

Rock
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ROCK
ISLAND
EMPLOYEES
MAGAZINE

Replacement
Cover

To OFFICERS, EMPLOYEES and PATRONS Of The ROCK ISLAND LINES:

We want you to know that the

A. T. WILLETT COMPANY

the Rock Island's authorized Transfer Company at Chicago—is the only transfer company in direct and intimate touch with Chicago merchants.

You can recommend us to any of your shippers, who wish to make store door deliveries in Chicago, or who wish a traffic receiving or distributing agent of any kind.

We will appreciate inquiries from you or your shippers—whether they lead to business or not.

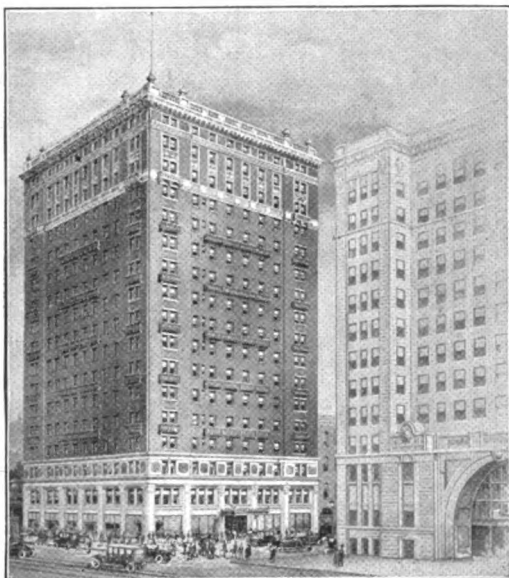
We mean to be a DEFINITE ALLY of the ROCK ISLAND LINES, and to be a real gateway to and from the Chicago merchants.

WE ASK YOU TO WORK WITH US.

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FORT DEARBORN HOTEL

Write for reservations or for booklet.

La Salle Street at Van Buren, Chicago



THIS CHART, printed in two colors, describing the method of dismantling and assembling the **BETTENDORF TRUCK**, will be mailed free to readers of the Rock Island Magazine.

Readers of the Rock Island Magazine will readily appreciate the use to be derived from learning all they can about the equipment with which they come into contact daily.

The Bettendorf Company BETTENDORF, IOWA

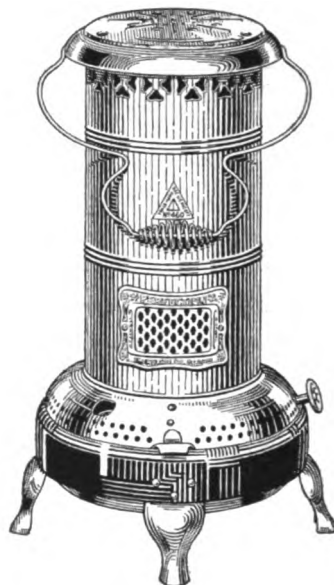
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STANDARD OIL COMPANY

(AN INDIANA CORPORATION) Chicago, Ill.

Rock Island Employees' 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 employees 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 employees 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 EMPLOYEES' MAGAZINE
La Salle Station, Chicago



910 Michigan Avenue

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Pays more Railroad Men

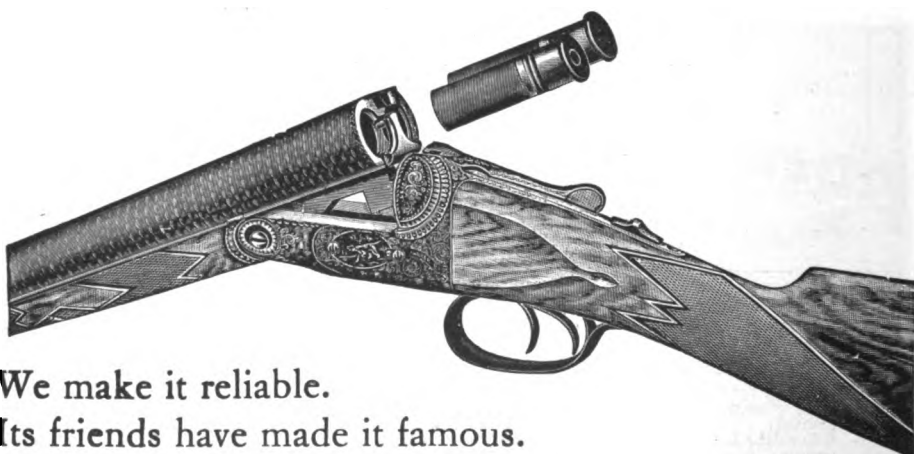
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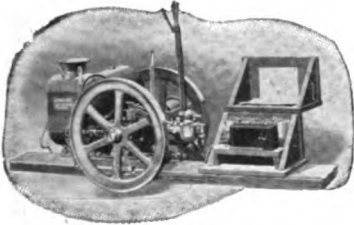
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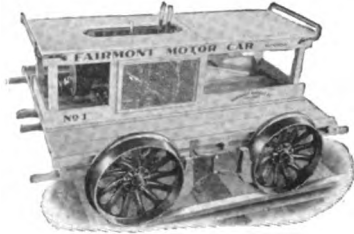
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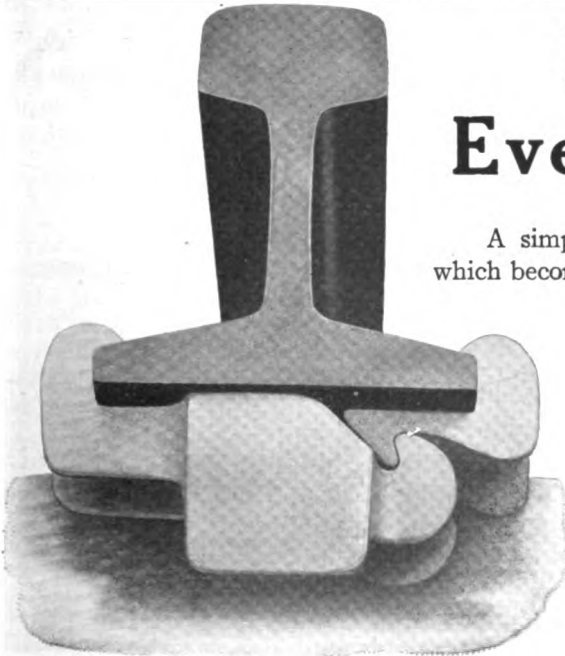
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A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.



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For the past three score years and ten

has been its principal stock in trade, and upon its continuance depends our future success.

The company expects every employe, regardless of his position, to do his share of the work, and with such efficiency as to maintain this big organization and promote its prosperity.

This means primarily that every representative of the American Express Company should treat every patron with the utmost courtesy and consideration.

Through giving responsible and conscientious "service" the American Express Company has built up the greatest public service corporation of its kind in the world—and our facilities for undertaking commissions of great responsibility are not excelled by any other agency—governmental, corporate or private.

This very fact makes it doubly necessary that our company acquit itself with credit in every transaction.

"Satisfied Customers" are the lifeblood and sinew of our growth in size and usefulness.

"Service" is the watchword that leads to the creation of "Satisfied Customers."

Consequently each of us should have uppermost in our minds the thought that we desire to handle every transaction for all of our patrons in such manner as to give the best "service" possible.

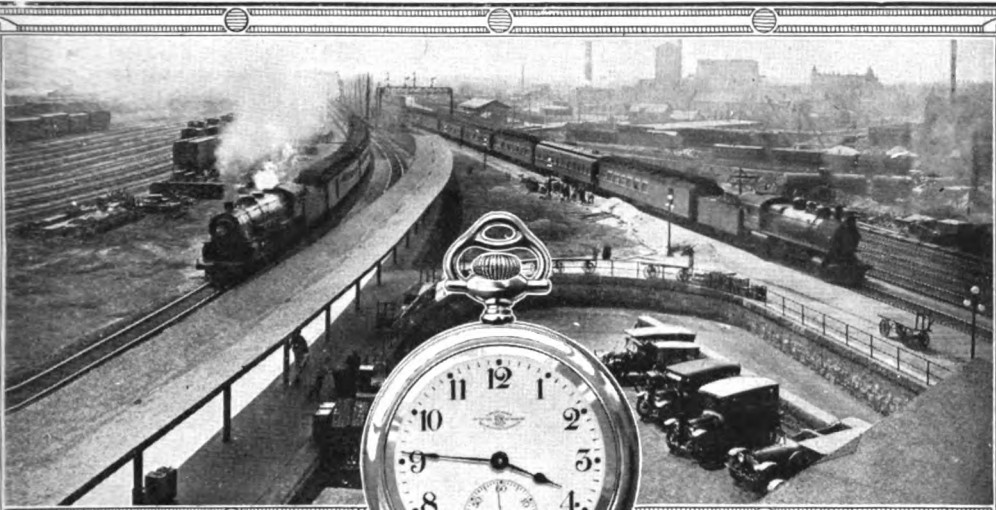


Photo Copyright 1914 by S. Y. Ball

"20th Century Limited"
New York Central Lines

"Broadway Limited"
Pennsylvania Lines

New York to Chicago in 1200 Minutes

Two Famous Trains Racing into Chicago Neck and Neck

The wonderful picture that heads this page pays a remarkable tribute to *Ballgrade* Watches, and to the genius of Mr. Webb C. Ball, who designed the

BALL *Twentieth Century Model* WATCH

Each one of these magnificent trains has changed monster locomotives eight times to accomplish its thousand mile run, and eight fresh engine crews have taken charge at different hours of the day and night. At every roundhouse and terminal between New York and Chicago it's been hustle and hurry to get them away "on time,"—every move timed with "Safety First" accuracy and precision, born of confidence in Ball Watches. Modern time inspectors trained and directed by Mr. Ball guarantee that every dispatcher, operator, trainman and signalman along the way has "the right time"

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The Story of "Time Inspection on American Railroads" is an interesting booklet describing the relation of *Ballgrade* Watches to the business of running railroad trains. Anyone interested in the subject of good watches will want a copy. Write for one today, and if your jeweler cannot show you a Ball Twentieth Century Model Watch, send us his name and we will arrange for you to see one

Webb C. Ball Watch Company, 334 Heyworth Bldg., Chicago
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THE RAILROAD MAN

HIS CREED

*As a man among men I have Rights to maintain, Privileges to possess,
Duties to perform, Obligations to keep.*

My Rights are those of my fellow-men—no more, no less.

My Privileges are to serve my fellow-men and to be served by them.

My Duties are to myself and to the world, my duty to myself being to fit myself for my duty to the world.

My Obligations require me to shape my conduct and to use my abilities in such ways that the world may be the better for my having lived.

Hence, holding fast to these Truths, and seeking to practice them as I live and work, I hereby profess my faith in these.

Seven Virtues of My Vocation

1. *I believe in Safety.* Just as “a good sailor takes no chances,” making no short cuts among rocks and shoals, so the Railroad Man may never disregard his warnings and signals, nor court disaster by rash venturing.

2. *I believe in Fidelity.* I must faithfully perform my every task. Where but one in a thousand neglects his duty—be it naught but the rapping of a wheel, the setting of a bolt, the driving of a spike—there can be no safety.

3. *I believe in Sobriety.* The steady nerve, the sure hand, the cool head, the sound judgment, are things indispensable in my work. The least indulgence may impair them. And without these there can be no safety.

4. *I believe in Courtesy.* In showing good will I gain good will. Good service depends upon good will given and good will received.

5. *I believe in Economy.* Wastefulness is evil. Nothing that can be of use may be wasted: not a pound of coal, not a gill of oil, not a scrap of paper. In the sum of savings lies much gain, surely profiting them that save.

6. *I believe in Organization.* Civilization is built only by men holding together for common good. True organization considers all: the worker, the employer, the public at large—each for all and all for each.

7. *I believe in Efficiency.* In seeking large yields from economized effort, we lighten our labors and increase in proportion the returns from our work. To these ends shall we strive, shaping our course with intelligent action. Thereby we accordingly prosper, each and all.—*Sylvester Baxter.*

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

OCTOBER, 1914.

No. 4.

SUSIE

By GEORGE SAINT-AMOUR

Ten miles back a section foreman had refused to give Sinclair a drink, and Sinclair kicked the water barrel down the dump—and had to run to escape the irate foreman and his three men.

Now he was plodding along the railroad track under the blistering sun, still gesticulating angrily and uttering maledictions upon the man who would refuse a human being—any human being—a drink of water.

Sinclair was ragged and dirty, and somewhat discouraged, but not entirely without hope. Some day, somewhere, he would get a job and start all over again.

He limped as he walked, now a long stride, now a short one, trying always to step on the cross-ties, for there were holes in the soles of his shoes and his feet were bleeding. The rag of a coat he carried on his left arm sometimes dragged on the rails, he was so listless and tired. The brim of his battered old black hat flopped in his eyes. His shirt sleeves were torn—but he kept them down to protect his arms from the scorching sun. When he left Omaha he had rolled the sleeves to his elbows. Soon the skin began to peel from his arms and he discovered that this was false economy. Rolling back the sleeves had been suggested by a desire to keep them clean.

Anyhow, what was the use of trying to keep clean and presentable when one

had three weeks' growth of red beard on his face?

Ten miles farther west he came upon another gang of section hands, and this time the foreman was a good natured Irishman who gave Sinclair a drink of water, two drinks, three drinks, for Sinclair was indeed thirsty.

"Where are ye goin', son?" the foreman asked.

"Looking for a job," tersely replied Sinclair.

"At what?" the foreman queried.

"Anything," said Sinclair briefly, "any old thing that comes along. I'm not particular."

The foreman looked thoughtful for a moment, meanwhile sizing up the ragged apparition before him. "Ye can get a job in the roundhouse at Fairburg," he finally said. "They're short handed. The super told me yesterday. Jist try 'em."

