. She was probably receiving instructions so that she might act as assistant coal chute inspector.

We are informed that Operator Shortridge is

no longer on the extra list, but has a regular run due out Wednesdays and Sundays.

Conductor Brindle is again working after a month spent at Hot Springs.

After spending a month on the farm, Conductor O. E. Jones is back at work.

W. F. Cummins is again working after a pleasant vacation spent in the south.

We are glad to report that Miss Mable Hamm, master carpenter's clerk, has returned from Excelsior Springs much improved in health, but not yet able to resume her duties in the office. Here's hoping she will soon be with us again.

Towerman J. C. Richardson of Thompson has been in the hospital at Fairbury. He has our best wishes for his speedy recovery.

Engineer Green and wife were called to Council Bluffs May 17th on account of the death of Mrs. Green's mother. They have our sympathy in their sorrow.

Section Foreman Bokenkroger of Powhattan was a Fairbury visitor May 14th.

Section Foreman Hatfield spent a few days in Kansas City the fore part of May.

Switchman C. L. Burger was called to Kansas City May 19th on account of sickness of his brother.

The Second District Inspection Special was on the Nebraska Division May 12th, 13th and 14th.

Operator Beam of Lincoln has returned to work after a pleasant vacation.

IN MEMORY OF "BUM."

By E. L. McCaslin.

Perhaps no normal man or woman goes through life without one friend. True friendship, unsullied by jealousy, selfishness and deceit, is one of the most praiseworthy sentiments in the human mind.

But, friendship is not always between man and man; woman and woman; man and woman.

How many a lonely life lead in a remote district has been cheered by the friendship and loyal companionship of an animal! The stories of the shepherds of times gone by and the herders of today are relieved from the thought of complete isolation by the story of the dog companion of the man.

While the man may prove to be treacherous, designing in his acts and turn against someone who has proved faithful, literature, both ancient and modern, and even history, fail to disclose the faithfulness of the dog's friendship for the man.

The horse is given much credit as a faithful creature and is entitled to all the praise that is bestowed upon him. Perhaps the dog and horse are man's most faithful servants and frequently prove his most steadfast friends.

The story of the cruel, tyrannical Nero, Emperor of Rome, has a wonderful aspect. We read he retired one night to his room and his faithful dog, whose name is not remembered by the writer, went with him. He always slept underneath his master's bed by night. Beneath the bed a would-be assassin was concealed. The dog, of course, discovered him and he was seized, the dog thus saving the master's life.

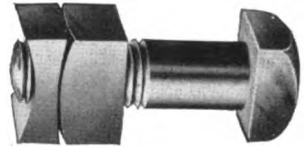
The dog also serves as an agreeable plaything for society ladies. It is with disgust that we hear of a woman of wealth walking and riding about in a city with a tiny poodle in her arms when many home-hungry little orphans gaze out of the windows and between the pickets of the fences of the orphanage that separate them from the rest of humanity.

Yet, as one instinctively feels a compassion for the man or child without a home; as one is disposed to feed the hungry man; to give the homeless a place to sleep; so one feels a sympathy for the homeless dog.

There came to the shops of the Rock Island some three years back, a homeless, scraggy pup whose guardianship was taken up by the men working there. He was fed by the leavings of their lunch pails and possessed a pile of sand near the machine room for a bed. He was as harmless as a snail. He knew all the "boys" and they all knew him. He would trot along by the side of the men leaving the shops in the mornings after having served on the night shift and then trot back with the "bunch" coming to work on the day shift. He was known to all as "Bum," and was as popular

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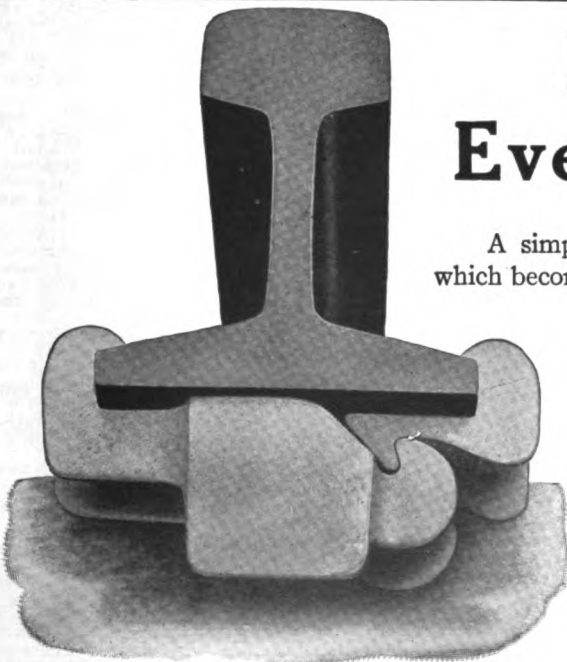
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as a dog ever gets to be. He was probably never hit by any of the men and to do so would have been to throw down the glove of challenge to the man who did. He was deaf as a post. Hearing a noise, he would turn his head every way but that from which it was coming.

He was homely like most of us, but, the affection the men had for him never diminished for that fact. He was a common, ordinary dog, certainly not registered as a descendant of a dog of fine pedigree, but he was democratic. He was not fed on fried eggs like some house pets, nor was he tied by a silken string like others. He ate the humble food of the humble laborers and his freedom was never questioned by the bondage of rope or strap, let alone a string of silk.

Yet, he was not of no importance. He had a monopoly of the affections of the men during working hours. Who had them outside of working hours is nobody's affairs.

But, he died—like all of us must. And what a tragic death! He was shot like men are being shot across the ocean. His death was just as inexcusable, just as unjustifiable as theirs. They are shot by their opponents—he was shot by a man bearing the star of authority conferred by the city. He was enticed away by petting and coaxing only to be taken a short distance and his life taken.

His taxes were paid by the "boys" and this was a claim he had to the protection of the city as well as people who reside here and as well as other dogs whose taxes have been paid by their master.

The night marshal, or rather acting night marshal, who shot him said the reason he did it was because he was "no good." How quick the world would become depopulated if this reason was applied to the treatment of humanity.

The "boys" were angry next morning when they learned what had happened. It looked to them as a mean act and it is when you think that his protectors, the "boys," were not spoken to about him.

But such is the way of the world. The man who committed the deed will no doubt be excused from the pains of eternal punishment for his deed, but he will never be pardoned by the "boys." They lost a common friend and an uncommon thing that is to be sure. In length of time their sorrow at his loss will disappear, but not from their memories. He is gone—where all good dogs go, but not with the consolation of the farewell of his friends.

PEORIA, ILL. By "Jimmy."

In last month's magazine appeared an issue from Rock Island in their "Monthly Muddle" about a bowling match game with us in their town and on their alleys. Yes, they did beat us in total pins by about 60 pins, but dare they tell what we did to them in Peoria? They had twenty lined up to make the trip and it dwindled down to four. We loaned them our lead off man, William Ebenezer Anderson, whom, I regret to say, "laid down" on them, and we had an easy time beating them by about six hundred pins. O, we like you anyhow, fellows, so Cully, get your bunch together and come again. You are always welcome to dear old Peoria.

SOCIETY??

During the past month H. J. Beckerman, wife and baby, spent a few days in his home town, which town he was named after, Henry!

John Erlon and Joe Best made a hasty trip to the "Windy City" recently. They became lost for five hours and returned broken-hearted.

Tom Shean and wife spent two weeks in Buffalo, N. Y., attending the switchmen's convention. "Runt" Skinner was going, too, but his wife wouldn't let him go.

Owing to business slacking a little, Firemen Sheen and Kennelly are working in Bureau. Fireman Traeger is clerking in the freight house, and Welty has taken a ninety-day leave of absence.

During the past month Joe Hall, yardmaster, was laid up a week with ulcers beneath his eyelids. Fully recovered he is back to the

grind again, but still wearing the dark "specks."

George Anthony is still confined to his bed with a severe attack of appendicitis. A speedy recovery for George and a longing for him to be with us again are what we wish.

POOR "RED."

The days are o'er for pleasure and fun,
Spunk's to be married, I'm a son of a gun.
So listen, dear reader, and you shall hear
Of the one whose to marry, soon, I fear.

Of married life he knows not a thing,
The scratches and bruises that this life may bring.

He's a fine little lad, a nice little chap,
But to be married so young, he sure is a yap.

No more cafes, it is home where you dine,
And always in bed when the clock strikes nine.
When in bed you lay there sighing,
You then decide, I was not lying.

You then recall the days and nights
When you saw the world, and enjoyed the sights.

Now, neither left nor right are you allowed to look
For fear of getting her big "left hook."

How often you sat in cafes and did blush,
When you ordered chop suey and they brought you mush.

The waiter knew by your childish smile,
Well, that you had better wait, just a little while.

Too young to eat "suey" in a Chinese place,
But nerve to look a wife in the face.
We know if you stay single you'll do a deal better,
But if you insist, well, then, go get her.

BOOSTING PEORIA.

On May 17th the "Boosters' Special," consisting of sixteen Rock Island coaches filled to the doors, with Peoria business men, left our depot at 11 p. m. From here they went to Mason City, thence to La Porte City, to Minneapolis and St. Paul, coming back via the C., B. & Q. This is also some boost for the System, as we feel assured that it was a much brighter crowd departing than the one which arrived via the C., B. & Q. on Friday, May 21. Nevertheless, it was the same crowd that left on Monday, May 17th.

HOW ABOUT THAT PHOTO?

One man is heart-broken and that is P. J. Fredericks. He claims to have handed out fifty cents to have his picture taken just to have it in the magazine. He's mad, that's all, and we fear another cause for war if it does not appear in some issue in the near future.

SAFE AT HOME.

With a "call to arms," George Warren would be sure of staying at home. With an examination they would find him unfit to go, as he had his "mollers" removed recently and he therefore would be unable to eat the soldier's biscuits. As a result he is getting away with soup by the barrels.

JIM AND JACK.

McDonough, the former, is from Erin's sod, Nash, the latter, also handled the hod. They fight each other over a maiden fair, With wrinkled face and long gray hair.

Jim buys flowers and boxes of candy,
He's a real sport, yes, he's a dandy.
Both think they're sports, and think they're some kiddoes,
But why should they chase old gray-haired widows?

One night when all was dark and dreary,
Jim grew sad and somewhat weary.
A trip to the widow, he thought, would cure him.

But Jack got there a little before him.

In through the window Jim could see,
That Jack was down upon his knee.
He knew Jack asked her to be his wife,
Woe to Jack; it was Jim for a knife.

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MEMPHIS, TENN.

where every facility for varied lines of manufacturing can be obtained—Raw material in abundance nearby—Excellent Railroad facilities—Low freight rates, are some of the reasons why.

Forty industrial institutions located on our property.

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Rock Island Emblems Fobs and Cuff Links



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SEND FOR ONE TO-DAY.

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¶ Send for a Button, Fob or Cuff Links and travel all over the world and see how folks "take off their hats" to a "Rock Islander."

FOBS

Fine Russia Leather, [without Emblem]..... 28c

Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob. Fob is 6½ inches long.

BUTTONS

Screw back will be sent unless pin back is specified.

Plated..... 85c

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Rolled Gold..... \$1.80 pair

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Address,

Rock Island Employees Magazine



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No cash payments down. No extras of any kind. Piano stool and scarf free. Sold direct from the maker to you and we guarantee you a saving of \$100.