"Thank you," said Sinclair, grinning affably. Showing through the grime on his face and the red beard, the grin was not pleasant to look at. "Thanks, I'll try the roundhouse. How far is it to Fairburg?" he asked.

The section foreman was about to reply when they heard the sharp whistle of a locomotive, and one of the men ran back with a red flag to hold up the engine, for the section men were raising track, and the engine would have to wait until a little lining and tamping and spiking had been done.

"There's your chance, son," said the foreman. "Go back to that light engine an' the engineer'll let ye ride to Fairburg. It's eighteen mile, an' the sun's mighty hot, an' you look pretty tuckered."

Sinclair went back to the light engine, a distance of perhaps three hundred yards, where he found the engineer examining a hot box.

He waited patiently until that worthy had finished his inspection and called his fireman to pack the box, before he made his presence known, although the engineer had probably seen him the moment he arrived on the scene.

"Do you recognize this?" he asked the engineer, tendering his O. R. T. card.

The engineer gave him a severe sizing up—in fact, everybody whom Sinclair met these days gave him a sizing up, and he was growing irritable about the process—before making a reply.

"Where'd you get it?" asked the engineer sullenly.

"It's mine," replied Sinclair. "Paid for it, of course."

"Hm—" commented the engineer. "Are you an operator?"

"Yes," said Sinclair briefly. He turned away, but thinking discretion better when his distress was so self-evident, he faced the engineer again. "And a train despatcher," he added.

"You look it!" said the engineer sarcastically, handing back the soiled pasteboard.

"Well, do you recognize that card?" demanded Sinclair with some anger in his voice. "Will you let me ride to the yard limits at Fairburg? I'm going there to look for a job, and I'm about played out."

"I don't carry bums," snapped the engineer. He was standing with one foot on the step of his engine, and he turned his fat face to look Sinclair squarely in the eyes. "Fellows like you have no business with cards. I'll carry no man that looks like a dirty—"

"Hold on there, Bill," interrupted Sinclair, advancing toward the fat engineer. "Hold on just a minute. I am not a bum even if I do look like one. You needn't carry me, but don't talk about bums. I'll remember you! Good bye, brother," and Sinclair turned his face toward Fairburg.

"Wouldn't he carry ye?" asked the section foreman when Sinclair passed the men, who were working feverishly to put the track into shape.

"Called me a bum," replied Sinclair savagely.

"Well, now, we can't always tell," mused the foreman. "Better men than him's been down an' out. Take this quarter for something to eat when ye get to Fairburg, an' call on me for a job if ye don't get on in the roundhouse."

Sinclair accepted the quarter. There was the slightest suspicion of a quiver about his lips as he said to the section foreman: "I told the engineer back there I'd remember him, and I will. I'll remember you, too." Then he started for Fairburg.

When the light engine passed him he did not so much as turn his head, although the fat engineer made his whistle shriek derisively and the fireman threw some lumps of coal dangerously near his head.

"That's co-operation," muttered Sinclair to himself. "The engineer and fireman are co-operating with the rest of the world to keep me down and out." He grinned unpleasantly.

That night he slept in a box car, and the next morning he was up bright and early and found a man in the roundhouse who willingly loaned him a tin pail and hot water and plenty of soap, with which to do a general cleaning up. So Sinclair did a washing—of clothes and person; and he did not look half-bad when at ten o'clock he applied to the head hostler for a job.

"Any experience?" asked the hostler.

"Why, I won't need much to shovel coal, will I?" Sinclair suggested.

"No—I guess not," replied the hostler, smiling.

"I want a job mighty bad," urged Sinclair.

"All right, you can go to work at one o'clock with that gang there," said the hostler, waving his arm in the direction of the coal dock, where ten men were shoveling coal from a gondola into a big iron bucket which two other men cranked into the air and dumped into the engine's tender as fast as it was filled.

Sinclair had worked a little more than three weeks and had been promoted

twice, first to wiper, and then to firing-up engines in the house—making them ready for their trips, work with which there is connected considerable responsibility—when an accident occurred to a man who was cleaning an ash pan. The Italian was in the pit beneath a big "battleship" when a new hostler carelessly started the monster, and the Italian was badly injured before the hostler could stop the engine. Immediately Division Superintendent Nickels was on the scene. The Italian was lying on the floor, his injuries being examined by a physician, when Nickels looked about him at the crowd of workingmen. Owing to their dirt-begrimed faces the men looked much alike, none of them giving promise of much intelligence.

"Did any of you see this accident?" the division superintendent asked, speaking to the crowd generally.

Four men stepped forward. Sinclair was among them, but there was little to distinguish him from the others. He was just as dirty, just as black, just as greasy, just as unpromising as they.

"Can any of you write—in English—well enough to make a report of what happened?" demanded Nickels impatiently.

First one and then the other shook his head and retired without uttering a word, until Sinclair spoke up. "I think I can," he said quietly.

"Why, you speak English," said Nickels, who had some contempt for men who couldn't speak English. Nickels had risen from the ranks: from telegrapher to his present position. Not to speak English, in his opinion, was not to speak at all. He turned his entire attention to Sinclair now. "Write me a report, then, of how it happened," he said. "Make it a sort of a letter, you know," and he turned on his heel and walked away.

First, Sinclair washed his hands—scrubbed them. Then he borrowed a pen from the roundhouse office book-keeper, and making use of the desk where firemen and engineers made out their trip reports, he wrote a brief report of how the Italian workman had been injured. Then he walked across the tracks to the little red wooden build-

ing where Superintendent Nickels had his office.

Nickels was all attention when he saw the man who promised to write a report of the accident. The physician had just informed the superintendent that the Italian would die. He was anxious.

"Well?" said the division superintendent.

Without a word, Sinclair handed him the paper. For a moment Nickels looked at the paper, then he looked at Sinclair, and back at the sheet of paper again.

"Who wrote this?" he asked sharply.

"I did," replied the grimy red-bearded young man standing at the rail.

"The h—," but Nickels interrupted himself. "Why, this is a telegraph operator's handwriting," he said. "I am an operator myself."

"Yes," agreed Sinclair quietly.

Nickels looked at the beautiful round characters, with the peculiar, almost artistic swing which connected each word—as nearly all telegraphers connect their words. "Why, it's a good operator's writing, too!" he ejaculated.

"Yes," agreed Sinclair. Then Sinclair seemed to feel sudden confidence in himself. His shoulders flew back; his chin rose an inch or so; he looked the division superintendent squarely in the eyes. "It's the writing of a much better operator than you usually have around this place, Mr. Nickels," he said positively.

"And — you — are — that — operator?" said Nickels slowly. He looked Sinclair over from head to foot. "You have been working in the roundhouse—let's see," he turned to consult a time book, "more than three weeks. You are discharged."

"Miss Smith," Nickels said, turning to a clerk, "make out Sinclair's time slip and give it to him at once."

Again he turned to Sinclair. "You are discharged, sir," he roared—but there was a twinkle in his blue eyes. "Go and buy yourself a decent suit of clothes, then come back and talk to me about a job—if you please," he mildly added.

The grin showing through Sinclair's aggressive red beard was not so ghastly or so venomous as it had been up the railroad track a month previous.

Sinclair wrote a letter to his brother, a bachelor farmer down in Kansas, de-

scribing the scene when he came back to the superintendent's office, splendid in a new suit of store clothes, shaved, and with his hair cut, and the result of this interview:

"I tell you, it felt good to be treated like a man once more," the letter ran. "Before I let Mr. Nickels do much talking, I told him that I had put two together down on the Central, and that I had been discharged and unable to get a job from that day. But he only swore at that—he's a sort of a blustering fellow but has a heart of gold—and said that was all the more reason why I'd never make such a mistake again.

"So I am third trick despatcher, Joe. I handle two divisions, both single track, and only fairly busy after about 3 a. m. Of course I have a bunch of work trains to start out every morning, for they are doing a lot of surfacing, track raising and curve-shortening, but it's a good job and I am going to stay here.

"Tell dear mother to pray for this swearing, blustering superintendent of ours; to pray that there may be more like him. Best regards to all. "DAVE."

Joseph Sinclair, bachelor farmer, of Kansas, received still another letter two months later.

"Dear Joe:

"You and mother and Sis must come to my wedding—what do you think of that! I am going to marry the next best woman on earth to mother—a pretty, happy, little black-haired, black-eyed damsel who knows nothing at all about the world, but who knows all about men's hearts, especially mine. She is an engineer's daughter. I can't possibly get away from work just now, so you must urge mother and Sis to come up here. I am sure they will. They'll like Susie, too. She is their kind—and you know how much that means with women folks.

"It's the strangest story, Joe, and the part I am going to tell you now, it will be just as well for mother not to hear.

"When I was counting ties to this place of Fairburg, a light engine came along and I asked for a ride, and the engineer, a fat, gruff sort of a bear, turned me down. He said I was a bum—and I guess I looked like one, all right. A good-hearted section foreman (he's

one of my cronies now) gave me some advice, and a quarter, and I walked to Fairburg.

"Well, Joe, after I was made despatcher one of the first things that happened was for this engineer to run past a meet order one morning—but as luck would have it no damage was done, and I smothered it.

"When he reached Fairburg, Joe, he immediately looked me up at my boarding house, and nothing would satisfy him but that I should go to his house and meet his wife and daughter—that's Susie.

"It ended by my going there to board—and, say, Joe, let me describe Susie to you.

"She is about five feet tall—just reaches my chin, and she is plump and round and healthy. She has sparkling black eyes, and is forever smiling, or better still, laughing like a child and her laughter is so happy that it makes everybody within sound of it laugh, too. She loves me and I love her—God knows I do. We are going to be married in three weeks, for I can't wait any longer. And the engineer, who refused to give me a ride, is going to give us a nice little place he owns here in town for a wedding present.

"But you should see Susie, Joe. We'll name the first girl for mother, and the first boy for you.

"Let me hear from you soon.

"Your brother,

"DAVE."

"P. S.—Susie sends her love to all."



Float in Labor Day Parade, Amarillo, Texas.

THE RAILROADS APPEAL TO THE PRESIDENT OF THE UNITED STATES

Washington, D. C., Sept. 9, 1914.

A committee of railroad executives to-day called on the President of the United States at the White House. The committee consisted of Mr. A. J. Earling, President, Chicago, Milwaukee & St. Paul Railway Company; Mr. Fairfax Harrison, President, Southern Railway Company; Mr. Hale Holden, President Chicago, Burlington & Quincy Railroad Company; Mr. Samuel Rea, President, The Pennsylvania Railroad Company; Mr. E. P. Ripley, President, Atchison, Topeka & Santa Fe Railway; Mr. Frank Trumbull, Chairman, Chesapeake & Ohio Railway and Missouri, Kansas & Texas Railway Companies; Mr. Daniel Willard, President, Baltimore & Ohio Railroad Company.

Mr. Trumbull, on behalf of the committee, presented the following memorandum to the President:

The purpose of this conference is to lay before the President in brief terms the present situation of the railroads of the United States—250,000 miles of great national highways. That the case of the railroads deserves sympathetic treatment arises from the fact that, although privately owned, their property is devoted to public service. The industrial health of the country depends upon an adequate railroad service; such service cannot be rendered, and proper response to public needs cannot be made, unless the financial soundness of the railroads is maintained.

The credit of the railroads, seriously impaired, as we believe, before the war started, is now confronted by an emergency of a magnitude without parallel in history. To understand the full import of the existing crisis, it is necessary to consider briefly the antecedent conditions.

The purpose here is not to complain but to point out the one paramount fact that by reason of legislation and regulation by the Federal Government and the forty-eight states, acting independently of each other, as well as through the

action of a strong public opinion, railroad expenses in recent years have vastly increased. No criticism is here made of the general theory of governmental regulation, but, on the other hand, no ingenuity can relieve the carriers of the burden of expense created thereby. However desirable may have been the expenditures which have been forced upon the railroads, no adequate provision has been made to pay the bill.

This great increase in expenses now coincides with seriously depleted revenues, with no corresponding ability of the railroads to reduce their costs in proportion. Governments can proceed with expenditures of all kinds by taxation, but railroads cannot. While the effect of the European war upon railroad earnings may vary in different sections, it is painfully evident that there will be serious decreases in the total because of the unprecedented difficulties in the marketing of cotton, the great decrease in imports, and the general dislocation of trade and industry.

Even prior to the existing emergency and to meet the antecedent situation, railroad expenditures generally had been reduced to absolute necessities. The difficulty of further contraction is enhanced by existing wage agreements and, in so far as the Western railroads are concerned, by the possibilities involved in the arbitration proceedings to which they have recently agreed.

The net operating income of the railroads of the United States for the year ending June 30, 1914, was \$120,000,000 less than for the previous year, or about 15 per cent. The gross earnings for the year were \$44,000,000 less than for 1913; expenses and taxes were \$76,000,000 more.

The maintenance of the credit of the railroads (and the credit of the railroads establishes the standard for all industrial enterprises) depends upon their ability to increase their net earnings. The railroads may have the most perfectly appointed plants in the world, but if the

net earnings are not adequate, new capital cannot be attracted.

In the important Eastern rate case the Interstate Commerce Commission unanimously found that the railroads in the richest section of the country needed more revenue. That finding was based upon the situation prior to the first of July, this year; indeed, upon conditions of a year previous.

No emphasis need at this time be put upon the new railroad capital which has heretofore been required to provide for normal development, but this has been from \$400,000,000 to \$500,000,000 per annum, and railroads should not only be able to keep abreast of the times, but should even in this emergency be in a position to anticipate the demands of an expanding commerce.

Simultaneously with the great impairment of earnings, general credit conditions have broken down, and the absolute and immediate necessities of both public and private borrowers of money here and abroad have already increased interest rates to a level unthought of a few months ago—rates much higher than present net earnings return upon the railroad property of the United States.