Send now for our beautiful Free Catalog which shows eight styles of Meister Pianos. Our resources exceed \$4,000,000.

Rothschild & Company

Dept. G-103

Chicago, Ill.

Jim went away like a star from the sky,
He thought to get Jack's neck sure would be pie.
He came right back with a mask and cap,
And found the widow on Jack's lap.

Closer to the window, Jim was about to rap,
When the widow hit Jack, yes she gave him a slap.

Jack tried to kiss her, but all in vain,
Which pleased the man at the window pane.
Jack got up, and with hat in hand
Marched right out like he owned the land.
Now was Jim's chance, he knocked at the door,
To visit his love, he thought, once more.

The door was opened, nothing was said,
She gave him a note and here's what he read:
"For no more Irishmen will I stand,
It's them for the hod, and their native land."

Question Box.

Owing to the large amount of questions received during the past month, it will be impossible to answer all. However, we will endeavor to answer what we consider to be the most important.

Kans. City.—H. G. McGuire is not married as yet. It was rumored at one time that he was, but after asking her many times, we have finally come to the conclusion that she must have said "no," each and every time. So please do not ask this question again.

Rock Island.—Yes, after much adieu and a goodbye, hoping never to have to answer a question like this again, we can answer you honestly and truthfully, and we feel that we are right when we say Wm. E. Anderson's feet are mates.

Joliet.—No, our operator at the telephone is not married.

Topeka, Kans. The weight of the heaviest switchman in Peoria is 365 pounds. He is Bill Deady, Chicago. Yes, Dinny Smith came from Joliet. We don't know how he ever came to Peoria.

COMPLEXION?

Little dabs of powder,
Little daubs of paint,
Makes our _____ girls,
Look like what they ain't."

PHILIP!

Pretty nice for Phil, our "fashion plate,"
We know right now what keeps him out late.
It isn't a girl that he goes to see,
A girl visits him, Oh how could it be.

One night when all was quiet as could be,
His folks went to town, a show to see.
He served cake and chocolate ice cream;
Oh the time they had was surely a scream.

As he held her hand in the light of the moon
His folks showed up a little too soon.
Phil let a scream, an awful moan,
And the poor girl had to go home alone.

EDDY!

The "dutchman" tried with might and main
For bachelor life but all in vain.
He has a girl and loves her, too,
And to this friend he tries to be true.
They had a quarrel, just a little love fight,
And with the boys he went out one night.
He drank to their health, and that was the life,
And that he wasn't made to keep a wife.

Back to the girl, he went back on his word,
Now he is led like a sheep in a herd;
No more roaming out at night,
Unless "she's there and he's right in her sight.

THE DIFFERENCE.

You read the story of the brave engineer,
How he makes his run without a fear;
But of the section man never hear,
No matter if the weather be dark and drear,
He must be out on his section every day in the year.

For sixty a month.

The engineer gets all of the praise
And eternally kicks for a higher wage.
But the section foreman puts in all his days,
And feels mighty lucky if his bills he pays
And when he petitions for a raise,
Gets sixty a month.

The engineer comes in from his run
And knows for eight hours his work is done,
But the section foreman comes in at night
Leaving everything on the line all right,
There is a wreck, and he works all night,
At sixty a month.

They say the engineer is a man of great skill,
That his is a position not every one can fill;
But the foreman must have ability to hold the situation,
He must work many years to learn his occupation,
And for faithful services gets little commendation,
And sixty a month.

The rich ride around in their automobile,
Showing the world how great they feel;
The section foreman gets there on his feet,
And is glad if his family can get enough to eat.
While it keeps him hustling his bills to meet,
On sixty a month.

The foreman works with a minimum crew,
His requisitions are cut in two,
His "rough spots" give him all he can do,
But he works away without regret,
And I'll leave it to you if he shouldn't get
More than sixty a month.

Now this is not a knock on the engine man,
We are trying to show the best we can
That we are equally responsible in our place
And must as faithfully our duties face,
For the "safety" of the people of our race,
And the difference in our compensation
is sixty a month.

—A Section Foreman.

THE MONTHLY MUDDLE.

Published at 20th St., Rock Island, Ill.
Ed. Meehan, Muddler-in-Chief, "Cully" and
"Mac," Assistant Muddlers.
VOL. 1. MONDAY, MAY 31, 1915. NO. 2.
"MUDDLETORIAL."

We deem it essential at this time to say a few words more relative to the policy we intend to pursue in the publication of this sheet. Possibly our dear readers are of the opinion that the great lucidity (?) of expression in the muddletorial of our first number obviates the necessity of any further remarks along this line. However, we beg to assure our readers that we have an excellent reason for thus massacring the English language. Namely, we dearly love to talk, or rather, in this instance, to write. It gives us great jiggles of joy when we (like many others we might mention) behold ourselves (metaphorically speaking) in nice black print. We venture to assert that the desire to burst into print has been the real incentive that spurred many of our present day writers on in those days when rejection was the rule and acceptance the great exception on their literary offerings. NOT that we ever expect to become a great writer. Nay. Even had a kind, or unkind, Providence decreed that we should be of the gender feminine, we could never become a great writer—not even a "type-writer." BUT—what we desire seriously to impress upon our readers is this: Whatever appears in these columns will be of our own manufacture and will bear our own trade-mark. Imitation and plagiarism is something we shall strive to avoid. Our stuff may not scintillate with wit and wisdom, but it will be ours—"A poor thing but mine own," as 'twere. We shall be original, or as original as we can, for some gentleman, ancient or otherwise (we cannot recall his name), has said that "there is nothing new under the sun."

Several of the boys in our office have of late taken to following around our Mr. Sol. Butler, of track fame. Going to Galesburg April 4th were Frederick Brennan, Paulie Russell and Donnie McLeod. They all claim Galesburg is "some burg." "Sfunny. We thought it was just Gales-burg."

Mr. Marcus ("Night-Hawk") Russell has burdened himself with a soiled lip; at least the small area between the proboscis and the lip

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Moline and Davenport.

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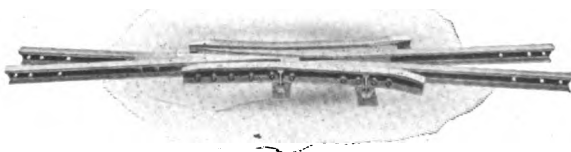
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Conley Frog & Switch Co.,

Memphis, Tennessee

proper appears to be soiled. Others similarly burdened call it a mustache—our imagination isn't so elastic. It's lucky for Mike he hangs out at night, although we wonder what the girl thinks of it. Beats all wotsome people will do!

Miss Frances Hughes, our popular exchange operator, still contrives not to work on the Sundays when HE comes to town. We are all patiently waiting to hear the name and find out the date. He (whoever he is) surely is getting a fine little girl and we wish them both success.

We desire to call the attention of our readers to our very accommodating switching crew, captained by "Dutchy" Meenan, with "Red" Slattery at the trottle. These men are always ready and willing, especially on Sunday evenings, to escort the shop train and its filled coaches of tired, hungry humanity. We recommend that they be decorated with the Iron Cross and also be given a year's vacation on full pay for the great and noble work they are doing.

We are in receipt of inquiries about them from the Carnegie Hero Medal Society and have referred them to John Devine.

Mr. W. H. Stillwell, chief exponent of Safety First on the first district, called on us May 12th. We are more than pleased to state that he appears both healthy and happy, much more so than in our palmy (?) days together at "WD."

Messrs. C. W. Thacher and S. J. Russell, our agents at Silvis Transfer and Rock Island, accompanied by their wives and two daughters, departed Saturday, May 15th, for Richmond, Va., where Messrs. Thacher and Russell will attend the agents' convention. The party will visit other points of interest on their return journey.

PERSONAL: Yes, Ray! Harry is here! Heard his telephone ring—knew it was you! Proverb: When a phone rings steadily for five or eight minutes, your party is NOT in.

Some few changes made in our freight office force since our last number. Fred Brennan taking the O. S. & D. desk when Wm. Hendrickson took up his duties with the Western Weighing Association; Otto Sues taking bill desk, and Art McLeod the sealing desk.

R. E. McGowen, Morse manipulator and ticket tapper downstairs, with his wife and small daughter, journeyed to West Liberty on No. 17, Sunday, the 16th, to visit friends. Mac reports that it was a mighty poor day for "Bee Vee Dees" and a "hay kelly."

As another instance of inspired copy mangling (or was it the original transcription?), we quote from the 47th St. Line in the May magazine: "Mr. State, who is suffering from rheumatism in his feet, went to Hot Springs for his WEAK end."

Robert Auld, night ticket seller at 31st Street station, attended the banquet at Springfield, Ill., given by the traveling passenger agents of Illinois, Indiana and Iowa to the ticket agents of these states. Bob reports a large attendance and a royal good time. The boys were entertained at lunch at the Country Club and given an auto ride over the city. Several speakers of note made the occasion an instructive as well as entertaining one. We (individually speaking) regret very much that we were unable to attend.

Miss Loretta Quinn was unable to be at her desk the latter part of last week (May 13, 14 and 15) account of serious throat trouble. Glad to report her again O. K. Wonder if the loss of that little bet had anything to do with her indisposition.

Lud Chansky, our jitney bus driver, has been off several days this month owing to the fact that he became afflicted with that dreaded disease, jitneyitis, which, translated, means "a craze for the nickels." (Important business, he calls it.)

Mr. Plummer, our passenger agent, and "Cully" Nelson can be heard any morning about 9 a. m. arguing baseball. Mr. Plummer favors Davenport and Nelson Moline. Why not stay on this side, Mr. Plummer, and stick up for your own state?

Our call for information as to how to word a love letter was recently answered by one "Mar-

garet," from Menlo, Iowa. Now, Paul, put the rest of the bunch wise.

Some speed is being displayed on the 37 and 38 reports by Otto and George. Some times they get through by 4 o'clock.

John Russ, our venerable baggageman, recently put in the better part of two days on the witness stand at the court house. We understand he put the opposing counsel to complete rout with his flow of German expletives. Nicht wahr, John?

EXTREME ABSENT-MINDEDNESS.

By Mac.

I'm not a VERY absent-minded chap,

At least, my wits don't often go astray;

And, truth to tell, I'm puzzled more or less

About the stunt I pulled the other day.

Of course, the time may come to any man

When private worries will his mind abess

To such extent that he will perpetrate

Some glaring "bull" through absent-mindedness.

Still—by the Gods! The more I think of it

The more impossible it seems to be

That I'd act like a person full of "coke,"

And do the thing I did so willingly.

But facts are facts, deplore them as we will;

(To me this one fact's funny as a crutch.)

I WALKED HALF WAY ACROSS THE

STREET AND SHOOK

HANDS WITH A GUY I DISLIKE VERY MUCH!

SILVIS NEWS.

By C. O. A.

Foreman George Glissman passed around the cigars again May 18th, another baby girl born at his home. Congratulations, papa.

Apprentices Tegtmeyer and Stone have been awarded a medal for sound sleeping. Just recently they allowed a bad, bold man to crawl through their window along side their bed and relieve them of their money and watches. Understand Ingersolls are good enough now.

The friends of Vern Link, machinist apprentice, are cautioning him to be careful of Motorcycle Mike of Moline, as his \$12.05 club is now open.