This emergency was not contemplated when the Interstate Commerce Commission rendered its decision in the Eastern rate case, yet the problems now confronting the railroads greatly transcend in seriousness those which existed then.

The menace is now not only to railroad credit but to the transportation service itself, and efficient transportation is inseparably connected with the welfare of our people.

Securities of United States railroads held abroad are computed at from three to five billion dollars. It is a certainty that bond and note obligations of the railroads maturing before the end of next year aggregate over \$520,000,000. In the highest public interest it is imperative that these obligations shall be met. Yet it is evident that for a long time Europe will not be a lender of money to America. On the contrary, the war will create such enormous debts and involve such a general dislocation of industry and commerce, that Europe must realize largely on its holdings of American securities regardless of the price obtainable.

The New York Stock Exchange has now been closed for a longer period than at any other time in its history. There is no present market for railroad securities, either old or new. The United States is in a condition of financial isolation. If the Stock Exchange were to open (and it must open some time) the pressure of selling would inevitably be greatest against railroad securities. If they go down, industrial issues will fall still more seriously. The public necessity to stem this tide of selling and to reduce to the utmost its destructive effect, calls for the exercise of every resource of statesmanship.

Our respectful requests are:

1. That the President will call the attention of the country to the pressing necessity for the support of railroad credit by the co-operative and sympathetic effort of the public and of all governmental authorities, and suggests that the railroads be relieved as far as possible of further immediate burdens involving additional expense; and

2. That the President will urge a practical recognition of the fact that an emergency has arisen which requires, in the public interest, that the railroads have additional revenue, and that the appropriate governmental agencies seek a way by which such additional revenue may be properly and promptly provided.

THE RESPONSE OF THE PRESIDENT TO THE APPEAL OF THE RAILROADS.

THE WHITE HOUSE
WASHINGTON.

September 10, 1914.

Dear Mr. Trumbull:

Since you read it to me yesterday, I have read again the statement you made me on behalf of the committee of railroad presidents whom I had the pleasure of meeting and conferring with at my office. It is a lucid statement of plain truth.

You ask me to call the attention of the country to the imperative need that railway credits be sustained and the railroads helped in every possible way, whether by private co-operative effort or by the action, wherever feasible, of gov-

ernmental agencies, and I am glad to do so, because I think the need very real.

I cannot say that I entertain any deep anxiety about the matter, except, of course, the general anxiety caused by the unprecedented situation of the money markets of the world; because the interest of the producer, the shipper, the merchant, the investor, the financier and the whole public in the proper maintenance and complete efficiency of the railways is too manifest. They are indispensable to our whole economic life, and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions.

I am confident that there will be active and earnest co-operation in this matter, perhaps the one common interest of our whole industrial life. Undoubtedly men, both in and out of official position, will appreciate what is involved and lend their aid very heartily wherever it is possible for them to lend it.

But the emergency is, in fact, extraordinary, and where there is a manifest common interest we ought all of us to speak out in its behalf, and I am glad to join with you in calling attention to it. This is a time for all to stand together in united effort to comprehend every interest and serve and sustain it in every legitimate way.

The laws must speak plainly and effectively against whatever is wrong or against the public interest, and these laws must be observed; for the rest and within the sphere of legitimate enterprise, we must all stand as one to see justice done and all fair assistance rendered, and rendered ungrudgingly.

Cordially and sincerely yours,

WOODROW WILSON.

Mr. Frank Trumbull, Chairman of Committee of Railroad Executives, consisting of Mr. Samuel Rea, Mr. Daniel Willard, Mr. Fairfax Harrison, Mr. E. P. Ripley, Mr. Hale Holden, Mr. A. J. Earling.

REGULARLY ASSIGNED ENGINE CREWS VERSUS THE POOL

By T. C. Donaldson, Engineer, Rochester Division, Formerly Round House Foreman at DuBois and Lincoln Park.

(From August Issue B. R. & P. Magazine.)

This is a subject that everyone connected with the operation of an engine should be interested in because it would mean much to them and especially the engine crews if the present system in vogue on the B. R. & P. Railway were changed to the pool.

The engineer or fireman who is interested in his work and anxious to keep off the failure sheet will tell you, "Give me a regular engine in preference to the extra list which is the pool." If the engine is not in as good shape as it should be when he gets it the engineer will get busy right away, and try to improve conditions. He will look after the adjustment of the driving box wedges, "the foundation of his work," and if he cannot get them properly adjusted in the engine house he will do it himself, keep rod brasses properly keyed up, look after

the boiler attachments, see that air pump governors are properly adjusted so that air hoses will not be so liable to burst when carrying high pressure, on designated grades. In fact the interested engineer will look after all the details of the engine and try and keep it out of the shop as long as possible. The interested fireman is also satisfied when he is assigned to a regular engine and in nearly every case he will get busy with the engineer and try to put things in working order. He will take care of his firing tools and other equipment that he handles such as cab lamps, lanterns, flags, etc., while the engine is on the road, and on arrival at terminal will put them away, carefully treating them as if they were his own.

This engine crew will work together in hauling the train over the division; the engineer will handle the reverse lever, throttle, and injector in a manner that will enable the fireman to maintain an even pressure on the boiler thereby making the required time and keeping the

flues dry; the fireman will do his best to help him get results by keeping the pointer of the steam gauge as near the 200 mark as possible, manipulating the front end damper to keep the safety valves quiet thereby saving fuel. These men will do better work and, I believe, the company will get better results because the men have regular engines and, being satisfied, will take good care of them. On the other hand, put these men in the pool and see how long they will remain satisfied and maintain the interest they had in their regular engines. It is surprising to note the apparent indifference that exists in the present generation and I am afraid it would become a case of environment with the engineers and fireman.

The average extra man of today will take good care of a regular man's engine when the regular man lays off and leave it in as good condition as he finds it, but what will he do with an extra engine, a "Nobody's Claim" as we call them? He will leave it in the same condition as he finds it which is not always very good simply because the engine is pooled and no one is interested in it. The engineer will look her over at the end of the run, go to the engine house and report "set up wedges," "key up rod brasses," "engine pounding badly," "cylinder or valve packing blowing," "stop steam leaks in cab," etc., and probably wind up by saying "engine unfit for service."

The fireman will have his overalls under his arm, his dinner pail in his hand ready to jump off before the engine comes to a stop on ash pit track, paying no attention to cab lamps or other tool equipment, and the tool checker is lucky if he finds all of it; the number of fire rakes and coal picks gathered up recently by section men would lead one to believe that he does not.

The engine house foreman will go over the engineer's work report and figure out how much he can do in the limited time he has to do the work in. If he don't happen to be in the office when the work is reported he is not sure which item is of most importance and the pooled engineer has gone home. He cannot do all the work this trip and the chances are that the pooled engine will go out with some important piece of

work undone. Not so with the regular engineer; he is never in such a hurry that he can't hunt up the foreman if he wants some particular piece of work done and explain conditions to him and if all the work that is reported can not be done, the most important will be done. In this way the engine receives proper care and very seldom has a failure and the officials of the transportation and mechanical department are satisfied with the performance of it.

I have worked with both classes of men on the road, have handled their work reports in the engine house for years and have come to the conclusion that conditions are smoother with the regular engine and firmly believe that year in and year out the engine with a regularly assigned crew will make more miles at less cost than the pooled engine, and will refer anyone to the first five years' performance of the Class X4 engines assigned to the Rochester division; some of them did not go through the general repair shop in that length of time.

ROCK ISLAND MAN DISCUSSES REGULARLY ASSIGNED ENGINE CREWS VERSUS THE POOL.

By F. A. Parker, Chief Dispatcher, Rock Island Lines, Des Moines, Iowa.

The article in the August, 1914, issue of the B. R. & P. Employees Magazine, entitled "Regularly Assigned Engine Crews Versus the Pool" is very interesting. It voices the ideals dear to the heart of every operating man. Everything Mr. Donaldson has said is true, and many more things from the train dispatcher's viewpoint could also be said in amplification of his points in favor of assigned engines. In substance, the assignment of engines to regular crews is nothing short of inaugurating the "Hine System" in the mechanical department as it puts an assistant master mechanic on each machine.

So strong are these convictions that we are liable to lose sight of making the best of conditions which forbid regular assigned engines.

To make sure of the right trail, let us begin with a simple little matter; suppose that you were the owner of a taxi line in, say Chicago. You took over this business in a dull season of the year.

Your equipment consisted of your own machine shop in connection with your garage. You had twenty taxis valued at \$2,500 each. Your business was not so heavy but what twenty chauffeurs working per your agreement with them twelve hours each day, could handle with ease. You saw the same advantages Mr. Donaldson does in assigning a regular chauffeur to each taxi, in the hopes (and no doubt the realization) that he would take a special pride in the machinery of his charge. He would keep it clean and attractive, avoid spotting the tires, and above all would show you that he was trying to blow up less gasoline than the "other fellow."

All of which has a tendency to advertise your business, reduce your machine shop expense and take a slap at the Standard Oil Co., of whose stock you are probably short.

Mark, now, you have agreed to work these chauffeurs not over twelve hours including meals and lunches, per day. You will demand and be granted the decision that you are a level headed business man. In fact, your arrangement of your men has every indication of it.

Now, as a generally prosperous season in all lines of trade advances, your business steadily increasing abreast with the times, you find that your twenty machines at twelve hours per day cannot meet the demands. In fact your business has increased forty per cent which of course would require your chauffeurs to remain on their machines twenty hours per day, or eight hours longer than you have agreed. This won't do and you say, "well, if I buy eight more of these \$2,500 taxis my chauffeurs can handle forty per cent more business." Eight machines at \$2,500 each is \$20,000. The interest on this investment at six per cent is \$1,200, and the depreciation is \$5,000 more. Forget the depreciation beyond knowing it's there and remember the \$1,200 per year, \$100 per month interest on the investment of eight more machines.

You then size up the business and note this rush will only last for three months and you are not financially able to spend \$20,000 to secure the doubtful returns on three months' business. You again reason that by pooling your twenty machines among twenty-eight chauffeurs

working ten hours each you will have increased the efficiency of your twenty machines the desired forty per cent. Each machine then stands at rest an average of four hours each day for necessary cleaning and repairs.

As a visible gain per month for the pool installed for the three months, or one fourth of a year, credit yourself a third of \$1,200 or \$400 per month.

Now then, \$400 per month will place in your machine shop an inspector, two machinists and two car cleaner apprentices, the inspector to keep a record on the gasoline consumption, the repairs, spotted tires, and know that the work reported is done.

All this you will insist on and spend the \$400 per month freely to tide you over this rush of business and avoid that staggering depreciation figure which applies to an auto.

Of course you say those eight autos could be tied up nine months of the year, and lessen the depreciation. This gives you a bright thought in connection with the other twenty the balance of the year. Why not lessen depreciation by tying up eight of them and pooling the remaining twelve among twenty chauffeurs?

Now if you will add one cipher to all monetary figures mentioned you have the case of the railroad company. The question is would you, as a railroad owner buy and maintain eight more engines than you need, when, by spending half or a quarter of the interest on the investment obtain the same results? As a further question after your fair-minded answer, can you as an engineer afford to neglect a company's pooled engine any more than if assigned to you? Can you as a fireman waste your muscle to shovel any more coal into a pooled engine than one you are assigned to?

After all, is not the "assigned engine" idea a mere sentimental ghost? Don't you think that if you start preaching loyalty to the rest of the boys in behalf of the company's pooled engines you can bring about that same loving regard for a pooled engine as you have for an assigned?

By a Ripleyism, what's the difference between the number on the cab between friends?

Think it over.

Annual Report of Insurance Department

By P. HEVENER, Superintendent Insurance Department.

The annual report of the Insurance Department to the President contains information which should be of considerable interest to every employee of the Rock Island Lines, because prevention of fires means decreased operating expenses, and decreased operating expenses means prosperity for the company and each individual employee thereof.

For the fiscal year ended June 30, 1914, we had 608 fire losses involving company property as compared with 538 the previous year, or an increase of 70; despite the increase in number of losses the amount of damage suffered decreased from \$155,280.37 to \$119,091.70, or \$36,188.67. A detailed statement of what caused these 608 fires, and amount of loss from each cause, will be printed and placed in the hands of employees very shortly, in order that all may note what is occasioning our losses, and that proper remedies may be applied. The fact that the number of our fires increased with decreased amount of loss, in comparison with the previous year, demonstrates clearly the growing interest which is being manifested generally towards the reduction of our fire waste.

Below will be found a statement showing the number of fires extinguished by company employees with fire apparatus owned by the company, and amount of loss, together with schedule valuation, or possible loss, in comparison with the three previous fiscal years:

Fiscal year.	Number of fires.	Amount of loss.	Schedule valuation.
1913-1914.....	422	\$42,305.47	\$1,730,720
1912-1913.....	315	28,924.87	1,960,825
1911-1912.....	283	28,570.44	5,101,195
1910-1911.....	331	56,385.99	2,505,675

While it would appear from the above that the work accomplished last year was not quite up to the standard of the two preceding years, the record of each individual fire kept by the Insurance Department, and the circumstances surrounding same, shows conclusively that the efficiency of our fire brigades, and employees in general, in the extinguishment of fires and handling of fire apparatus, was even greater than in previous years. The fact that 422 out of a total of 608 fires were extinguished by our own employees with our own fire apparatus speaks for itself, and is a record of which we can all feel justly proud.