For up-to-date information on the movies go to Clark Hartzell in the storehouse. He claims personal acquaintanceship with Charlie Chaplin.

Foreman Fred Beckstrom is spending his vacation digging a cellar. Hope you good luck on your trip.

Dale Chambers, former timekeeper of the boiler shop, was recently elected city clerk of East Moline. Congratulations, Dale.

Machinist Howard Hough recently went fishing at Colona and as usual came home with nothing but a terrible appetite for supper.

124th Street please notice. Your challenge to the Silvis baseball team noted and wish to advise that your challenge cannot be accepted as no baseball team was organized at this point this spring.

HAMILTON PARK KRISPETTES.

King Kinney, Colyum Conductor.

Vol. 11.

June, 1915.

No. 4.

THE COUNTRY.

I am longing for the country, where they still eat mush and milk,

And where the socks have not yet changed from

wool to lustrous silk,

Where the good wife still wears calico and 'bout

styles never frets,

Where girls still smell of wood smoke, not talc

and cigarettes.

—Cincinnati Enquirer.

I am longing for the country, where I used to have cold feet,

Where the winters are a terror, and the sum-

mers are a treat,

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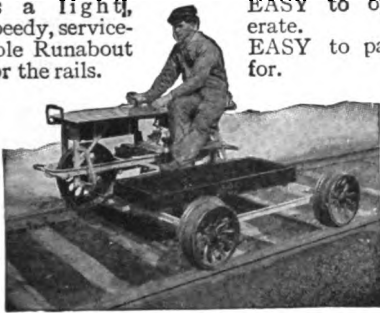
—Nebraska Journal.

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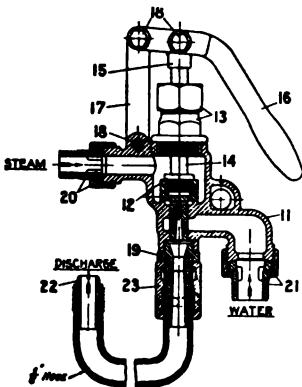


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I am longing for the country, I am longing just to be
Where I can let the whiskers grow upon the face o' me,
Where I can let my hair grow in a wild and woolly way,
And where father does the farming, and there ain't no board to pay.

—Houston Post.

I am longing for the country, where the air is always pure,
Where men are always honest, and the maidens are demure,
Where the weather at this season never can with comfort rhyme—
Thus I never follow longing till the good old summertime.

—Judge.

I am longing for the country, where I can forget the war,
Where there are no penny papers, or even a jitney car,
Where there is no gay white way bedecked in brilliant lights,
And where mothers do the cooking 'stead of shouting, "Women's rights."

—Krispettes.

T'ELL, YUH SAY! ZASO?

Sir: I think Blue Island is the worst town (?) on the map and I have written the following song in ten verses to prove it. Please remit Laura Jean's photo.—J. O. B.

1st Verse.

A floater stood upon a Blue island street,
He wore a derby on his bean and rubbers on his feet,
A smile played upon his phiz, a grin was on his face,
As he softly murmured, "this is onell of a place."

Chorus:

Tho I am living in Blue Island,
My heart is far away,
Tho my feet are in a tank town,
I'll go back home some day,
Back where there is no free beer,
Where they never heard of Jerry Jones,
Back to the burg called Leavenworth
I'll go back breaking stones.

The other nine verses are just as bad. We have turned them over to Jim Edwards, our janitor, to start the furnace with next winter.

Wonder why Edna Debus doesn't enjoy her lunch nowadays. Too bad. She used to enjoy going home for lunch as Hl Smith, of the statistical dept., was usually on the job each noon to go with her, but now that her mother has moved Edna doesn't care to go home. We know how you feel, Edna, but cheer up.

Another Surprise.—Has everyone noticed the sparkler Miss Hewitt is wearing? Something must have happened during the vacation Miss Hewitt recently had as she returned with a large solitaire, and we don't think it will be long before she will be wearing a band ring to keep it company.

We will have to hand it to the lucky young man, as he has a dandy little girl, and we wish her all kinds of good luck.

NICE NAME.

What is domestic science, hey?

That's just a little quirk

To keep from scaring girls away,

Who don't like kitchen work.

—Kansas City Journal.

One of the prettiest bits of scenery to be seen along the Rock Island right of way at Gresham from the window of the 8:07 suburban train is a pretty blond girl wearing a beautiful smile, also a sweater jacket, standing near the side of the Gresham station. As we gaze at the wistful expression on said girl's face we wonder who Julia Davies is thinking of now.

And our old pal, Pete Jasper Young, continues to live in Gresham. Now that he is a staid and serious married man, we thought that he might move into the city; however, any place would be heaven with a girl like Agnes.

We intended to publish several other photos along with Miss Cullins this month, but owing to the fact that we could not obtain one photo that we desired to publish, we dropped the scheme.

By the way, speaking about photos, what do you think of Georgia's? We are sure you will agree with us that the "Fairly Godmother" of KRISPETTES is one sweet girl.

Florence Buissonno has moved from the FCA up to the local department of the AFT. She looks brighter than ever in her new surroundings, and that's saying something, as Florence always was a bright star.

The A. F. T. baseball club defeated the F. C. A. at Hamilton Park, May 22, by the score of 13 to 8. The following games have been scheduled to be played at "H. P." at 2 p. m.: May 29, Rock Island; June 5, Dan Real's A. D. Colts; June 12, Rock Island. The A. F. T. has not lost a game so far this season.

Our readers may not generally know, but nevertheless it's a fact, that we have in the



Miss Georgia M. Cullins, the girl behind "The Herington Flashlights" and winner of our name contest. Miss Cullins is a typical "American Girl." Born in Florence, Kansas, October 24th, 1892, removed in 1900 to Hobart, Okla., and finally settled in Herington, where she resides at present. "A Peach Maiden America."

person of Josef Warner, one of the best all-around baseball players in the city. Red modestly confesses that he can play any position on the diamond except pitch. For a practical demonstration, drop out to Washington Park any Sunday morning and note the ground Joe covers.

They call him Kid Revor down in the APT, but we are prone to confess he does not look like a pugilist; however, we have been assured that he has studied the "manly art" under the directions of Prof. Gilmore, and has taken part in several amateur bouts. And it is also rumored that Dan Cupid has knocked him out and that he will be married in the near future.

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M. F. BIRK, Manager

to one of the APT belles. Now what do you think of the "Kid"?

My what a bunch of girls and boys made that trip to Starved Rock Decoration Day. Oh yes, Joe May was there, so was Tom Durkin, and many others.

Good Recipes, But Perhaps Not Good Things to Eat.

(Contributed by "Kitty" of the "Milwaukee Magazine" and reprinted for Joe May's benefit.)

Kiss Cake.—Take one armful of pretty girl, one lovely face, two laughing eyes, two rosy cheeks, two lips like strawberries. Mix well together and press two lips. The result will be astonishing.

Frosting.—One piece of dark piazza, a little moonlight, and press one large or small hand so as not to attract attention. Two ounces of romance, and one or two whiskers. Dissolve one half dozen glances into a quantity of hesitation, and two ounces of yielding kisses on blushing cheeks. Flavor with slight scream and set aside 'o cool.

"A REGULAR CONTRIB NOW."

Hamilton Park, May 27.

King—

Well, king, i wuzzent goin to rite you a leter fur yur dipy colm this month becoz a lot uv those fresh guys in the misbrainless dept started 2 kid me & say thet i didnt no how tew spell & thet i auto go 2 the kelly institoot & lern how to rite united States before i tried 2 rite for a swel monthly like the rock island magazine. but then king i new thet they wuz jelus coz Charley marcus & George Pepski sed thet i hed ue sweit hed becoz you printed my leter so i decided to rite you another leter & i dont care wot they say becoz ivery sucesful man has his jelous inimies.

Say king wy didnt you rite up Pete Young last month or didnt you no thet he wuz married to one of the swelet girls in the local dept coz if you didnt you must hev bin asleep & ef you wuz asleep Hardly riceman auto can you fer not riting Pete up. & king you didnt rite a word about floyd Martin beln the happy dady uf a 10 lb baby girl thet wuz born March 4th. & king i see where that guy wolf at 47th st car-barns has you riten up in miss murphys advice to the luveshorn & i see how yoy wuz a blond & wuz crasy over 7 different janes and how you ast miss murphy whut you shud do. wy didnt you rite to me insted uv this miss murphy & i wud hev told you to aply fur admision tew the nut grove asilum.

Say king who is this miss murphy thet is wot i wanto noe & wer does she git all this stuf about beln in luv ef she aint in luv herself & wy dont you bawl this guy Wolf out fer printing your leter & writing your name in his want ads every month

& king i went down tew the typing dresser & i seen bessie Condon & lydia Egan & they gave me the bricky stare & so i didnt interview bessie coz i believe in safety first so i ast jimmy normoyle ef he wud interview thet gurl fer me & he sed no thet ef he did john mchugh wul tel his jane & then she wud give him the throw up & it wud break his heart in tree peaces & so i told him he nedunt do it ef he felt like thet & so i didnt interview bessie.

Well king i wuddent wanto be a dectaphone operator coz i no i wud murder sum uv those guys thet talk into a cilinder sum thing like this "Pls atach copy of pose statement—oh operator i furgot som thing. Cut out thet last paragraf & sind a carbon copyrite tew j w lawhed—operator i furgot how to spell so Chicago—luk it up in the dictionary & adres an envelop 2 blue iland."

say king did you noe thet edna Renfro rides down 2 wurk every day with a guy named gus whatchelldoyoucallit coz i see them every morning on the suburban train cooing like tew turtle pigons & king i see gussie Hanson thet blond stenografter in C G weevers office wuz wearing a big dimen ring so she must be goin to get married or else wy shud she wear it & king i here walter smith will be married soon. why cant you fix it up so i can report all these wedings & then i cud see all the bridle marches & i wud noe how it feels to get a life sentence wudent i king?

well king i hev told you about evrybody xcept myself & i hevent much 2 rite about me coz mame wuz mad & sed she wud brake our in-

gagment & sue me fur breeches of promise & she hed a hole lot uv letters from me she wuz goin tew print in the papers & so i told her not 2 coz ef she did she wud brake my heart & so she forgave me & now maybe we will be married in december & king thet is awl i am goin 2 rite about this month so i will close & i hope you get awl the news thet i didnt get

John Honon.

PS: i dont want 2 rite your colm ef awl your reders are like Charley markus. i can almost here him saying i dont no how 2 spel.

anonon."

OBITUARY.

The death of Mr. John B. Osborne of the car accounts, which occurred at his home, April 22, is mourned by his hundreds of friends on the Rock Island Lines. Mr. Osborne started with the Rock Island in 1887; is survived by a widow and the sincere sympathy of the employees of the Rock Island in the loss of a sterling friend goes out to her in her bereavement.

BRIDES, BABIES AND GOSSIP.

Danny Murphy, one of the most popular men in the "F. C. A." was married during the past month. Congratulations are extended.

George Wark of the "A. F. T." will be married June 23 to Miss Theres Feilen, a pretty Chicago girl. We extend our best wishes to George and his charming bride-to-be.

Born, to Mr. and Mrs. Carl Utter, a nine-pound baby boy, May 21, 1915. Congrats.