Below will be found a division of our fire losses for the past fiscal year, divided between divisions, districts and subsidiary companies:

	Number of fires.	Per cent of total fires.	Amount of loss.	Per cent of total loss.
Chicago terminal division.....	45	7.40	\$ 3,337.93	2.82
Illinois division.....	49	8.06	14,159.40	11.89
Iowa division.....	47	7.73	11,000.31	9.24
Missouri division.....	64	10.53	6,842.16	5.73
Cedar Rapids division.....	30	4.94	3,962.34	3.33
Minnesota division.....	30	4.94	7,486.25	6.30
Dakota division.....	22	3.62	5,227.09	4.39
Des Moines Valley division.....	17	2.80	4,063.57	3.41
Total—First district.....	304	50.02	\$ 56,078.05	47.11
St. Louis division.....	22	3.78	660.67	.56
Kansas City terminal division.....	17	2.79	529.57	.49
Kansas division.....	48	7.89	3,096.31	2.59
El Paso division.....	16	2.63	4,638.79	3.89
Nebraska division.....	19	3.13	676.55	.56
Colorado division.....	12	1.97	862.42	.72
Total—Second district.....	135	22.19	\$ 10,764.31	9.01
Arkansas division.....	44	7.23	24,664.01	20.72
Louisiana division.....	25	4.11	6,007.64	5.05
Indian Territory division.....	26	4.28	7,106.35	5.96
Pan Handle division.....	11	1.81	863.54	.73
Oklahoma division.....	39	6.41	6,594.66	5.53
Total—Third district.....	145	23.84	\$ 45,235.20	37.99
Total—All districts.....	584	96.05	\$112,078.56	94.11
Southern division.....	12	1.97	6,485.37	5.45
Amarillo division.....	6	.99	68.50	.06
Mexico division.....	4	.66	39.70	.03
Total—C. R. I. & G. Ry.....	22	3.62	\$ 6,593.57	5.53
Rock Island Coal Mining Company.....
Consolidated Indiana Coal Company.....	2	.33	419.57	.36
Coal Valley Mining Company.....
Grand totals.....	608	100.00	\$119,091.70	100.00

From the above it will be noted that progress is being made towards the subjugation of the FIRE DEMON on the Rock Island Lines, and the thanks and congratulations of the management are extended to all employees. Let us all lend our best endeavors towards making 1914-15 the banner year of all, bearing in mind that CONSTANT VIGILANCE AND CLEANLINESS ARE THE BEST PREVENTIVES OF FIRE.

COTTON MEETING HELD AT CITY HALL, EL RENO, OKLAHOMA

A Cotton Meeting Was Called at El Reno on July 21, at Which the Handling of Cotton and a Number of Other Matters Were Gone Over Thoroughly.

The meeting called to order by Mr. T. H. Beacom, general manager, who acted as chairman, and after expressing appreciation of interest manifested by those present in the successful handling of cotton previous years, announced that the purpose of the meeting was to go over situation thoroughly, and from experience gained during the season just passed, endeavor to improve practices which had not given best results, as well as to modify such practices where changes in conditions demanded.

Mayor P. P. Duffy of El Reno then delivered a hearty address of welcome to all present.

Mr. F. W. Main, asst. freight claim agent, addressed the meeting and presented statistics showing complete loss and damage figures on cotton by divisions, complete for season 1912-13, and incomplete for season 1913-14. Also mentioned difficulties experienced by the freight claim department heretofore on account of failure of some employes to comply with rules of the cotton circular, and read joint letter written by Traveling Agents Cato and McSwayne on the same matter.

Mr. P. Hevener, supt. insurance department, read an interesting paper on fire losses for season 1913-14, showing splendid results secured, and complimenting all employes for their co-operation in bringing it about.

Mr. J. R. Pickering, supt. car service, made an address on how to secure efficiency in car handling, and the great importance of doing so on account of heavy expense this company sustains in per diem balances with other lines.

Mr. A. H. Kilpatrick, claim agent, addressed the meeting, touching more particularly on the functions of local agents, with reference to the company and the public, and laying great reference on the

fact that railway agents should be as representative in a community as merchants, physicians, lawyers, etc.

Mr. G. E. Schnitzer, chief clerk to Asst. Freight Traffic Manager Morrison, addressed the meeting briefly, stating that from the traffic standpoint everything had worked out very satisfactorily in cotton handling during the season 1913-14, but that while he had the opportunity, in presence of such a large number of agents, he wished to mention that some agents are overlooking the fact that grain for West Wego via T. & P. Ry. should take Alexandria routing instead of Ft. Worth, as rates apply via Alexandria only, and if any of it gets to Ft. Worth we will be obliged to back haul to El Reno.

Mr. L. F. Shedd, general safety supervisor, addressed the meeting on "Prevent Injury." He related what had been accomplished on Rock Island Lines since the safety movement started and what should have been, but had not been accomplished yet.

Mr. C. A. Searle, general baggage agent addressed the meeting on better handling of baggage, and better attention to the making of reports incident to baggage handling.

Mr. W. H. Wallace, car accountant, addressed the meeting on prompt preparation and forwarding of car reports, wheel reports, interchange reports, and prompt replies to car tracers.

Mr. Pat Portel, division freight agent, when called upon to address the meeting, stated he had nothing special to say, any further than he could report good results in his support from agents, when a few years ago results were very poor.

Mr. A. G. Morrison, claim agent, talked on what made claims and what prevented them.

Mr. Robinson, chief engineer underwriters laboratories, made an address outlining the nature of the organization he represented, what it was doing towards fire prevention and the manner in which they went about it.

Short talks were also made by Mr. E. W. Morris, dist. storekeeper; Mr. R. L. Stewart, mech'l. supt.; Mr. A. A. Dewing, trav. agt. frt. claim department; J. W. Thompson, car accountant C. R. I. & G. Ry.; Fay Thompson, division passenger agent; A. B. Copley, assistant general manager; T. H. Wilhelm, general freight agent, C. R. I. & G. Ry., and Mr. M. J. Dowlin, assistant general freight agent, C. R. I. & G. Ry., after which the cotton circular was taken up and reviewed as shown by new rules issued and dated Aug. 15.

Practically every department of the railroad was represented at this meeting and also the several agents, yardmasters, etc., who have to do with the hauling of cotton on the Third district. There were in the neighborhood of 125 present at this meeting.



BUTLER BROS. WIN PENNANT IN MERCHANTS' LEAGUE OF CHICAGO.

Butler Bros.' baseball club won the pennant in the Merchants' League of Chicago this year and the Rock Island team finished fourth. Butler Bros. have one of the best amateur baseball clubs ever gotten together. Since winning the pennant in the Merchants' League they have won the amateur championship of Chicago and are now playing in the elimination series for the national amateur championship. They won from Louisville, Ky., on Sunday, Sept. 20, by a score of 5 to 0, and defeated Omaha Sunday, Sept. 27 by a score of 10 to 0. They still have a game to play with either St. Louis or Cleveland for the national amateur championship. Amateur baseball is attracting a great deal of attention this year. In a game at Cleveland last week the attendance was 83,700, the largest attendance ever at a ball game. In the game at Louisville, between Butler Bros. and the Louisville team there was an attendance of 7,000. Last year when Carson-Pirie-Scott & Co. played for the amateur championship at Cleveland they attracted 22,878 fans. With the promising material the Rock Island has on hand for next year all the teams in the Merchants' League will have a hard time keeping them from the top.

DEATH OF MR. G. L. RHODES

The announcement of the death of Mr. George L. Rhodes at his home in Chicago the evening of September 23 will be received with deep regret by employes of Rock Island Lines, and more especially by the older employes of the passenger traffic department, who have more intimately known Mr. Rhodes during his many years' connection with the company.

Mr. Rhodes was born at Hamilton, N. Y., in 1854. He was connected with the passenger traffic department of Rock Island Lines as city passenger agent, general agent and assistant general passenger agent under Mr. St. John and Mr. Sebastian in Chicago during the years 1880 to 1895, inclusive. In the latter year he left the service, going to New York to engage in real estate and brokerage business.

In 1907 he re-entered the service of the company as traveling immigration agent, his service being continuous from that time to the present. Mr. Rhodes has been seriously ill for the past month, but the news of his death comes as a shock to all of his friends. His body was taken to Grand Rapids, Mich., for interment.

The sympathy of his fellow employes and associates in the service is extended to his widow, Mrs. George L. Rhodes. Mr. Rhodes was a member of Mount Joy Commandery, Knights Templar.



LOSS AND DAMAGE—GRAIN.

By F. NAY.

In last month's issue of the magazine, attention was called to the fact that the average payments for loss and damage to grain per month aggregated \$13,946.95 during the year ended June 30, 1914. The charges on account of payments of that character during July, 1914, amounted to \$14,834.20—an increase over the average for last year of \$877.25.

This is starting out wrong. Remember what the Third District did to Loss and Damage payments for cotton: namely, practically abolished them, and let's abolish the loss and damage to grain.

PENNSYLVANIA ENGINEER INVENTS METAL GRIP.

Kennedy Kits mark an entirely new departure in grips and carrying bags for engineers, firemen, signalmen, machine shop-men and others in the many branches of railroad work who use grips.

Mr. Howard L. Kennedy, inventor of Kennedy kits made of metal, has been for the past fifteen years, and is now an engineer on the Western Division of the Pennsylvania Railroad. Out of necessity for a grip to stand the strain of railroading, and knowing from practical experience all the features necessary to an engine man's grip, he devised the idea of making bags out of steel. He is the originator and inventor of the first steel grips and has made a great improvement on the ordinary bag used by railroad men, both in construction and material.



Howard L. Kennedy, Inventor of All-Steel Kennedy Kits.

Kennedy Kits are ingeniously made of steel throughout and are patterned after the regulation traveling grips in both bag and suitcase shape. Although made of steel, they are unusually light in weight, being no heavier than the ordinary leather grips. Their weights range from five to ten pounds, depending on size. In appearance they closely resemble leather bags; in fact, it is difficult to distinguish them from ordinary grips, for they are finished in a leather brown baked enamel in three coats, which gives a lasting finish which will not chip or rub off. They have solid brass fittings throughout, strong Corbin notched locks with individual tumbler keys for each grip. They are protected with solid brass corner iron and fitted with brass side catches.

Mr. Kennedy has constructed a disappearing hinge which not only gives a perfectly smooth outside surface with no rivets showing, but entirely prevents any leakage and makes the grips not only waterproof, but water tight. The lids and all parts are made to overlap, which further strengthens the construction and the waterproof feature and makes Kennedy Kits dustproof, oil and weatherproof. The burglarproof feature of an all-steel grip is of utmost importance, for they cannot be cut into and can be chained if desired. Not only are Kennedy Kits an excellent protection against escaping steam, hot cinders, heated boilers and the many other conditions that so quickly destroy ordinary grips, but they have a general appearance and close resemblance to leather which makes them worthy of the possession of the most fastidious. The chief features of Kennedy Kits which appeal strongly to engineers and firemen are their waterproof, wearproof, fireproof and burglarproof features.

Another important use of Kennedy Kits is by railway signalmen, telephone and telegraph men, track supervisors, mechanics, tool foremen and machine shop men, as well as other divisions of the maintenance-of-way departments of railroads. The strength and durability of the grips gives them all the necessary features to withstand the wear and tear of the rough usage given them by the men in these various departments.

For uses of this kind, the bag shape is fitted with tray, which has proven to be very popular for carrying small parts, nuts, fuses, bolts, etc. The prices of Kennedy Kits are extremely low, not only for the initial cost but chiefly because of the fact that one grip is good for years of usage. In buying Kennedy Kits you are forever doing away with the expensive re-buying necessary with imitation leather, karatol and even genuine leather bags.

The fact that Kennedy Kits are the most durable, economical and serviceable grips for railroad men is well proven by Mr. Kennedy's statement that there are over four thousand now in active use on the road and on Mr. Kennedy's division of the Pennsylvania there are eight hundred alone.

In putting Kennedy Kits before the railroad men, Mr. Kennedy says: "I have tried to make it possible for every railroad man who carries a grip to have a Kennedy Kit and purposely have made the price as low as good construction and workmanship would permit.

Mr. Kennedy is a member of Division 12, Brotherhood of Locomotive Engineers, and a former member of A. G. Porter Lodge, Div. 141, B. of L. F. He is still actively connected with railroad work and divides a good share of his time between supervising the manufacture of his grips and actual work on his engine.

LOSS AND DAMAGE—LIVE STOCK.

By F. NAY.

Amount charged to operating expenses, account loss and damage to live stock (year ended June 30, 1914).....\$209,352.60

Average per month..... 17,446.05
 Month of July, 1914..... 19,592.19

Increase for month of July over average per month for last year \$2,146.14

This does not look good. The accounting officer is usually considered a good auditor when he presents favorable figures, but when he presents unfavorable figures, he is generally considered a mighty poor accountant. However, if honest, he will present the figures as they are regardless of criticism.

If my associates who handle live stock will handle it without damage and get it through to destination on time, I will be able to give you some very fine figures on this subject. Delay in getting live stock to market is one of the fruitful causes of claims of this character.

"Safety First" has become a popular and almost universal motto. "On time Second" would not be a bad motto for all those who have to do with the freight and passenger train service. This \$209,352.60 expended last year for loss and damage to live stock would have paid for 280,000 new treated ties, or more than enough new treated ties for 90 miles of railroad. Let's get the live stock in on time and spend the money for ties.

* *

SLEEPING CAR CLOTHES HANGERS.

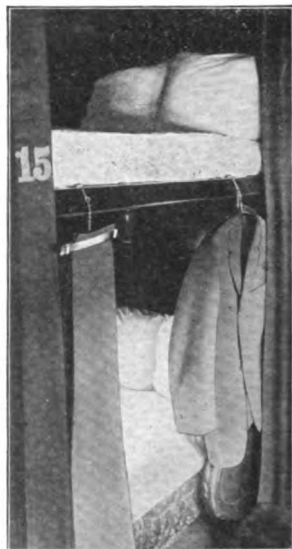
Designed by E. L. Goff, Division Freight Agent, Davenport, Ia.