Talk about popularity—Miss Florence Ritter of the "A. F. T." was recently elected president of the Baptist C. C. at Englewood. We wish Miss Ritter success during her tenure of office.

Well! Well! Our good friend Willie Peterson recently returned from a trip to Little Rock with his usual golden smile working over time. What's the good news Willie? Any truth in the rumor that a certain party will spend June in Chicago?

Talk about love and what a man will do for a girl, it must be a pretty bad case when Messers McCarthy, Tuhy, Markos and Caswell quit cussing, chewing, etc., for a certain girl in the local. Miss Murphy please note.

Mr. Goodison of the "A. F. T." has been ill for the past week—Here's wishing him a speedy recovery.

We have always noted a strong resemblance between Miss Margaret Hamilton, the diminutive local department girl, and Marguerite Clark, the stage star, and now we learn that Miss Hamilton, like her namesake, is an actress of no mean ability. Miss Hamilton has taken part in several amateur theatrical ventures and is rehearsing at the present time for another. Talk about talent—who has anything on Hamilton Park?

Ralph Beckett of the APT is without a doubt one of the best "half milers" in the West. He has won several medals for winning amateur races at meets all over the city and only recently, while handicapped by a severe attack of la grippe, finished second in one of the closest competitive matches held in the city in years. Osborne of Michigan defeating him by a quarter of a minute. How is that for sand?

THE APT DEFEATS AMARILLO CLUB.

Amarillo, July 4, 1915.—The Rock Island APT baseball club arrived from Chicago in their De Luxe special car at 9:00 a. m., and were welcomed at the depot by a committee of prominent citizens, including his honor the mayor, the board of aldermen and Sourgum Bill, the local correspondent of the Rock Island Magazine. The mayor's voice was a little bit hoarse after driving ten miles in his Ford to the station, but nevertheless he delivered a brief speech in which he welcomed the Chicago boys to the City (?) and presented John Honan with the key to the village. Sourgum Bill caused a little excitement when he started to promiscuously sling lead over the heads of the astonished Chicago players, and a riot might have ensued if his honor had not assured Pete Young that Bill was merely celebrating the Fourth.

At 2:30 a. m. the grand stand, boxes and kegs at the ball park were filled to capacity, and it looked like the entire burg was in attendance. The Amarillo Fife and Drum Corps rendered "Nearer, My God, to Thee" as the boys entered the field. During the practice, Sid Crowley sang, "A Little Bit of Heaven," amid tumultuous applause.

Wm. Hale Thompson did not toss out the first ball—perhaps it was just as well—Jerry Jones was just as funny, as he tossed out a new Shannon ball to Tony Tucek. Ed May who led a delegation of Chicago rooters almost broke up the game when he insisted on shaking hands with Jerry Jones, whom he thought was Bill Thompson. Tucek fanned the entire Amarillo nine in the first inning while the band dished out "The Curse of an Aching Heart."

In the first of the second inning, Charley Markus singled, Ed Hines walked, so did Honan, filling the cushions. Joe Warner was hit by a pitched ball and took first, Marcus scoring, and then Joe tried to steal second with the bases full, and when the umpire called him out, he told the Umpire he was a bush leaguer compared to fellows who umpired in Washington Park, while the fife and drum brigade murdered "Would You Take Me Back Again."

At 4:30 it was still the first of the second inning with only one man out and the score 76 to 0 in favor of the Chicago club. The game was a heartbreaking one and several ladies in the crowd fainted while strong men shed tears and Jerry Jones made several trips between his private box (a case of Good Judgment) and the local soda water counter where he partook of Rolla Polla, the National Thirst Quencher. The game was called at 6:00 o'clock account of darkness in the second inning. The final score was 153 to 0 in favor of Chicago.

THE PARTY UPSTAIRS.

We have got a grudge against the Party Upstairs, namely the typesetter and his assistant printer devils, for the manner in which they mutilated KRISPETTES last month. Gentle readers, did you strain your eyes looking for the account of that baseball game that we wrote in advance? Did you look in vain for an item telling you Pete Young had married Miss Agnes Dagenais? Or perchance, you may have wondered why we did not have a write-up about Frank Rausch and Miss Evelyn Davis being married? And then you may have marveled that we did not have a write-up about Ralph Becktel finishing second in the big amateur athletic meet held at the 7th Regiment Armory? The fact of the matter is we did write up all those events but the afore mentioned typesetter appropriated them and failed to print them. We have decided not to re-write those items, however, we do wish to extend our congrats. to Mr. and Mrs. Young and Mr. and Mrs. Rausch, and we wish them a very nappy married life.

Lydia Pike says she enjoys the new cartoon in "The Wacry," by T. E. Powers, entitled "What Again." The old Ford that pulled up in front of the office everyday last summer will be replaced by an Overland this year, so says "W. L. L."

It is rumored that congress will present Jno. Kimmey with a medal for bravery displayed at a recent fire at the Marlowe.

Ed Perry had his yellow gloves cleaned and repaired recently—all he needs now is a cane.

Mame Gordon hasn't said a word since reading an item that appeared in one of our previous issues. You ain't mad, are you, Mame?

Messrs. Pike, Peterson and Bismark Webber entertained M. Joe Wood at Comiskey Park, Wednesday, May 11. The gentlemen enjoyed the game very much from their box seats in the left field bleachers.

Miss Hanson, the pretty blond stenographer in APT, is wearing a large diamond ring, and demurely admits she is engaged, but as for telling the editor the date and the lucky man's name—well, she just wouldn't, that's all, however, she is forgiven and we wish her tons of good luck.

Miss Belle Davis will go on her vacation the

first of June and intends to spend it in New York. Don't get lost on Broadway, Belle.

Fred C. Fischer is wearing a smile nowadays. We wonder why? Maybe it's because he is on good terms with all the girls in the mailroom.

The Bride's Promise. The girls of the mail room wish to thank Mrs. Eugene F. Timmerman, formerly Miss Helen Lewis, for the plates. Some plates, Helen.

The Misses Boteau and Maguire, those popular mailroom girls spent Sunday, May 16, in Minneapolis, and report a splendid time.

Mrs. E. Sullivan has moved from the APT and is filling in the vacant place in the mailroom.

KRISPETTES has scored another scoop by securing a clever reporter who will cover the mail room every month.

Special Bulletin: The marriage of John D. Clark of the A. & D. to Miss Hueax, May 31, will mark the culmination of the famous "Clark-McCabe Handshake Agreement." Congrats, John.

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Circulation		1,162,300.00
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Bank	\$1,068,249.70	
Individual	4,745,885.84	
United States	118,210.71	6,527,546.75
Total,		\$8,742,203.11

Condensed Report to Comptroller, December 31, 1914.

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MINES, ENTERPRISE, IOWA

Chicago Car Heating Company

VAPOR SYSTEM OF CAR HEATING

Chicago, Railway Exchange Bldg.
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Washington, D. C., 829 Munsey Bldg.
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CAST STEEL

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

THE BUCKEYE STEEL CASTINGS COMPANY, Works and Main Office
NEW YORK OFFICE, 1274 No. 58 Church Street COLUMBUS, OHIO
ST. PAUL, MINN., OFFICE, No. 706 Pioneer Bldg. CHICAGO OFFICE, 619 Railway Exchange Bldg.

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MANUFACTURERS

FROGS, SWITCHES, CROSSINGS, SWITCH STANDS, RAIL
BRACES. MANGANESE FROGS a specialty

VISCOSITY OIL COMPANY

CHICAGO

PERFECT LUBRICATION INSURES
HIGHEST EFFICIENCY AT
LOWEST COST

YOU CAN GET IT BY USE OF VISCOSITY OILS

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Loose Leaf Systems Order Blanks
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Blank Book Makers
Railroad and Commercial Printers
416 So. Dearborn St., CHICAGO



Valspar insures a perfection of protection and a long continued brightness of finish afforded by no other varnish.

Write us for the proof and materials for making a real varnish test.

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Railroad and
Commercial Printers
542 South Dearborn Street
CHICAGO, ILL.

Contracting Engineers

(Contractors' Substructure — Memphis Bridge)

Union Bridge & Construction Co.

L. S. Stewart, President
903 Sharp Bldg. - Kansas City, Mo.

ESTABLISHED 1858.

B. JOHNSON & SON

Contractors and Manufacturers of

Railroad Ties

—AND—

Lumber

Office: Second National Bank Bldg.
Richmond, Indiana

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PRINTERS: BINDERS
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SUPPLIES

712 Federal Street, CHICAGO

The Portsmouth Refractories Company

PORTSMOUTH, OHIO
MANUFACTURERS

HIGH GRADE FIRE BRICK

for Locomotive Arch Brick and
Oil Burning Furnaces

Cut Over Pine Lands in Louisiana

EXCELLENT FOR FARMING

We will sell in small
tracts to actual settlers

Industrial Lumber Co.,
Elizabeth, Louisiana.

SHOP FOREMEN

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

NILES - BEMENT - POND CO.

New York : : : : Chicago

Niles Cranes

Railway Machine Tools

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Hydraulic Machinery

Galena-Signal Oil Company

FRANKLIN, PA.

QUALITY ——— EFFICIENCY ——— ECONOMY

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

ELECTRIC RAILWAY LUBRICATION A SPECIALTY

Galena Oils are recognized as the ACME OF LUBRICATION PERFECTION.

PERFECTION VALVE and SIGNAL OILS

RAILWAY SAFETY OIL, for headlights, marker and classification lamps.

LONG TIME BURNER OIL, for switch and semaphore lamps.

Tests and correspondence solicited.

S. A. MEGEATH, President

CHICAGO BEARING METAL COMPANY

OFFICE AND WORKS:

2234-2252 West Forty-third Street

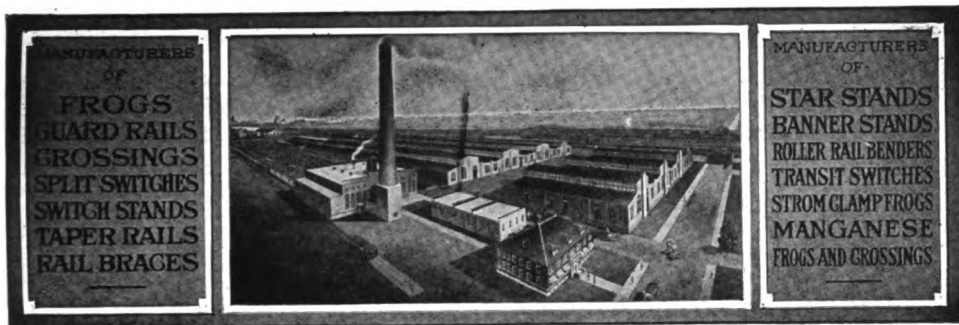
CHICAGO

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



Stands for Quality
therefore
Economy

**JEROME-EDWARDS
METALLIC PACKING CO.
CHICAGO**



PETTIBONE MULLIKEN Co.
725 MARQUETTE BUILDING
CHICAGO

The Republic Rubber Company

Factories and General Office
YOUNGSTOWN, OHIO

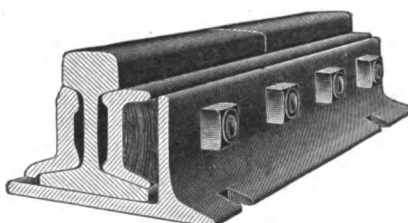
...Manufacturers of...