Mr. E. L. Goff, division freight agent of the Rock Island Lines at Davenport, Iowa, has designed a very useful article for the traveling public known as Sleeping Car Clothes Hangers.

We are showing below a photograph of these hangers in use on a Pullman sleeper. When Mr. Goff began traveling regularly in sleeping cars he heard people constantly complaining because of the difficulty experienced in disposing of their clothes in a crowded car, also because of the "slept in" look their clothes took on after a night spent in the hammock provided for that purpose, and the thought came to him that it could be prevented.

After several efforts he produced some hangers that took up practically no room in a grip and weighed only a few ounces, which suspended clothes flat against the curtain either from the rail of the upper or from the curtain pole where they were entirely out of the way and where they were found smooth and unwrinkled in the morning.

After demonstrating to his own satisfaction that they worked perfectly and after a number of friends had pronounced them the only satisfactory ones made he suggested to his two boys that they go into the business of manufacturing and selling them, believing that other travelers would be glad to get away from the troubles mentioned.



Clothes Hangers in Use on a Pullman.

The firm of Goff Bros. was thus established and they have sent several hundred sets to high-class travelers in various parts of the United States during the past year, while not a single complaint has been received by them during that time. In fact, one prominent railroad man unsolicited wrote them, "I have used your hangers in a sleeping car and find them the most convenient device for taking care of clothes that I have ever seen. They work to perfection." Another wrote, "They are worth \$5 to me and I would not go on the road without them."

Many of the employees and officials of the general office have a set of the hangers and they all feel that Mr. Goff has furnished something that the traveling public has needed for some time.

Mr. Goff is to be congratulated on his design of these useful articles and all Rock Island employees hope the public will appreciate their usefulness. Goff Bros. have placed an advertisement in this magazine, hoping to interest our employees.

THE RAILROAD MEN'S IMPROVEMENT SOCIETY SEASON OF 1914-1915.

Among other things, success depends upon one's ability to become a thinker. A thinker observes his surroundings, listens to those expressions of opinion which emanate from reliable sources, classifies this information; draws certain logical conclusions applicable to his line of work, and applies these conclusions judiciously. An increasing value of his employer is the reward of the thinker.

The Railroad Men's Improvement Society, which seeks to develop railroad thinkers, was founded in New York City. It is in no way a labor organization. Its purpose is to lead railroad employees to a thoughtful consideration of railroad problems and railroad methods. Imbued with the true railroad spirit, these men, it is assured, will become reflectors from whom the bright truth of railroad usefulness will radiate among the often misinformed public. The people of the country will then appreciate the wonderful part played by transportation companies in the development of civilization. Once educated to assume a fair attitude toward railroad companies, the public will be less inclined to sanction detrimental and often foolish legislation, which hinders rather than advances public convenience.

But, how does the Railroad Men's Improvement Society educate its members? Here is the answer.

Meetings of the organization are held on alternate Thursday evenings at 6:30 o'clock in the assembly rooms of the Trunk Line Association, 143 Liberty street, New York City. At these meetings, men prominent in railroad or general business circles delivered lectures on appropriate subjects. Dur-

ing the season of 1912-1913 the following subjects were discussed:

"The Business Man of Yesterday and Today;" "The Relation of the Railways to the Post Office Department;" "General Changes in the Laws Affecting Railroads;" "Rail Manufacture and Inspection;" "Railroad Securities;" "The Passenger Department's Position in the Game."

From these and other speeches, the members are able to gather ideas that develop their abilities to deal with intricate railroad problems.

Those who attend the lectures do not merely listen. One may ask the lecturer questions, express his own views, and even voice a friendly difference to the speaker's viewpoint. The discussion, thus stimulated, is bound to unearth many points of interest.

Cigars and easy chairs always stimulate sociability. At the conclusion of an intelligent talk on an interesting subject, what is more natural than a comparison of opinion. Neighbor "A" speaks of Neighbor "B" and perhaps expounds a pet theory that he was too timid to voice in public. The fact remains that the discussion of vital railroad problems is encouraged among those men most interested.

Many of the lectures involve discussions of laws and commission rulings. A definite idea of pending legislation and its probable good or evil effect on the railroad and ultimately on the employee is developed. The railroad man is better able to consider the justice or the injustice of the proposed legislation and is better prepared to fight, not only for or against the proposed law, but is inspired to enlist the aid of his acquaintances. Consequently, the public through the railroad man becomes acquainted with legislation and its effect.

Unfortunately, the public has been led by friend-seeking politicians and circulation



C. B. Pratt, Superintendent Chicago Terminal and Clerical Force.

building publications, to believe the railroad legitimate prey. The public seldom considers the stupendous undertakings which transportation companies have the nerve and the endurance to initiate and complete. Difficult transportation problems are solved. Millions of dollars are spent. The result is greater development of the country. But for the rapid growth of the transportation companies, New York City would still be New Amsterdam and "Sir Knight of the Suitcase" would still visit his trade in a stage coach. The information gained at lectures is excellent material to use in changing public opinion.

Although not fully developed, the organization will be national in scope. Eventually societies will be established in all large cities. To encourage nation-wide enthusiasm in the association, printed copies of each speech are issued and may be obtained from members. It is the hope that these booklets will inspire railroad men in cities outside of New York to organize similar societies and that these societies will reach proportions which will influence much favorable legislation.

We have attempted to outline, briefly, the work of the Railroad Men's Improvement Society. The 1914-1915 season of the New York City society will open in October and will continue until May. It will, undoubtedly, be the most prosperous year ever. During this period many prominent men will voice their opinions on railroad and business subjects. Social activities will also play their part. Those who attend the lectures and those who read the lecture booklets will store up much valuable information, which, mentally classified, will aid them in their daily work.

As an ambitious railroad man, you are anxious to learn more about your business. Why not send in your application to join the Railroad Men's Improvement Society now?

The officers of the New York City organization are:

J. F. O'Keefe, chairman, 32 Nassau street; C. L. Chapman, vice chairman, 50 Church street; J. B. Curran, secretary, 50 Church street; J. G. Austin, treasurer, 50 Church street.

UNCLE JONAS TAKES TURN AS PHILOSOPHER

"I never see a locomotive that I do not feel like taking off my hat," said Jonas Cook when the Fire Fly pulled into the Rock Island depot at Chickasha, Okla.

"Just listen at her breathing as if she were a living being.

"In fact, in a great many ways, she is like some men I know, she smokes and drinks water and puffs and blows. When her steam chest gets too full she 'pops off' and in order to regulate her popping, she has a governor.

"Some men who are not provided with a good governor (reason) 'pop off' without much provocation.

"The locomotive carries enough sand to keep from slipping; grit or sand is necessary to man to keep him from slipping on the track.

"Like some men, when she gets on the 'dead center,' she has to be jerked and yanked until off before she is able to move.

"At times, she has to back up, and in this she resembles man.

"Sometimes she sidetracks, in order to let others pass.

"To do effective work, she must keep on the right track and obey the orders of her master.

"She has a tender to supply her needs and carry the food supply from which her motive power is generated.

"Like man, she wastes more of the food supply than she uses.

"She does her fastest work under high

pressure. She must become excited to 180 degrees pressure to the square inch before she will snort properly.

"Her master keeps his eye on the steam and water gauges to see that her system of circulation is working right.

"She must be oiled and her gudgeons packed to keep her in smooth running order. Her headlight guides her through the darkness, her whistle lets the public know she is coming, and her 'brake' regulates her speed and brings her to a standstill.

"When sick, she is taken to a hospital and examined. Her crown sheet may need fixing, her flues may have to be bored out, her boiler patched, and all her disabilities remedied.

"Before she is put to work she is taken out and tested to see that nothing has been overlooked.

"But with all the wonders of the modern locomotive, it is nothing but a 'scrap heap,' were it not for mind to guide and direct it. All force is silent, noise is wasted power. Thought took a bead of sweat from the brow of labor and converted it into steam, and later, thought confined the steam and discovered its power.

"The thoughts of all inventors that made the modern locomotive a thing possible would be as nothing if the engineer as he grasps the lever did not communicate through his mind to the machinery what its inventors intended and thought.

"Thought moves everything."

PLAIN TALK ABOUT USING BURRED TOOLS

(Courtesy Illinois Steel Company, South Works, Chicago.)

ARE YOU ON THE SQUARE?

As an illustration of the necessity for ceaseless vigilance on the part of all concerned, we show herewith a photograph of a flogging chisel head which was in use by two employes of No. 1 rail mill on the 29th ult.

The use of a head in this battered condition is a flagrant violation of the safety rules. Combine with it the further violation of rules by these men in that their goggles were being worn in their pockets instead of on their eyes while actually using this flogging chisel for shipping, and we have conditions ripe for the loss of an eye. The condition of the flogging chisel shows that it had been in bad or-

4—Is it a square deal to the families of these men for them to so wantonly take a chance of losing an eye?

5—Is it fair to the company when they have preached "safety first" as much as they have; when they stand ready and willing to supply proper tools; when they supply without charge to their workmen, goggles for eye protection, to have their employes incur this needless risk of the loss of an eye?

6—Furthermore, while the company might lose a definite sum of money in settlement for possible injury in this case, each of the chippers and every workman in their immediate vicinity, stood a fair chance of losing 50 per cent



der for a time sufficient for a wide-awake foreman to have withdrawn it from service and had it repaired.

Now, in the light of the facts detailed:

1—Is the whole business a square deal for "safety first"?

2—Is it a square deal for the company to pay a foreman for the supervision of his men, and also for working conditions, who will allow so flagrant an abuse of rules and tools?

3—Is it fair to the company for the chippers to wear their goggles in their pockets when the company has gone to the definite expense of purchasing the finest type of goggle on the market for the individual use of the chippers?

of the most precious gift God has given to man—his eyesight. Think of the rank injustice to all parties concerned in this affair, and then decide once and for all whether you are going to boost for safety.

If you are going to be a "booster," pitch in a boost; go to your fellow workman who is careless, and show him the error of his way. If he will not see it as you do, report him to your foreman, to the safety committee, or to the safety department. Such a course is not "knocking;" it is self-preservation. If you are not going to be a "booster," get out; we don't want you. You have no place in the ranks of the Illinois Steel

Company, nor in the ranks of the loyal employes of South Works who want to go home to their families without being maimed or crippled by a thoughtless act of their own, or that of a fellow-workman.

Whether your occupation is that of laborer, skilled mechanic, foreman, superintendent, or executive officer, your share in the work of safe-guarding us all is equal and cannot be assumed by another. If we are to secure 100 per cent efficiency in our safety work, every man, from the highest to the lowest, and from the lowest to the highest, must do his share in the work. If one fails, or a dozen fail, we cannot secure a perfect score, for no matter how hard others may strive they cannot make up this deficit. Your share of "safety first" is non-transferable. Furthermore, it is an obligation you cannot deny in justice to yourself and your fellow workmen. The man who reneges in the game of "Safety First" is a coward and a criminal. The man who assumes the obligation and discharges it fully is simply playing the part of a man; he is neither entitled to praises nor prizes nor medals.



CARELESSNESS AT GRADE CROSSINGS.

Railroad officials throughout the country note that accidents to automobiles on grade crossings appear to be increasing at an alarming rate. Fifteen out of every

hundred persons killed or injured in grade-crossing accidents are occupants of automobiles. On this basis there were approximately 300 persons killed and 750 injured driving automobiles over grade crossings in the two years ending June 30, 1912, and, while complete figures for the succeeding years are not available, the frequency with which such accidents occur would indicate there has been no diminution but rather an increase in this class of accidents.

At three important crossings on a large eastern railway system a test was recently made to determine with what degree of care the average person approached and crossed the tracks. During a period of eight hours, 923 automobiles crossed the tracks. Of that number the drivers of 801 cars, or 87 per cent, did not look in either direction along the tracks before crossing. There were 83 of them, or 9 per cent, who looked in only one direction, while only 39, or 4 per cent, took the precaution to look both ways. The automobile accidents that occur on crossings are most lamentable, the victims usually being men or women of intelligence and good social standing. What makes it all the more distressing that these accidents should occur, is the fact that a little ordinary care and caution on the part of the drivers of cars would prevent them. The rule of stop, look and listen should always be faithfully observed at railroad crossings. But few persons properly observe these three words of caution. Oftentimes an accident is the result of attempting to cross the tracks on high gear, with the result that the machine gets stalled on the track, and before the gear can be changed and another start made, the accident has happened. Drivers should always approach and cross a railroad crossing on low gear, and never fail to "Stop, Look and Listen" before crossing.



"The Road of Safety To the Land of Plenty." Englewood Station, Sixty-third Street, Chicago. One of the World's Most Important Passenger Exchange Points.

LABOR DAY AT SHAWNEE, OKLA.

By G. W. Moore.

Labor Day at Shawnee, Okla., was a most interesting affair, especially the Labor Day float or train of Choctaw Lodge No. 155, International Association of Machinists.

Through the courtesy of our master

Workers of America, was beautiful in her robe and certainly looked the part of a queen as she passed smiling and bowing in her float.