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

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GENERAL OFFICES:
185 Madison Avenue, New York City

Makers of Base Supported and 100% Rail Joints for Standard and Special Rail Sections; also Girder, Step or Compromise, Frog and Switch, and Insulated Rail Joints. Over 50,000 Miles in Use.



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C. M. HEWITT, President

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Standard Metallic Packing
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303 Railway Exchange CHICAGO

C. M. HEWITT,
 Chairman.

H. H. HEWITT,
 President.

MAGNUS COMPANY INCORPORATED

Journal Bearings
 and

Brass Engine Castings

NEW YORK

CHICAGO

Hotel Cumberland

New York

Broadway at 54th Street

Near 50th St. Subway and 53rd St. Elevated



Broadway cars
from Grand
Central Depot
7th Ave. Cars
from
Penn'a Station

New and
Fireproof

Strictly
First-Class

Rates
Reasonable

\$2.50
With Bath
and up

Send for
Booklet

10 Minutes' Walk to
40 Theatres

H. P. STIMSON

Formerly with Hotel Imperial



Your Problems are
Our Business.

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

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

Specialties for every railway use.

175 W. Jackson Blvd.
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19 Cedar Street
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IN ALL ITS BRANCHES

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the Watchword of the
Oldest Bank in Chicago



Interest
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High
Grade
Investments

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

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Cor. Third Street
IN THE HEART OF NEW YORK

Special attention given
to Ladies unescorted

SPECIAL RATES FOR SUMMER

OUR TABLE is the foundation of our enormous business.

American Plan, \$2.50 upwards
European Plan, \$1.00 upwards

Send for Large Colored Map
and Guide of New York, FREE

TILLY HAYNES, Proprietor

DANIEL C WEBB, Mgr.,
Formerly of Charleston, S. C.

**The Only New York Hotel Featuring
AMERICAN PLAN**

Moderate Prices

Excellent Food

Good Service

HOTEL CUMBERLAND NEW YORK

Broadway at 54th Street
Near 50th Street Subway Station and 53rd Street Elevated

"Broadway" cars from Grand Central pass the door, also 7th Avenue Cars from Pennsylvania station.

New and Fireproof

Best Hotel Accommodations
in New York at Reasonable Rates.

\$2.50 with bath and up

European Plan, All Hardwood Floors and Oriental Rugs.

Ten Minutes' Walk to Thirty Theatres

Excellent Restaurant—Prices Moderate

Send for Booklet

HARRY P. STIMSON, Formerly with Hotel Imperial
Only New York Hotel Window-Screened Throughout

When You Say "Mill"
the average Telegrapher thinks

REMINGTON

This is not chance or accident. Ever since there has been a "Mill" the Remington has always been "his mill," and it is "his mill" today—more today than ever before.

The reason? Of course you know it. Simply because the Remington has the qualities that the telegrapher needs; and he knows it.

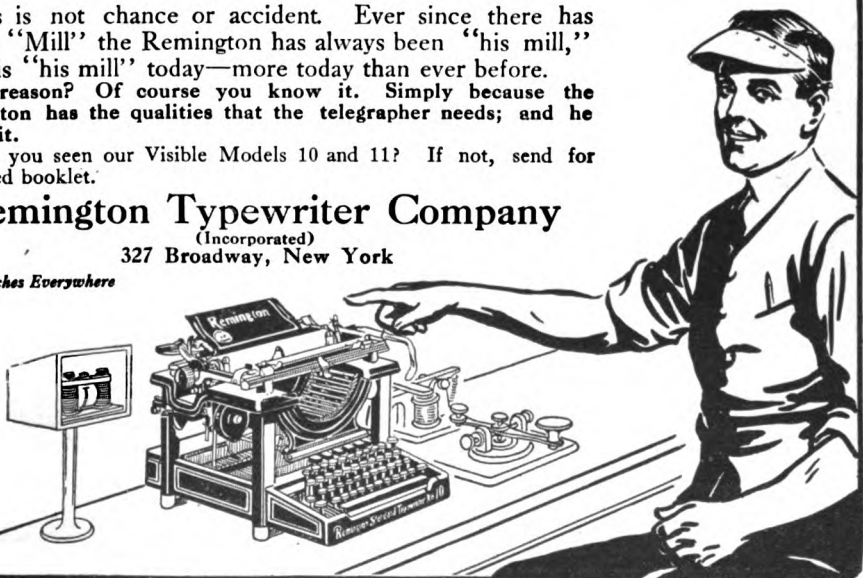
Have you seen our Visible Models 10 and 11? If not, send for illustrated booklet.

Remington Typewriter Company

(Incorporated)

327 Broadway, New York

Branches Everywhere



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Made and worn by three generations.

It's the cloth in your overalls that gives the wear

STIFEL'S INDIGO CLOTH

Standard for over 75 Years



"Never too young to begin a good habit, son. Your father has worn overalls made of STIFEL INDIGO for 25 years. Your grandfather and great-grandfather have worn them from boyhood up. Strength in every fibre, they're true blue all through.

This is the sign of the cloth that wears the longest and is easy to wash and iron



Look for it on the back of the goods, on the inside of your overalls

CLOTH MANUFACTURED BY

J. L. STIFEL & SONS, *Indigo Dyers and Printers*

WHEELING, W. VA.

SALES OFFICES

NEW YORK - - - 260-262 Church Street
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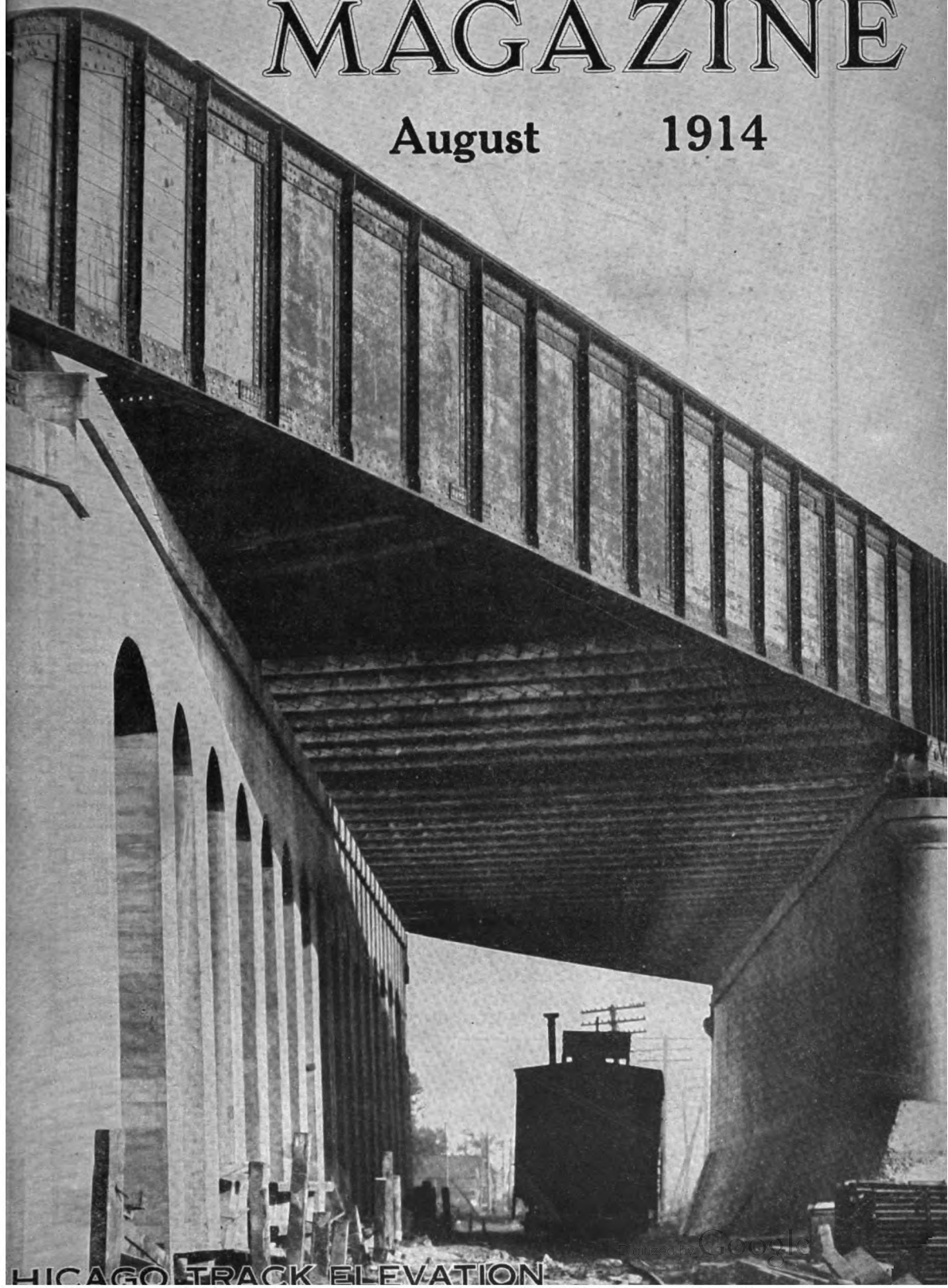
SAN FRANCISCO, Postal Telegraph Building
TORONTO - - - - 14 Manchester Building

NOV 23 1914

ROCK ISLAND EMPLOYEES' MAGAZINE

August

1914



CHICAGO TRACK ELEVATION



In All the World No Trip Like This

Vacation?

—A Thousand Miles of Wondrous Lakes, Smiling Isles!

The happiest tip for a cool, healthful, restful trip is the famous Great Lakes vacation aboard the

"NORTH LAND"

The Floating Palace of the Great Lakes

You pass through the Great Lakes aboard a steamship that is the equivalent, in elegance, appointments, equipment and cuisine, of any ocean liner.

First sailing of the S.S. "North Land" from Buffalo for Chicago Wednesday, June 17. Returning first sailing from Chicago, Saturday, June 20. Stops made enroute at Cleveland, Detroit, Mackinac Island, Harbor Springs and Milwaukee, in both directions. "North Land" leaves Buffalo Wednesdays, returning Saturdays.

Optional arrangement—all through tickets reading via rail lines between Buffalo and Chicago in either direction good via S.S. "North Land" upon slight additional payment.

A complete description of this trip will be mailed you if you will write today to

NORTHERN STEAMSHIP CO.

Great Northern Railway

C. W. Pitts, General Agent

210 S. Clark St., Chicago, Ill.

S. LOUNSBERY, G. P. A.

1184 Broadway, New York

"In All the World No Trip Like This"

Write Today for
New Folder on Gla-
cier National Park

Rock
Island

ROCK
ISLAND
EMPLOYEES'
MAGAZINE

SEPTEMBER
1914

Always the Favorite Light

Even in the big cities where the homes are lighted by gas or electricity, you will find the kerosene lamp the favorite reading light.



Three million middle western families read, sew, and study through the long winter evenings by the clear, steady rays of Rayo Lamps.