From the sides of the cars were also seen large banners which read, "We are for the merchants who ship via Rock Island Lines,"



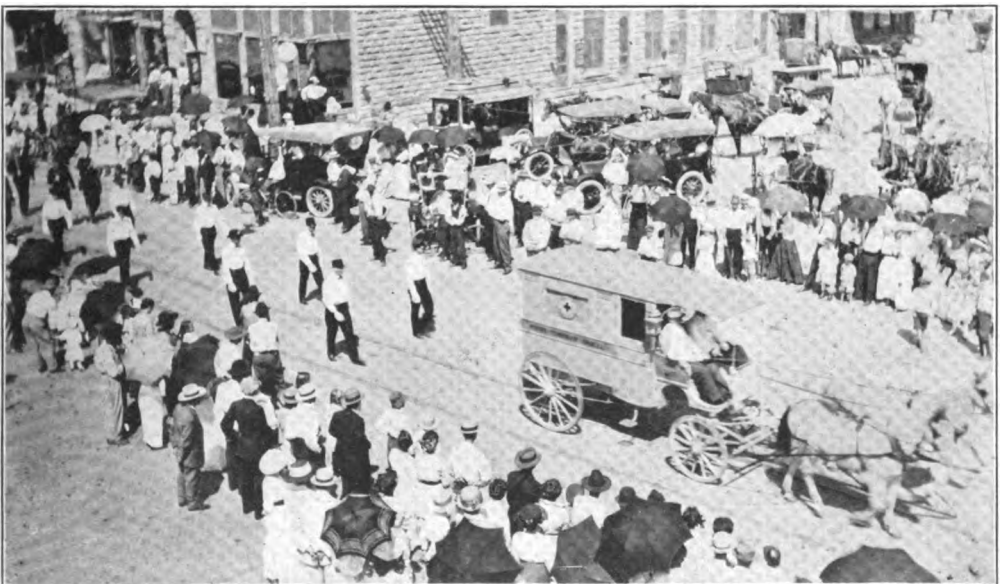
Machinists' Float in Labor Day Parade.

mechanic, Mr. O'Neill, the city agent of the Santa Fe, Mr. Ingham, and Mr. Weddle, the superintendent of the city street car lines, we were enabled to have a complete train.

Our queen of the day, Miss Vallie Drake, who is a member of the United Garment

showing the feeling among the men taking part.

We feel especially grateful to our amiable master mechanic, Mr. O'Neill, who spared neither time nor labor in assisting us and we wish to take this means of again thanking him for his valued services.



Rock Island First Aid Corps in Lead.

PREVENTING A LITIGATION.

A horse belonging to a Polander up state was struck and killed by a gravel train the other day. This particular railroad, detesting litigation, lawyers and court quibblings, makes it a point to always settle, if possible, all questions of damages as soon and as amicably as the case calls for.

Jerry McCloskey, assistant foreman of the gravel squad, and but lately over from the "old sod," was deputed by the boss to call on the Polander and try to settle the affair at once. And said the boss:

"Do not go over \$75, Jerry. That will be about right. Good luck to you."

Jerry went to the Polander's house and opened the subject by asking:

"It wor a horse belongin' to yez that got forninst the thrain the other day, Oi b'lave?"

"Yes; kill now. Bad, bad—"

"Oi should say it wor—fur the railroad, begorra! What wid spatthering up the works av the engoine, rubbing the paint from the cowcatcher an' makin' a bad dint in the smokestack—"

"Bad, bad—"

"It wor worse nor bad—it wor indacent, begob! Thor wor a bad hole let in the road bed, a tellygraf pole wor

splinthered to paces, an' Moike Read lost his overalls durin' the rumpus, begorra! How much cash have yez in the house?"

"Fifty dollars—"

"Well, sayin' that it's hard toimes, an' also that me cousin Jimmy Suthoff is boss av the gravel thrain, Oi will settle the bad bizness fur that fifty. It's a lucky mon, yez are that me cousin's boss av the gravel gang. Thanks, an' the top av the mornin' to yez."

And Jerry went back to headquarters with the fifty dollars, very much satisfied with himself beause of his brightness.

STANDING STILL.

Do you remember the story of the young lady who went into a well-known establishment and said to the aisle director:

"Do you keep stationery?"

"No, miss," replied the young man. "If I did I'd lose my job."

It's a good story—because it's funny.

It is a better story because it makes you think.

How about yourself? Are you "stationery"—or are you on the job and making things hum, even if it is a warm day?



Clerical Force, Master Mechanic's Office, Shawnee, Okla.

Top Row, Left to Right—R. M. Williams, M. G. Hart, E. L. Fagan, A. J. Fitterer, J. C. Nicholson, E. T. Hensley, John Lawson, Porter.

Bottom Row, Left to Right—J. D. Burke, Chief Clerk; M. H. Beall, Mary Slone, Chas. D. Fonvielle, F. A. Hancock.



LATEST INFORMATION CONCERNING PASSENGER RATES.

For the Imperial Council, Ancient Arabic Order, Nobles of the Mystic Shrine, Seattle, Wash., July 13-15, 1915, the following low round-trip fares will be available to Portland, Ore., Seattle, Wash., Tacoma, Wash., Victoria, B. C., and Vancouver, B. C.:

Chicago, Ill.	\$62.50
Peoria, Ill.	59.25
St. Louis, Mo.	57.50
Memphis, Tenn.	69.85
Little Rock	69.85
St. Paul, Minn.	50.00
Minneapolis, Minn.	50.00
Omaha, Neb.	50.00
Council Bluffs, Ia.	50.00
St. Joseph, Mo.	50.00
Kansas City, Mo.	50.00
Oklahoma City, Okla.	58.00
Lincoln, Neb.	50.00
Topeka, Kan.	50.00

Tickets will be on sale June 29-July 12, inclusive, and will be limited to expire October 10, 1915.

Correspondingly low fares will apply from all Rock Island Lines' points, and the usual diverse routes and stopover arrangements will be available.

Quite a radical change will be made effective October 1, in the one-way fares from points in the territory east of and including the Missouri River to destinations in Alberta, Arizona, British Columbia, California, Colorado, Idaho, Montana, New Mexico, Oregon, Utah, Washington, and Wyoming; also to El Paso, Texas, and the fares and other details are authorized in Joint Western Tariff No. 4, copy of which has been forwarded to principal agents in the territory described.

Terminal Passenger Tariff No. 46-C will become effective October 1. Copy has been forwarded to all agents.

Junction point Tariff No. 4, authorizing basing fares from junction points to destinations on connecting line in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, New Mexico, Oklahoma, South Dakota, and Texas will become effective Oct. 1. This tariff has been forwarded to principal agent on the first, second and third districts.

Agents should see that they have on hand copy of circular No. R-576, governing the sale and use of mileage and excess baggage tickets effective September 22, 1914. Agents

and conductors should also have on file copy of circular No. R-581, relative to the honoring of mileage and excess baggage tickets. These circulars should be of assistance in soliciting business, and also aid in answering inquiries from the general public in regard to our mileage and excess baggage tickets, and mileage detachments.

NO POSTPONEMENT OF EXPOSITION.

There has recently been considerable discussion as to the effect the European war situation would have on the exposition. Rumors have been current that the exposition would be postponed, and the traffic manager of the exposition, Mr. A. Mortensen, recently forwarded copy of the proclamation issued by President Moore explaining the situation.

The proclamation was addressed to the commissioners from foreign nations and from the states and territories of the United States to the Panama-Pacific International Exposition, and read, in part, as follows:

"There have been reports that the exposition, because of the war in Europe, would be postponed. It will not be postponed.

"There have been published statements that the war in Europe would seriously affect the commercial or educational importance or the financial success of the exposition. They will not be so affected.

"The exposition will open on its scheduled date—February 20th, 1915. It will be completely ready when open. It is more than ninety per cent completed today. Nothing will be permitted to interfere with the consummation of the plans originally laid down.

"Not one of the nations at war has notified us of an intention to withdraw her participation; France and Italy have, in fact, notified us that their plans remain unchanged. But even if we should lose the others the interest and importance of the exposition would still as a whole surpass all precedent.

"As to the domestic participation, the effect of the European war seems likely to be rather advantageous than otherwise. The stimulus on exhibits is already felt, as American manufacturers become impressed with the opportunity given by the exposition for bringing their goods to the attention of the large distributors of Central-South America, the Orient and Canada.

"As to attendance, all expert opinion

agrees that there is nothing in the situation, even if continued through 1915, that will affect seriously the willingness or ability of the people of the western hemisphere and of the far east to visit the exposition. Some opinion is firm that travel to California may even be increased by the war. The decision of the exposition management has, however, been reached without regard to that consideration. We consider it our duty alike to our nation, to the participating nations, to our exhibitors and to ourselves to carry out the plans as originally laid down and which, now nearly at fruition, promise the most important, the most beautiful and the most successful exposition in history. (Signed) "CHAS. C. MOORE, President."

From the above it is evident that the exposition will be opened as originally announced.

For advance information in regard to round-trip fares to the coast, during the expositions, to be held at San Francisco and San Diego, refer to Passenger Traffic Department Circular No. A-1,336, issued July 6, 1914.

160 NEW FAMILIES ON COLORADO LINE.

The sale of state lands in Eastern Colorado last month, which was engineered by the agricultural and immigration department, resulted in placing 160 new families along Rock Island Lines in El Paso, Elbert and Lincoln counties, Colorado. It is understood that other sales are to follow, consequently new literature will be issued on the subject and agents will be kept informed of future opportunities for Colorado business. Under the rules laid down by the Colorado State Land Board purchasers are required to build a three-room dwelling, barn, etc., and to sink a well, fence at least 160 acres of their land and put part of it in cultivation, all within a year from date of sale. This insures the actual settlement of the land, so that these 160 purchasers will become producers and patrons of the road.

TOURIST ASSOCIATION OPENS OFFICE IN CHICAGO.

The Tourist Association of Central California, organized by Chambers of Commerce, commercial clubs and similar organizations and financed by the counties of Alameda, Contra Costa, Marin, Monterey, Napa, San Francisco, San Mateo, Santa Cruz, Santa Clara and San Benito, has opened an office in Chicago in charge of John S. Ross. The office is located at 900 Lytton Building.

The Tourist Association has also put to work two field agents within the counties named. They will organize an information service, through the hotels, business houses, etc., for the benefit of visitors. In a short time half a dozen booklets covering the features of interest for tourists and giving travel data for the counties will be published.

The association is non-commercial and is organized for the purpose of making central California better known to travelers and to render personal services to visitors.

RAILWAY DEVELOPMENT ASS'N MEETS IN CHICAGO.

The semi-annual meeting of the Railway Development Association will be held in Chicago November 10th and 11th, at the La Salle hotel. This organization is composed of the industrial, agricultural and immigration men of the leading railroads of the United States and Canada. Mr. H. M. Cottrell, Agricultural Commissioner Rock Island Lines, is chairman of the committee on program and entertainment. This committee, which includes in its membership Mr. J. C. Clair, Industrial and Immigration Commissioner, Illinois Central; Mr. E. J. Dowie of the New York Central Industrial department; Mr. Frank A. Spink, Traffic Manager of the Belt Railway of Chicago, and C. L. Seagraves, General Colonization Agent, Santa Fe Railway, has prepared an attractive program for what will be strictly a business session. The only social diversion will be a banquet the night of November 10th, at which it is expected to have an address from the chief executive officer of one of the trunk lines. At the business sessions the chief topics will include the cotton situation in the south and the handling or terminal consignments and other matters relating to terminals. Experts will be heard on these topics.

RATE MEN'S BOWLING LEAGUE.

The Rate Men's Bowling league of Chicago started on what promises to be another interesting season with a good match on the Monroe Alleys September 15th. This league is composed of eight teams. The Rock Island Lines team, known as the "Golden State," the champions of the previous season, expect to repeat the trick this year. The team consists of the following expert bowlers: Francis, Corbett, Nelson, Hurless, Ellis and Duttlinger.

WHAT DO PASSENGERS THINK OF YOU?

Some few years ago, while I was employed in a ticket office, a Bohemian farmer called me upon the phone, asking for information about rates to San Antonio. These people are not as easy to understand things as some others, and will enter into no transaction until they thoroughly understand it. After giving this man the rate of ticket for himself, then himself and wife, time of departure and arrival and various things too numerous to mention, he started all over again by asking some foolish question; and I lost my temper and said: "Oh, I will tell you next week," and started to hang up the receiver. He replied: "That's all right. I didn't want to go until next week, no way."

Now, this man's good nature prevented him from becoming insulted and going over some other road; but this remark of mine, no doubt, was heard by other passengers at the window who were not so well supplied with good nature. What did they think?—Sunset-Central Traffic Department Bulletin.

LOSS AND DAMAGE—FREIGHT.

By F. NAY.

Did you ever read the story of the snail crawling out of the well, which crawled up five feet each day, and slipped back four feet at night? The well was twenty feet deep, and the problem was—How many days did it take him to get out? After you have solved that problem then read the following:

Payments for loss and damage (freight) July, 1914. \$100,022.76
Payments for loss and damage (freight) August, 1914 110,918.36

Increase of August over July (too bad) \$10,915.60

The following table tells the tale for August compared with last year:

Average loss and damage—freight charges per month for year ended June 30, 1914 \$115,478.12
Month of August, 1914. 110,918.36

Gain for August. \$4,559.76

For the two months, the figures are as follows:

One-sixth of amount charged to loss and damage—freight year ended June 30.

1914 \$230,956.24

Amount charged in July and August, 1914. 210,921.12

Gain \$20,035.12

You will find that while in July, 1914, we gained nearly \$16,000 as compared with the average per month charged to Loss and Damage—Freight last year, in August we gained only \$4,559.76. In other words, we "slipped back" about \$11,000 worth. Possibly we slipped back a little in getting a fresh hold so as to make a greater gain. May it prove to be so. But we are still near the bottom of the well. How long will it take us to reach the top?

Some valuable suggestions have been received, but not in time to get in this month's magazine. They are being carefully and thoroughly considered. One suggestion is to compile the amount of loss and damage payments chargeable to each individual station separately, so that each agent can see what proportion of this enormous waste he is responsible for.

MORAL.—Each agent should get his station above criticism before that record is started.

"ALL STARS" WIN FROM "COLTS"

On September 12, 1914, the Comptroller's "All Stars" had the extreme pleasure of defeating the Auditor Disbursements "Colts" by the decisive score of 10 to 5. The contest was an interesting one inasmuch as the contestants have for years been rivals for baseball honors.

The defeat no doubt was a bitter dose of medicine for the south siders, especially for their scrappy leader, "Dan Reale," who lost all his pep after the first inning.

The feature of the game was the pitching of "Kaiser" Haupt, who struck out 14 men and was not scored on until the game was safely tucked away, when he let up and allowed the A. D. team to see the ball and score 5 runs so as not to dishearten them by registering a shut-out. Score:

All Stars.	AB.	R.	H.	P.	A.	E.
Weigand, 2b.....	5	2	1	1	2	1
Kopriva, 1b.....	5	0	1	7	0	0
Landeck, ss.....	5	1	1	2	4	0
Heintz, c.....	4	3	1	14	2	0
Haupt, p.....	4	2	2	1	1	0
Brostrom, 3b.....	5	2	2	1	2	0
Johnson, cf.....	5	0	2	0	0	0
Rice, rf.....	3	0	1	1	0	1
Lindgren, lf.....	4	0	3	0	0	0
Totals	40	10	14	27	11	2
Colts.	AB.	R.	H.	P.	A.	E.
Williams, 3b.....	4	0	0	0	1	0
Radecky, 1b.....	4	0	1	13	0	0
Gelsler, 2b.....	3	1	0	2	1	1
Reale, lf.....	4	1	0	0	1	2
Sibley, ss. and p.....	4	1	3	3	7	0
Davies, c.....	3	1	1	8	2	0
Waldron, cf.....	4	1	1	0	0	1
Wells, rf.....	3	0	1	0	0	0
Clarke, p. and ss.....	4	0	0	1	2	1
Totals	33	5	7	27	14	5

All Stars	0	1	1	1	2	0	2	2	10
Colts	0	0	0	0	5	0	0	0	5

Two base hits—Heintz, Brostrom, Johnson. Three base hits—Lindgren. Home run—Haupt, Sibley. Struck out—By Haupt, 14; by Clarke, 5. Bases on balls—Haupt, 3; Clarke, 2.

NEW AUTOMATIC SEAL THAT FOILS WOULD-BE THIEF.

An ingenious device which has been attracting widespread attention among freight shippers and railroads is an automatic car seal with which it is impossible to tamper, without detection.

This invention is known as the J-M Automatic Seal. The J-M Seal, in spite of its extreme efficiency, is very simple in construction, a feature which permits it to be sold at a low price. An interesting leaflet describing this little device in detail has recently been issued by the manufacturer, the H. W. Johns-Manville Co. of New York, who will gladly send a copy to anyone interested.



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

*

If screws, gas fittings, the side of bedsteads or anything else of the kind become tightly fixed and cannot be moved the following method will generally be found to loosen them. Pour a little oil on the tight parts and then hold a lighted candle underneath until it is warm.

*

To serve up cauliflower whole and unbroken boil in a cloth, as it may then be lifted out of the saucepan without any detriment to its appearance.

*

If an iron is allowed to get red-hot it will never retain the heat as well again. The flatiron is badly abused if allowed to stand on the range and in a dusty place. Irons should be put away to cool as soon as done with, and then kept in a cool place away from dust till wanted again.

*

There is often trouble in getting cream to whip up properly, but if a few drops of lemon juice are added it will soon become thick. Care must be taken not to add too much, as that would make it curdle.

*

Before washing fine lace or muslin collars and cuffs baste them to a piece of heavier muslin and they will not be apt to stretch or tear in the process of laundering.

*

To remove iron rust from linen or cotton goods, boil a small quantity of rhubarb and dip in that portion of the material which is spotted.

When taking washing off the line fold the sheets, pillow cases and all plain clothes and run through the wringer. This saves ironing.

*

In making jelly, if you get it too sweet and have no more juice, put in a little pure cider vinegar. The jelly will "jell" at once, and the flavor will not be at all impaired.

*

Salt in the oven, placed over the baking plates will prevent the pastry from scorching at the bottom.

*

Never put parsley into water, where it speedily decays. It will keep much fresher if placed in an air-tight tin or canister.

*

Kettles may be thoroughly cleansed by boiling a few potato peelings in them.

*

Hot vinegar will remove paint stains from glass.

*

The paraffin paper which lines boxes is good to polish flatirons on.

*

When soaking mackerel or other salt fish see that the skin is uppermost.

*

Equal parts of milk and lukewarm water is excellent for sponging palms.

*

A torn umbrella can sometimes be mended by using black adhesive plaster.

*

Dried lemon peels sprinkled over the coals will destroy any disagreeable odor in the house.

*

Begin at the root of an onion, peeling it upward. The juice will not fly in your eyes.



A MORATORIUM.

The term "moratorium" is so seldom used that it is not familiar to many. The moratorium which has been declared by most European nations is a period during which one has a legal right to delay meeting an obligation, especially such a period granted to a bank by a moratory law, which is a law passed in a time of financial panic to postpone or delay for a period the time at which notes, bills of exchange and other obligations shall mature or become due.

Over nine hundred stock selling companies that applied to the blue sky department for permission to sell stock in Kansas during the past fiscal year were refused such permission because they could not establish their legitimacy according to the rules of the department. Only 65 companies were licensed. Just now the department is overrun with requests for licenses as the big crops have given promoters hope for large sales to the farmers of the state.—*The Western Financier*.

WALL STREET STYLES.

Blue will continue to be the leading shade in Wall street during the coming season. One of the prettiest models shown consists of a dark blue yoke, trimmed plentifully up, down and side-wise with light blue oaths. Faces will be even longer than last season, and mouths will turn down more at the corners; but the best dressers will still affect well-starched upper lips. A great many of last season's hats will be seen, and new overcoats will not be nearly so popular as heretofore. Waistcoats will conform to this trend by not being so full, and trousers will be worn with much less in the pockets. Stocks, of course, will still be a necessary part of every wardrobe, but they will be worn much lower, and many will be thrown carelessly over the shoulder.—*Judge*.

COURAGE.

By P. J. Delahunt, Chicago.

When you see the snow is falling, and it's
blocking up the way,
And every message filled with burning
knocks,
And for a couple engines you'd gladly give
your pay,
And your life to get about a hundred box.
The 37 report, indicates we're pretty short,
When the lumbermen want cars to load
their logs,
Dig right in, my dear fellow,
Don't you show a streak of yellow,
For this Railroad is not going to the Dogs.

When your orders are not heeded and some
cars you've got to get,
And connecting lines won't hear your awful
tale.

When the shippers will not listen,
When they write to the Commission,
While the other roads are pulling in the
"Kail."

When the foreign cars at mine, earning
very nice per diem,
And the Freight Department chirping like
the frogs,

Just remember your the Boss
And they've got to come across,
For this Railroad is not going to the Dogs.

For this good, old Rock Island has weath-
ered many a gale,

And has often hit a tougher game than this,
And the bunch have learned the habit of
not knowing how to fail,

When results don't come by asking, they
insist.

She has got the right ones with her,
And there's not a single quitter,
And when the way is darkened by the fogs,
Then we'll tell the same old story
Of our own triumph and glory,
For this Railroad is not going to the Dogs.

In 1862 an intimate friend of President Lincoln visited him in Washington, finding him rather depressed in spirits as the result of the reverses then repeatedly suffered by the federal troops.

"This being President isn't all as it is supposed to be, is it, Mr. Lincoln?" said his visitor.

"No," Lincoln replied, his eye twinkling for a moment. "I feel sometimes like the Irishman who, after being ridden on a rail, said: 'If it wasn't for the honor av th' thing, I'd rather walk.'"

MERITORIOUS SERVICE

Mr. Joe Gstettenbauer, rate clerk at Moline, Ill., is the original "Dollar a Day" man on the Illinois Division. During his spare moments from February, 1914, to August, 1914, he has increased revenue on shipments for this company \$236.08, by interesting himself in work formerly performed by the Western Railway Weighing & Inspection Bureau.

Messrs. M. L. Miller, engineer, A. Calder, conductor, E. L. Eubanks, brakeman, and J. C. Boynton, brakeman, Amarillo, have each been credited with five merit marks for firing engine 1422 on extra east, August 5th, from Glenrio to Amarillo, Texas, account of fireman taking sick, which avoided a serious delay to this train.

Mr. M. H. Teed, agent, Shamrock, Texas, has been credited with five merit marks for discovering brake beam down on car in train 91, passing Shamrock, on September 6th, and stopped the train and had the car fixed, which probably avoided a serious accident.

Mr. E. R. Robinson, train porter, Shawnee, Okla., has been credited with ten merit marks for his quick action when Pullman car Clarendon, of train 41, caught fire near Jericho September 6th.

Mr. C. H. Pearson, brakeman, Herington, Kansas, has been credited with ten merit marks for firing engine 1446 from Elnett to Topeka, train 31, August 1st, account regular fireman's hours of service having expired.

Mr. L. D. Banister, fireman, Herington, Kansas, has been credited with ten merit marks for action in bringing circus train into terminal with but little delay after engine 1987 had blow off cock stuck open, July 31st.

T. J. Cunningham, engineer, Herington, Kansas, has been credited with ten merit marks for action in bringing circus train into terminal with but little delay after engine 1987 had blow off cock stuck open, July 31st.

W. W. Rickabaugh, fireman, Topeka, Kansas, has been credited with ten merit marks for assistance rendered in rerailing engine 882 on train 28 at Topeka August 1st.

Mr. W. T. Rich, conductor, Des Moines, Iowa, is to be complimented for his good work for discovering brake beam down when flagging train No. 82, which probably prevented a derailment.

Mr. E. E. Middaugh, lineman, Des Moines, Iowa, has been commended for services rendered at derailment of engine tank 1305, train No. 70, Williamson, July 21st.

Mr. W. T. Rich, conductor, Des Moines, has been commended for discovering connecting rod broken and dragging under car on train No. 482 August 24th and immedi-

ately stopping train and doing what might have avoided an accident.

Mr. S. C. Burrows, section foreman, McLean, Texas, has been credited with five merit marks for calling the brakeman's attention to a brake beam being down on train Ex-1470 while passing McLean, August 31st, which probably prevented a serious accident.

Mr. Charles Swan, brakeman, Valley Junction, Iowa, has been commended for discovering brake beam down on a car in No. 911's train August 29th, while train was on the siding at Melcher, and signaling the head end of the train and when rear end of train passed also notified the conductor, which may have prevented a derailment.

Mr. C. A. Chapel, conductor, El Reno, Okla., has been credited with ten merit marks for valuable service rendered in clearing main line where extra 1703 west was derailed on July 30th. At the time Mr. Chapel was deadheading on No. 24.

Mr. C. E. Gill, wire chief at Cedar Rapids, is deserving of special mention and should be complimented for his assistance to the passenger department in getting quick response to a telegram for reservation for a sick man, who was in company with the traffic manager of a large firm. By his quick work Mr. Gill made a good friend for himself and an everlasting one for the company.

APPOINTMENTS.

Effective August 28, 1914, Mr. J. E. Beaty was appointed master carpenter of the El Paso and Mexico divisions, with headquarters at Dalhart, Tex., vice Mr. B. C. Ware, transferred.

Effective Sept. 1, Mr. Frank Maher was appointed roundhouse foreman, Biddle Ark., vice Mr. L. Cooke, transferred.

Effective Sept. 1. The office of car accountant was placed under the jurisdiction of the accounting department. The car accountant will report to the comptroller instead of to the superintendent of car service as heretofore. Headquarters will remain at Hamilton Park, Chicago. Ill.

Effective Sept. 1. Car accountant of the C., R. I. & G. Railroad will report to auditor instead of vice-president and general superintendent as formerly.

Effective Sept. 1, 1914, Mr. J. F. Green was appointed night roundhouse foreman at Rock Island, Ill., vice H. Krabbenhoft, assigned other duties.

Effective Sept. 9, V. B. Davis was appointed acting assistant chief dispatcher with headquarters at Manly, Ia., vice J. L. Gibbons, resigned.

Effective Sept. 9, 1914, H. W. Walter was appointed chief dispatcher and division operator with headquarters at Manly, Ia., vice R. M. Heath, resigned.

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

Mr. J. A. Heil, Baggage Agent, Englewood, has been commended for inducing three passengers to use our line from Englewood to San Antonio, Texas, when the parties had intended using another line.

Mr. T. G. Heth, Conductor, Shawnee, Okla., on August 25th persuaded 15 passengers who were en route to Altus to use our line Oklahoma City to Elk City, these people coming into Oklahoma City with the idea of taking another line from this point. Such work is certainly appreciated.

Mr. W. R. Sears, Oklahoma City, has been commended for inducing passengers who came into Oklahoma City on another line to transfer to Rock Island for trip to Kansas City. Such work as this is thoroughly appreciated.

Mr. B. C. Brile, of the A. F. T. Office, Hamilton Park, was recently able to induce three of his friends to buy three round trip tickets Chicago to Bisbee, Arizona, via our line, and he is to be complimented for the interest taken in behalf of the company.



UNNECESSARY TELEGRAPHING.

During the last few months the volume of business transacted by telegraph has increased at an alarming rate. There is always a disposition, when general business increases to any marked extent, for employees to handle a great many communications by wire which could just as well be handled by mailgram or through the regular mail, and this is something we should all strive to refrain from doing.

The observance of a few simple rules will be the means of saving a great deal of money for this company:

1. Do not send a telegram if a mailgram will serve the purpose equally well. It costs more money to handle telegrams than mailgrams.

2. Do not send a mailgram if a memorandum or letter will answer the purpose. Mailgrams cost the company more money than letters or memorandums, account requiring the time of high salaried employees.

3. If you must send a telegram, cut it down and then cut it some more. Every unnecessary word included in a telegram means additional and unnecessary cost to the company. Censor your telegrams right to the "bone," having them cover only the bare facts, with no superfluous embellishments.