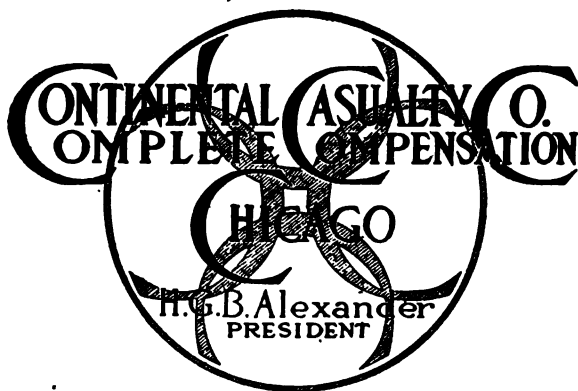
Because its soft, mellow glow does not tire or strain the eyes — if you have a good lamp.

Rayo Lamps

A Rayo on your center table will give everyone plenty of light. No need to sit right under it to see. No flicker, smoke or odor. For best results, use Perfection Oil.

Dealers Everywhere. Illustrated book Free.

STANDARD OIL COMPANY (AN INDIANA CORPORATION) Chicago, Ill.



910 Michigan Avenue

Insures more Railroad Men Pays more Railroad Men
Employs more Railroad Men

THAN ANY OTHER COMPANY

**Before I'm hurt
tell me how little
Income Insurance costs.**

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

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

Rock
Island

ROCK
ISLAND
EMPLOYEES'
MAGAZINE

OCTOBER
1914



For Best
Results Use
Perfection Oil

Happy Evenings 'Round the Rayo Lamp

The circle 'round the center table flooded with soft, mellow, yet brilliant light that allows the family to read, embroider, sew and study all through the long winter evenings.

RAYO LAMPS give a clear, steady, restful light, without glare or flicker, smoke or odor. For the light that is next best to daylight, that saves the eyes and prevents eye strain, as well as to give the family pleasure and comfort, get a RAYO Lamp for the reading table.

STANDARD OIL COMPANY,
Chicago, Illinois
(AN INDIANA CORPORATION)

HOTEL CUMBERLAND NEW YORK

Broadway at 54th Street
Near 50th Street Subway Station and 53rd Street Elevated

"Broadway" cars from Grand Central pass the door, also 7th Avenue Cars from Pennsylvania station.

New and Fireproof

Best Hotel Accommodations in New York at Reasonable Rates.

\$2.50 with bath and up

European Plan, All Hardwood Floors and Oriental Rugs.

Ten Minutes' Walk to Thirty Theatres

Excellent Restaurant—Prices Moderate

Send for Booklet

HARRY P. STIMSON, Formerly with Hotel Imperial
Only New York Hotel Window-Screened Throughout

Broadway Central ... HOTEL ...

Cor. Third Street
IN THE HEART OF NEW YORK

Special attention given to Ladies unescorted

SPECIAL RATES FOR SUMMER

OUR TABLE is the foundation of our enormous business.

American Plan, \$2.50 upwards
European Plan, \$1.00 upwards

Send for Large Colored Map and Guide of New York, FREE

TILLY HAYNES, Proprietor

DANIEL C WEBB, Mgr.,
Formerly of Charleston, S. C.

**The Only New York Hotel Featuring
AMERICAN PLAN**

Moderate Prices

Excellent Food

Good Service

employers and employed
house organs
railways

Rock
Island

ROCK
ISLAND
EMPLOYEES'
MAGAZINE

NOVEMBER
1914



For Best Results
Use Perfection Oil

How You Will Enjoy Reading by the *Rayo* Lamp

No tired eyes or eye strain from its soft yet brilliant, steady glow, which floods the center table so that all the family has a *good light* by which to read, sew or study.

Experts everywhere agree that the light given by a kerosene lamp is best for the eyes.

3,000,000 middle western homes say there is no lamp like the RAYO—that it gives the most satisfactory light in either city or country homes. Ask your dealer for demonstration. Illustrated booklet on request.

STANDARD OIL COMPANY

(AN INDIANA CORPORATION)

Chicago, Illinois

(245)

Over \$18,000,000.00 in Paid Claims



Even in the Face of Danger

the comforting thought will come to you that yourself and family are fully protected against financial want.

For 29 years we have been building a reputation for prompt and liberal settlement of claims. This is the kind of service you are looking for, and satisfied policyholders everywhere will tell you

That



If You Are Not Insured

See Our Agent Today Do Not Put Off

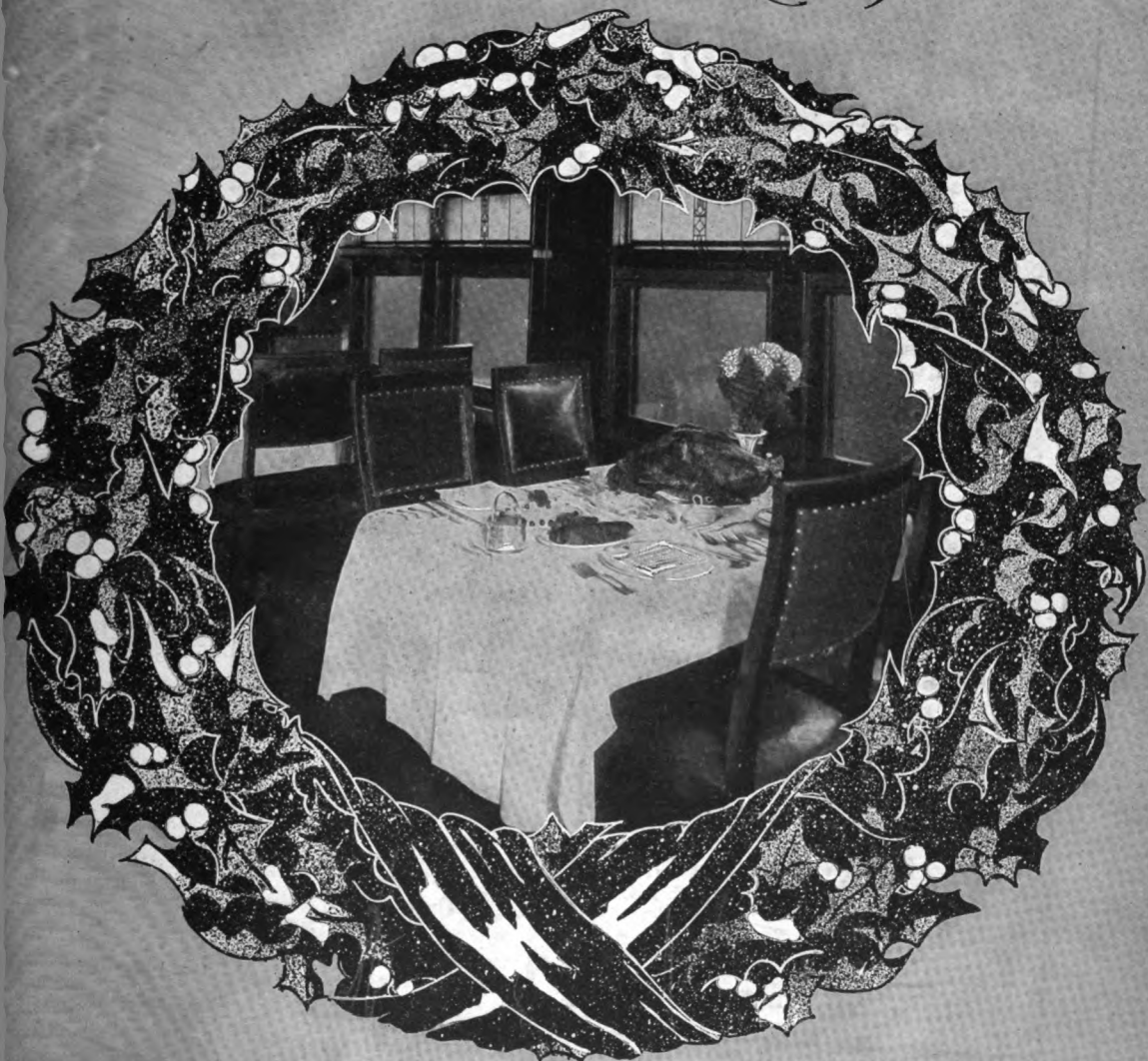
for while the cost of the insurance is small the risk you are taking is great.

The Standard Accident Insurance Co.
of Detroit, Mich.

H. C. CONLEY, Supt. R. R. Dept.

ROCK ISLAND EMPLOYEES' MAGAZINE

HOLIDAY NUMBER
DECEMBER 1914





Look for the Triangle for Warmth,
Comfort and Good Cheer

Contentment

If you have ever shivered in chilly rooms because it was too early to start the regular fire, or frozen through some severe cold spell that was too much for furnace or stoves, go today to your nearest dealer and look at the **NEW PERFECTION HEATER**.

Strike a match and you have a clean, convenient, economical fire that you can carry around with you. Fire to dress by in the morning, in the bath room and in rooms that are hard to heat all the season through.

PERFECTION
SMOKELESS
OIL HEATER

Makes the family happy the first chilly evenings. Watch them smile when they gather 'round the **NEW PERFECTION**.

Burns 10 hours on one gallon of oil—can't smoke. No trouble to re-wick. Fresh wicks are ready to put in, trimmed, smooth and ready to light. For best results use Perfection Oil.

Your dealer has the **NEW PERFECTION Oil Heater** on exhibition. He will be glad to show you the different models. Send us your name for the **NEW PERFECTION Book**.

Standard Oil Company
(AN INDIANA CORPORATION) **Chicago, Ill.**

HOTEL CUMBERLAND NEW YORK

Broadway at 54th Street

Near 50th Street Subway Station and 53rd Street Elevated

"Broadway" cars from Grand Central pass the door, also 7th Avenue Cars from Pennsylvania station.

New and Fireproof

Best Hotel Accommodations in New York at Reasonable Rates.

\$2.50 with bath and up

European Plan, All Hardwood Floors and Oriental Rugs.

Ten Minutes' Walk to Thirty Theatres

Excellent Restaurant—Prices Moderate

Send for Booklet

HARRY P. STIMSON, Formerly with Hotel Imperial
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Special attention given
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European Plan, \$1.00 upwards

**Send for Large Colored Map
and Guide of New York, FREE**

TILLY HAYNES, Proprietor

DANIEL C WEBB, Mgr.,
Formerly of Charleston, S. C.

**The Only New York Hotel Featuring
AMERICAN PLAN**
Moderate Prices

Excellent Food

Good Service

ROCK ISLAND EMPLOYEES' MAGAZINE

JANUARY
1915

THE BOLERO
SAN DIEGO EXPOSITION

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**You know OVERALLS,
Uniforms, Shirts, etc., are**



if they have
this  **mark**
on the back of
the material on
the inside of the
garment.

*It's the cloth in the
garment that gives the
wear.*

Stifel's Indigo Cloth

Standard for over 75 years.

Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



This little mark is put
on the back of the cloth
on the inside of the gar-
ments for your protec-

tion. Look for it before you buy.

Cloth manufactured by

J. L. STIFEL & SONS
Indigo Dyers and Printers
WHEELING, W. VA.

SALES OFFICES

NEW YORK.....260-262 Church Street
CHICAGO.....223 W. Jackson Boulevard
SAN FRANCISCO.....Postal Telegraph Building
ST. JOSEPH, MO.....Saxton Bank Building
ST. PAUL.....238 Endicott Building
TORONTO.....14 Manchester Building

Over \$18,000,000.00 in Paid Claims



Even in the Face of Danger

the comforting thought will
come to you that yourself
and family are fully protect-
ed against financial want.

For 29 years we have been build-
ing a reputation for prompt and
liberal settlement of claims. This
is the kind of service you are
looking for, and satisfied policy-
holders everywhere will tell you

That



If You Are Not Insured

See Our Agent Today Do Not Put Off

for while the cost of the insurance
is small the risk you are taking
is great.

The Standard Accident Insurance Co.
of Detroit, Mich.

H. C. CONLEY, Supt. R. R. Dept.

4
FEB 8 1915

ROCK ISLAND EMPLOYEES' MAGAZINE

FEBRUARY
1915



AVENUE OF PALMS ~ ~ ~
SHOWING MAIN TOWER ~
SAN FRANCISCO EXPOSITION

A. T. Willett Company, Teaming

THE A. T. WILLETT COMPANY began in 1868 with twenty horses. The one-horse two-wheel dray was the popular wagon of the day.

The business district of Chicago was confined to South Water Street and Lake Street. Wabash Avenue, south of Lake Street, was the Lake Shore Drive, residence street of the city, and the lake lapped under the Illinois Central tracks to the very edge of little tumble down Michigan Avenue.

Some of our first customers whom early settlers will recall were McKinley-Gilchrist, C. T. Reynolds & Co., Davis Bros., H. A. & H. D. Bogardus, Mauran Wright & Co., and R. B. Boak & Co. Most of this old bunch have passed away with the trees on Wabash Avenue, and only R. B. Boak & Co. and the Willett Company still survive.

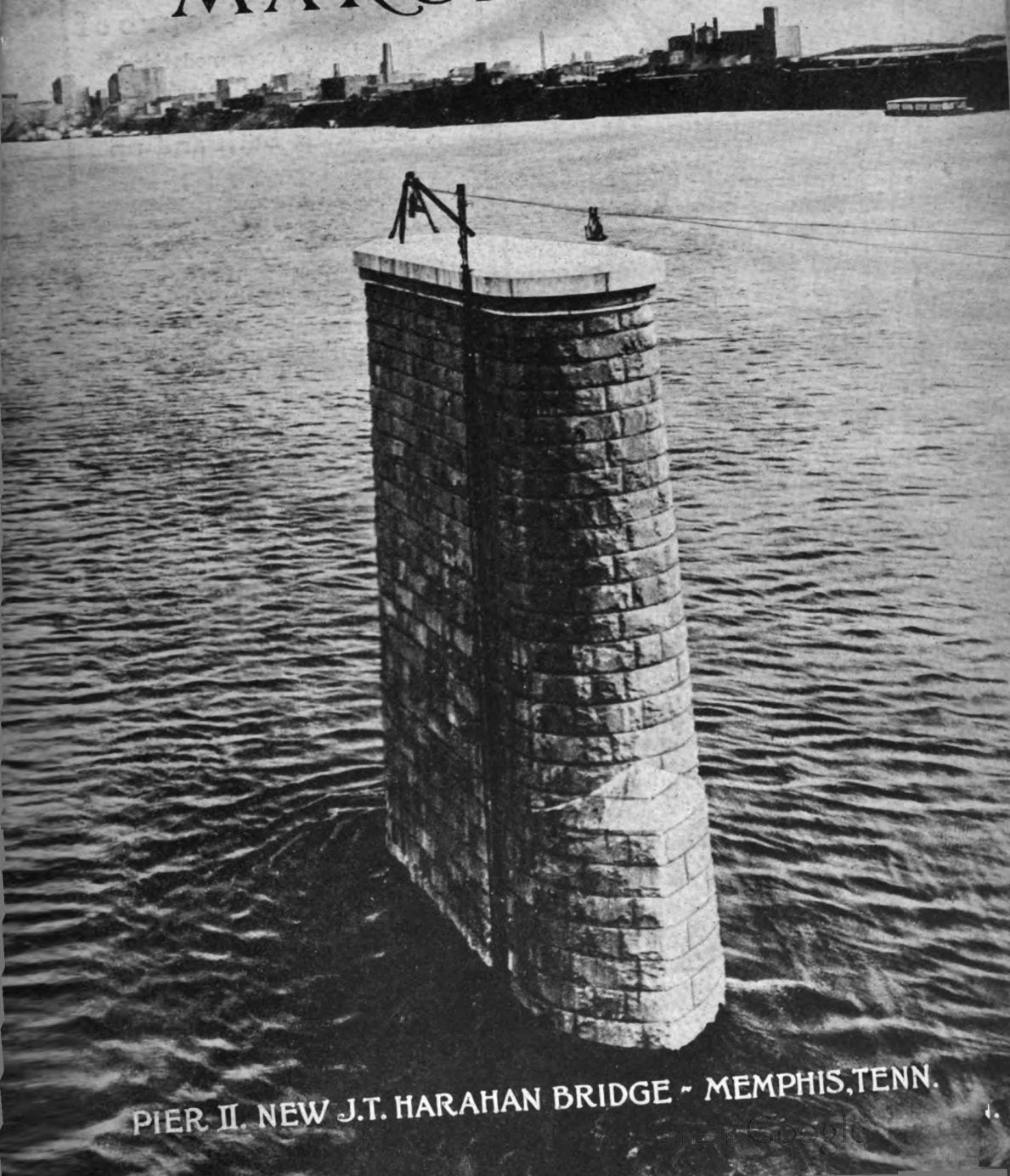
Today we operate three hundred teams and Motor Trucks. A few of our customers of national reputation are Montgomery Ward & Co., Steele-Wedeles Co., International Paper Co., The Chicago Tribune, The Daily News, Proctor & Gamble Co., James S. Kirk & Co., The Creamery Package Mfg. Co., American Steel & Wire Co., W. F. McLaughlin & Co., The Northern Michigan Line and the Rock Island Lines.

One reason for our success is the personal loyalty we feel for our customers. Our customers are part of our gang and in any trouble we stick with them to the finish.

The Service of the Willett Company has never failed to any customer for a single hour since 1868.

The Choice of Chicago's Best Known Merchants

13 1915
ROCK ISLAND
EMPLOYEES'
MAGAZINE
MARCH 1915



PIER II. NEW J.T. HARAHAAN BRIDGE - MEMPHIS, TENN.

You *know* OVERALLS,
Uniforms, Shirts, etc., are



if they have
this  mark
on the back of
the material on
the inside of the
garment.

*It's the cloth in the
garment that gives the
wear.*

Stifel's Indigo Cloth

Standard for over 75 years.

Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



This little mark is put
on the back of the cloth
on the inside of the gar-
ments for *your* protec-
tion. Look for it before you buy.

Cloth manufactured by

J. L. STIFEL & SONS
Indigo Dyers and Printers
WHEELING, W. VA.

—SALES OFFICES—

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CHICAGO.....223 W. Jackson Boulevard
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ST. JOSEPH, MO.....Saxton Bank Building
ST. PAUL.....238 Endicott Building
TORONTO.....14 Manchester Building

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7th Avenue Cars from Penn-
sylvania station.

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Best Hotel Accommodations
in New York at Reasona-
ble Rates.

\$2.50 with bath and up

European Plan, All Hard-
wood Floors and Oriental
Rugs.

Ten Minutes' Walk to Thirty Theatres

Excellent Restaurant—Prices Moderate

Send for Booklet

HARRY P. STIMSON, Formerly with Hotel Imperial
Only New York Hotel Window-Screened Throughout

National Waste Company

MANUFACTURERS

WOOL WASTE

For Journal
Box Packing

COTTON WASTE

For Wiping

General Offices:

Fisher Building CHICAGO

Mills: Philadelphia, Pa.

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



ROCK ISLAND EMPLOYEES' MAGAZINE

APRIL 1915

PIKE'S PEAK, COLORADO



Keeps the Heat in the Oven and Out of the Kitchen

"Fireless" and Range Combined—The secret is in the *insulated oven*, which *seals in the heat* just like a fireless cook stove. This *"fireless" oven* is the big, new feature of the **NEW PERFECTION**, the finest range you can put in your kitchen. Has a cabinet top with a spacious warming shelf and plenty of room behind the burners for keeping food hot.

3 Kinds of Cooking

This insulated oven cooks three ways. You can adjust the flame for the quickest kind of quick baking, or the slow, steady kind you need for baking bread and roasting meats. *Seal the oven and turn out the flame and it keeps an even, steady heat for six or seven hours—this is your fireless.* The insulation keeps the heat *in the oven and out of the kitchen*—a blessing in hot weather and a great fuel saver all the year 'round.

Burns Economical, Clean Oil—This latest **NEW PERFECTION** burns oil. Your fire is ready by striking a match—no dirt, smoke or odor. For best results use Perfection Oil.

Price Low—The price of this **NEW PERFECTION** with the Insulated Oven is wonderfully reasonable. It costs little more than a good fireless cooker, less than the average coal range, while giving you the service of both. You can see it at your dealer's in two sizes. Ask him for the latest **NEW PERFECTION Wick Blue Flame OIL COOK STOVE** with the *Fireless Cooker Oven*. Look for the triangle trademark.

72-Page Cook Book Free

Just enclose five 2-cent stamps to cover mailing and get this fine cook book, which contains over 200 recipes compiled on purpose for **NEW PERFECTION** users.

STANDARD OIL COMPANY
(AN INDIANA CORPORATION)
CHICAGO, ILL.

PERFECT PROTECTION PROVIDED

for

RAILROAD MEN

under

ACCIDENT

and

SICKNESS INSURANCE POLICIES

advertised by
this mark



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

THIRTY YEARS IN BUSINESS

and a record of more than

\$19,000,000.00

Paid in Claims.

Ask Our Agent

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

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

MAY 11 1915

ROCK ISLAND EMPLOYEES' MAGAZINE

THEY WHO
KNOW THE
TRUTH ARE
NOT EQUAL
TO THOSE
WHO LOVE IT

THE MOON SINKS YONDER IN THE WEST
WHILE IN THE EAST THE GLORIOUS SUN
BEHIND THE HERALD DAWN APPEARS
THUS RISE AND SET IN CONSTANT CHANGE
THOSE SHINING ORBS AND REGULATE
THE VERY LIFE OF THIS OUR WORLD

OUR EYES
AND HEARTS
VIBRANT
SEEM TO REST
ON HEAVEN'S
RADIANCE

MAY
1915

ARCH OF THE RISING SUN

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Cooks Three Ways

The newest NEW PERFECTION Wick Blue Flame Cook Stove with the "fireless cooker" oven gives you slow heat, quick heat or a "fireless." This oven is built just like the finest fireless that can be made, but in addition is heated with two burners, so that it is a fireless and oven combined.

By adjusting the flame you get quick heat for fast baking, or the slow, steady kind you want for baking bread and roasting.

Seal the oven and turn out the flame and you have a fireless cook stove.

The insulation that gives you this wonderful combination also keeps the kitchen cool. No suffering in the summer months when you have a NEW PERFECTION. There is a spacious cabinet top to warm dishes, and ample room behind the burners for keeping food hot.

For a small additional sum you can have the NEW PERFECTION Broiler that broils on both sides at once, sealing in the juices and increasing tenderness. A special feature in construction prevents smoke and disagreeable odor.

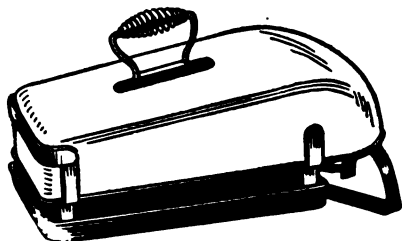
This NEW PERFECTION Wick Blue Flame Cook Stove burns oil—clean, convenient and economical, banishing dirt and labor.

For sale at your dealer's. Look for the triangle trade-mark.

Send five 2-cent stamps for 72-page cook book, containing over 200 recipes compiled for NEW PERFECTION users.

For best results use Perfection Oil

STANDARD OIL COMPANY
(AN INDIANA CORPORATION)
CHICAGO



New Perfection Broiler

You know OVERALLS,
Uniforms, Shirts, etc., are

if they have
this 
mark
on the back of
the material on
the inside of the
garment.

*It's the cloth in the
garment that gives the
wear.*

Stifel's Indigo Cloth

Standard for over 75 years.

Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



This little mark is put
on the back of the cloth
on the inside of the gar-
ments for your protec-
tion. Look for it before you buy.

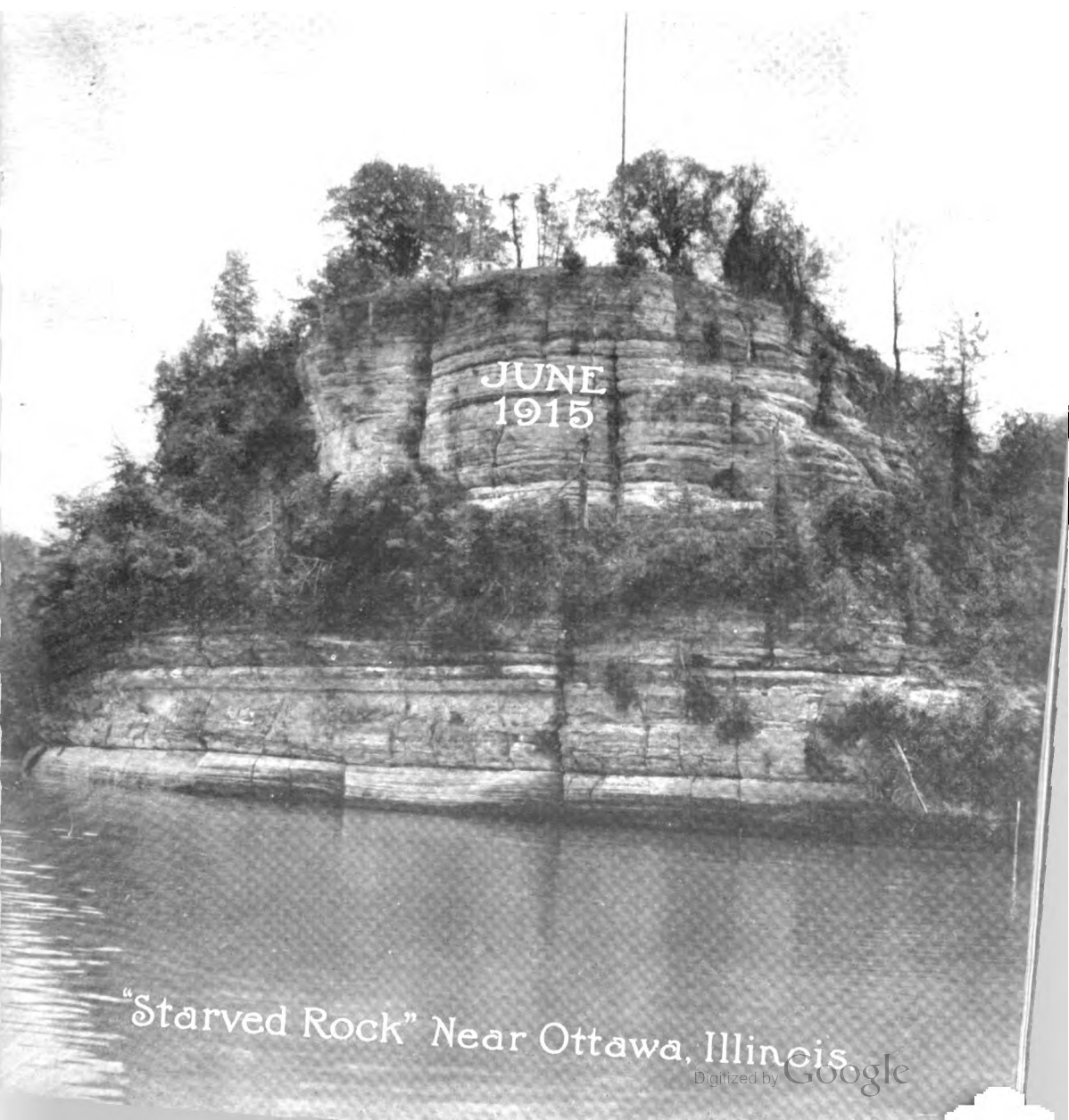
Cloth manufactured by
J. L. STIFEL & SONS
Indigo Dyers and Printers
WHEELING, W. VA.

SALES OFFICES

NEW YORK.....260-262 Church Street
CHICAGO.....223 W. Jackson Boulevard
SAN FRANCISCO.....Postal Telegraph Building
ST. JOSEPH, MO.....Saxton Bank Building
ST. PAUL.....238 Endicott Building
TORONTO.....14 Manchester Building

18 1915

ROCK ISLAND EMPLOYEES' MAGAZINE



"Starved Rock" Near Ottawa, Illinois

An Oil Burning Range with a "Three-in-One" Oven

You have a splendid range and a fireless cooker combined in this *new* NEW PERFECTION with the insulated oven. It bakes or roasts either fast or slow, or you can seal the oven and turn out the flame and cook by the easy, economical "fireless" method.

The insulation that makes this wonderful convenience possible saves so much money in fuel bills that a NEW PERFECTION soon earns its moderate price.

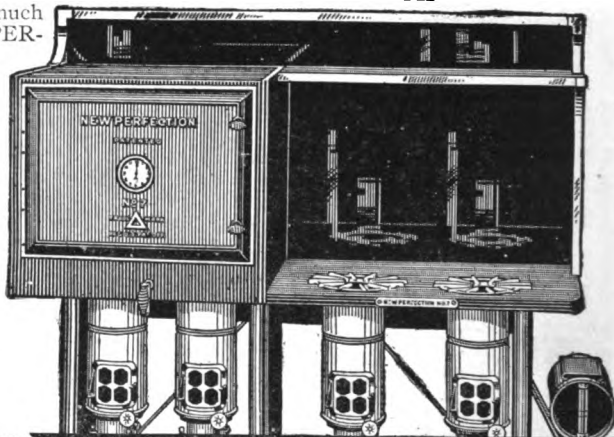
Price Low—The price of this NEW PERFECTION with the Insulated Oven is extremely reasonable. It costs little more than a good fireless cooker, less than the average coal range, while giving you the service of both.

72-page cook book free. Just enclose five 2-cent stamps to cover mailing and get this fine cook book which contains over 200 recipes compiled on purpose for NEW PERFECTION users. Address:

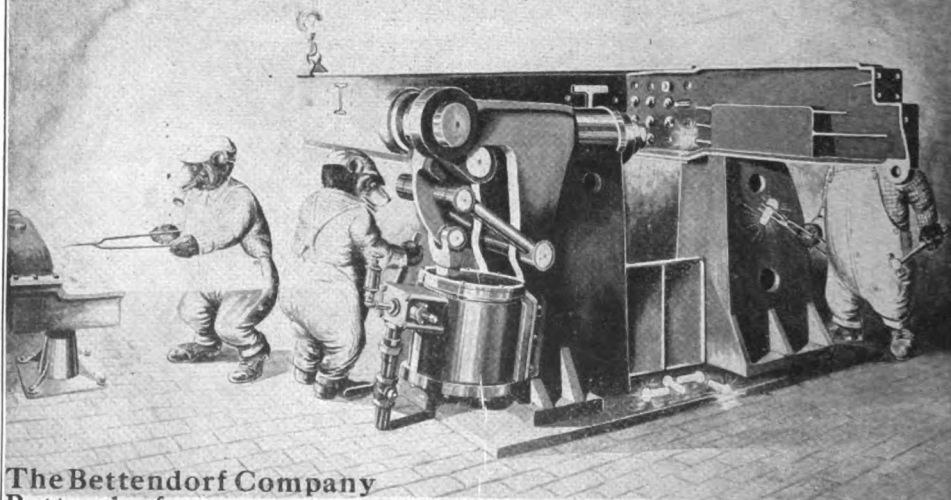
THE STANDARD OIL CO.
(AN INDIANA CORPORATION)
CHICAGO, ILL.

It burns *clean, convenient, economical oil*—which also means no more carrying of coal or wood or cleaning out ashes. You can see it at your dealer's in two sizes. Ask him for the latest *NEW PERFECTION Wick Blue Flame OIL COOK STOVE* with the *Fireless Cooker Oven*. Look for the triangle trademark.

**For best Results Use
PERFECTION OIL**

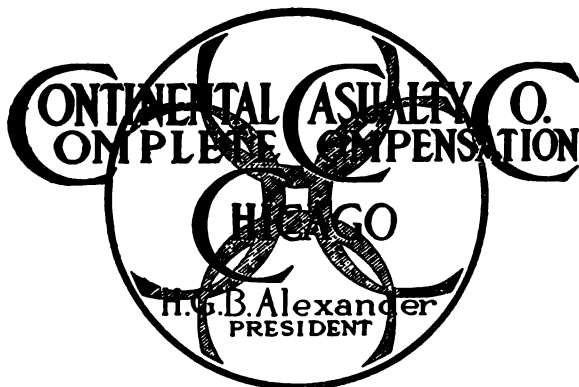


Riveting Bettendorf Center Sill Ends



The Bettendorf Company
Bettendorf
Iowa

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Insures more Railroad Men

Pays more Railroad Men

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THAN ANY OTHER COMPANY

**Before I'm hurt
tell me how little
Income Insurance
costs.**

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

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(Incorporated)

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HELP YOUR DEALER GET YOU BETTER COAL

If there is any one household necessity you are anxious to have of particularly good quality it is unquestionably coal. You know from experience that the better the coal the smaller your coal bill—and you're looking for chances to cut the coal bill.

Your dealer knows that, too. And he knows that the better coal satisfaction he can give you the longer he'll have your trade. He would a whole lot rather sell you five tons of good coal a year for twenty years than ten tons of poor coal for one year.

But your dealer is often handicapped in buying his coal. He is a long way from the mines and has to leave it almost entirely to the miner to send him quality goods. If poor stuff is shipped there is trouble and dissatisfaction for both you and the dealer. So your dealer is anxious to get his coal from miners who will always send him good coal—the coal **you** want.

Mr. Rock Island Booster, here is your chance to do your dealer a good turn, keep your own coal bill down to minimum and incidentally get tonnage for your railroad.

Tell your dealer to buy his coal of us—at least to give us a trial order. We will guarantee every car we send him to be the excellent quality he orders—the quality you want—the quality that will make you and your dealer our customers for years to come.

SET THE BALL ROLLING TODAY

Show your dealer this copy of your magazine, and point out to him the illustrated article describing our mines in Iowa, Illinois, Indiana and Oklahoma, and ask him to write us.

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