The telegraph department should set an example to other departments in the way of cutting out unnecessary telegrams, as well as unnecessary words in telegrams. Let us see what we can do.

CONDUCTOR OF LONG SERVICE.

(The Christian Herald, June 24, 1914.)

On a fast train going west from New York, a man passed down the aisle of the car, taking tickets and cash. He was rather heavy-set, and of fine physical proportions, with an excellent face. He had on a white cap with the brass plate in front with the word "conductor" on it. His gray mustache and dark uniform accentuated the crimson of the rose he wore on the lapel of his coat. On his left arm there was a gold star well down toward the wrist, and there were two bands of gold braid just below it. A minister on the train, whose ticket he was taking, said to him: "Does that star mean five years of service?" "No," said the conductor; "it means twenty-five years of service, and the two bands five more years each." The minister said: "Do you mean you have had thirty-five years of continuous service on this road?" He replied: "Yes, and two more years are due on another band. I have been thirty-seven years continuously on this road." The minister said: "Will you kindly tell me what are the qualifications of a first-class conductor, who can have such a term of service on so important a road?" He said: "First, willingness to obey the orders of superiors to the letter, and to do it promptly and with an appetite. Second, punctuality. I made it my business to be in my place at the moment, any hour of the day or night, and whenever it was in my power, to start and make my stations and terminal on time. Third, the treatment of passengers. I always treated them as I would wish them to treat me. I was always patient and considerate with women and children remembering that my mother is a woman, and that I was once a child. A quality I perhaps should have mentioned at first is to feel a deep personal interest in the road. There was a fearful blizzard; the trolley lines were all tied up, and on the morning when a hundred conductors were to have shown up at the Philadelphia station, only five reported. I was one of them. Four of the five were gray-headed. I was sent out with a crew of from 300 to 500 men and spent a day and a night in the work of clearing the tracks. My superiors complimented me, and I said, 'Why do so? I have a personal interest in the road. It has given bread and butter to me and mine; if I owned it, I could not love it more or work harder for it.' " What a suggestion here to loyalty and constancy in the divine life in answer to this injunction:

Therefore, my beloved brethren, be ye steadfast, unmovable, always abounding in the work of the Lord. (1 Cor. 15:58.)



A DELICATE HINT.

Two very cadaverous tramps looked in at the window of a railway station where an operator sat at his key.

"Say, pardner," one of them said in a very husky voice, "report a couple of empties goin' East."—Harper's Weekly.



AMARILLO NOTES.

By Sorghum Bill.

Dry weather and fires go together. Quite a fire at Amarillo. Hot \$17,000 worth of hay and grain, and a residence in another part of town.

Fire at Wildorado September 8 burned out W. H. King's grocery business. Loss, \$4,500. Mr. King is an old time grading contractor from Tucumcari, New Mexico.

Fire got away from section men at Bushland, trying to back fire along a plowed fire guard. A whirlwind picked up some embers and started a fire out over the guard and got about 800 acres of grass, and we are thankful to all the neighbors for their assistance in putting it out. In the mixup we were unable to get their names, but this company appreciates their assistance and hopes to reciprocate.

Another fire got away on the 9th from the section gang, back burning along the fire guard, four miles west of Adrian. In the act of going along nicely, a whirlwind picked up a little fire and dropped it some 20 feet over the guard, and for a distance of a mile it traveled in a strip not over 10 feet wide, but the seven men were unable to keep up fast enough. At the end of a mile it widened to several hundred feet and went four miles. Once more the good neighbors, business men, bankers, cattle men, and school boys turned out and helped to put it out. Those who could get there in autos were Mr. Claflin Glasscock, cattle man; J. P. Collier, banker; R. H. Lacy, merchant; B. L. Summers, agent; P. McGrath, an old time railway fire boy; Buren Spandle, farmer; J. Kiser, farmer; F. Bills, G. M. Bills, H. Zaring, and A. Zaring, farmers. All worked heroically and put the fire out. I am sure that their efforts saved this company many dollars loss as well as people's property, and thanking them is not the end of their reward. You can bet on a Texan when it comes to needing help; they are there, and any old way to get there, and all this is more than appreciated. "Friends in need are friends indeed" is right.

Mr. Dimmett, service inspector, made us a call this month, and together with Mr. Van Hecke, Mr. Worley, and the roadmaster, took a jaunt on Maud 4400 inspecting everything, and found most stations in fairly good shape. Mr. Dimmett is an "old timer" and knows the ropes like a book.

Axel Strandberg is back from Illinois, but the hay fever waited for him like it does all the rest—at a certain weed patch.

Mr. T. W. Featherston, office engineer at El Reno, on the 25th paid us a visit on business and had a trip on the motor with Mr. Van Hecke. He seemed to enjoy the fresh breezes on the plains. Old timers are always welcome.

On the 26th Messrs. Ridgeway, Beacom and Sloan made a trip over our division. As usual, the division force—Messrs. Van Hecke, superintendent; W. E. Danver, M. M., and W. H. Gruhlkey, R. M. and M. C., accompanied them over the line on time. Glad to have their visit and always welcome.

Gus Glenos, extra gang foreman, came to Amarillo to be operated on for appendicitis at the Lumpkins & Thomas hospital. He is doing nicely. These doctors are artists at their business, but old Gus nearly waited too long. He fought it off a year ago, but this time he had to submit. We all hope for his speedy recovery. There is no other man just like Gus, whether out on the track or away from it.

On August 29 W. D. Gruhlkey, clerk to roadmaster and master carpenter, died, as did his

sister sixty days before, and little brother four days later. He was buried at Llano cemetery at Amarillo. He was a good boy and of the right make-up for a great future, were it not for his health failing, well liked by everyone, and the attendance and floral display demonstrated all this and for a third time the family are thanking their many friends and neighbors, also the boys on the Santa Fe and Denver roads, for their help and sympathy in the hours of bereavement.

Mr. and Mrs. Daniel Gruhlkey of Marselles, Ill., came down to attend the funeral of their grandson and are spending a week or so at Amarillo with "Sorghum."

Charley Latham, pumper at Glenrio, Texas, is visiting the old haunts in Arkansas.

Mr. Murphy is handling the pumping at Glenrio in Mr. Latham's absence.

Mr. F. A. Luce, superintendent constructing water plants, has moved the long looked for gang to Glenrio to set up the tank and new water facilities there, which will add greatly to the service when finished. F. A. is an old pioneer out this way and knows every water hole in it.

On August 28 Sorghum Bill made a trip to El Reno, first in two years, and thought he was lost when he steered up against that petrified tree and saw a real flower garden, and his neck is stiff yet from rubbing at the big three-story office building of the "Rock Island," but soon met a few of the old scouts around there, who steered him right. After visiting Mr. Beckett's office on business, he took a walk around the hall and thought he heard Sullivan talking with a steam shovel, but it turned out to be Mr. Skinner's telegraph contraption. He told me what it was but I could not remember it, because it ain't as good as Sorghum for track but anyway I shook with Sully and saw he was losing a lap, and the other fellow at Shawnee waiting, so I cleared over to the Pan Handle bunch. Being Saturday, they still live up to the rule, and I missed most of them. I met Sawtelle and Chastain and Pitt. They looked perfectly natural. And Sturtevant—I talked a leg "ofen him." I met Mr. Bishop, and Bell, and John Lynch. Altogether, these old timers are a hard bunch to beat, and so I did enjoy my trip back to the old haunts.

El Reno correspondent is on the rolls again. Fine write-up—deserves the compliment. It's no great job, still no small one. Others like to read it but don't like to write it. Only sign up next time.

Melons by the millions still moving from McLean, Texas. Market does not seem to be just right to get the full strength of the move, but they are certainly fine.

Mr. Cottrell, the agricultural man for the Rock Island, was here recently to a farmers' course, and he always makes listeners. His work has caused radical changes with many farmers' methods, and the cause of hundreds of silos to be built or dug. He is going to write up the Pan Handle country in the Southwestern Trail, and Sorghum has got some interesting pictures of actual developments in every line of farming for him, and it will be worth your while to look them over.

Mr. Fraser of Boydston is about done with his silo, 15x35 pit. His entire farm, places, stock shed and shelter, will be one of the pictures in the Trail, and a sample of what others can do, and lots of room for more people to do likewise. He is one of the many thrifty Pan Handle farmers who have won by hard work and attention to business. "Have some more buttermilk?"

Hamilton Watch

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It pictures and describes the various Hamilton models and gives interesting watch information.

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Above, left to right, Engineer Adolph Smith, Rock Island Lines, the Rock Island Safety First Emblem, Engineer W. Gallagher, Rock Island Nebraska Limited train.

Below, Engineer Rush A. Eddy, of the Chicago, Milwaukee and St. Paul Railway, the C. M. & St. P. Safety First Emblem and Conductor Jacob Deill of the Southwest Limited, Chicago, Milwaukee and St. Paul Railway.

All these men have carried Hamilton Watches for years with perfect satisfaction.

Cotton prospects this season so far promise to be the best since 1906. Good platforms, neat, clean premises, and plenty of fire protection are now in order.

Raw crops, especially Sorghum, are as fine as ever grew on ground, all along the plains this year. Binders are all the rage, and men are scarce, account filling silos.

Mr. A. B. Copley, assistant to the general manager, was a very welcome visitor the 10th, as far as Amarillo. It's no wonder the boys down east glory to talk well about Mr. Copley. He has the way about him that makes you like him in every way, and it certainly is a good pleasure to meet him, and at the same time he seems to win a bunch through and through. He is right with you if you are right, and that every day in the year. In his office is framed a testimonial that he is a credit to the highest of men. I am right in saying that he commands the highest respect of every employee on this railroad who meets him.

The Labor day celebration at Amarillo was quite a nice turnout, and showed what fair minded labor can do, and it sets a new pace for a year, as well as it vents some new ideas in the parade and prize line. Of course the Rock Island car men had their float in, and won second prize, the only railroad, please, that was in on it. They had their Rock Island and "Prevent Injury" emblem on the lead of the sign ahead of their own emblem, which looks well for the road, and shows they don't forget their employer. I got a snapshot of it. If the editor will put it in the magazine I will feel that proper credit has been given them for their efforts. It was a great day for labor and quite a success, especially at the barbecued beef tub, where you had to grab to get. "Long live Labor Day."

Mr. W. E. Danver is leaving for a week or so to the old homestead at Washington, Indiana. Like "Sorghum," he is a Hoosier, too, but they are hard to beat after all. Go ahead, W. E. D.; we will herd the pelicans till you come back.

Mr. Stewart, mechanical superintendent, was in town admiring our beautiful roundhouse, cinder pits and 80-foot turntable. He is a very able mechanical man and has made great improvements in the power on this division.

Mr. Mason, our chief clerk, has troubles of his own. It's not low joints, engine failures, or wells out of commission that is bothering him, but is all of them, and when the steno goes it's all off. Just now we have the best of them all, and Charlie's kite is sailing, but I bragged on one before and something went wrong, and I am going to just try it once more.

Sixty-pound melons are common and this season the office boys, dispatchers, and, in fact, everybody, are receiving a melon as a treat from some good soul at McLean. Mr. Mason is the only one that put a ban on them.

Landerlin Bros. are shipping quite a bunch of cattle from Vega for Kansas City, good ones, too.

The oil well drillers have abandoned the first site and are figuring on re-locating to a more favorable spot.

At McLean the oil well is still drilling with prospects like all oil wells. Hit or miss, good or nothing.

Mr. and Mrs. Rawlins, section folks at Shamrock, were visited by the stork. A boy.

W. T. McDaniel of Fuller swapped with C. F. Thomas of Yarnall, sections. The old saying, boys, "the rolling stone gets no moss, but sometimes a darn good polish"—and it is right, Mac.

Friend Watts has made good. Slows all of the flags up and ties in. That old cow that walks on the new diamond point cattle guard is the dark cloud on the horizon now. They just "teekle her feet."

Mr. T. S. Barnes. I am happy to say, is up and about and getting strong again, and will be on the job before this gets in the journal. Welcome to you, Tom.

Figures for 20 miles of fencing for one side of right of way fence through the greatest ranch, the XIT, are now up. Everybody will be glad to see the fence go up to keep the antelope back.

Grain is moving nicely at \$1.04. Just keeps everybody humping a little bit to keep up. We could stand a good deal more business to keep the rails nice and shiny.

Floyd Wilson, of the Pan Handle force, takes his Saturday afternoon fishing, but I had quite a hand and tongue shake with him in El Reno. Same good old scout. Bet you did not clean them, Floyd.

Conductor Warren Haight's little boy is now improving, having been bitten by a cat some time ago.

Another fine rain, Tucumcari to McLean, means more wheat put in the ground, more grass, and less fires.



ARDMORE BRANCH NEWS.

That Butch, that awful Butch, is back again from his extended visit. He says he extended it as far as El Reno, then down to Mangun, where he paid a visit to Mr. and Mrs. Thomas L. Denny, who formerly was auditor on 651 and 652. Butch advises Tom, Mrs., and Miss Denny are the same as ever, which is to say the bestest people what arn.

Mr. Tom Cook relieved Sam Alldredge while Sam went to California for a visit.

Won't some one see if Mr. Pony Moore won't try to find out why it is that Guy Stovall has so much business around Stuart? We tried to find out, but failed so far.

You ought to see Oscar Hatfield try to sew a button on his pants. It would remind you of a baby elephant trying to learn to tango on roller skates, so his head brakeman says.

The section foreman at Ardmore says one can just tell where his section couples on to the other man's. Well, yes, signboards are good things.

The Blanco "Busted" Air Hose says Gen. Villa should take advantage of the fact that the world is looking the other way, and pull off a sure enough show in Mexican style—and from all indications the general and the editor both thought of the same thing about the same time.

This is to advise that Mr. Wycoff got his dollar back and now he assumes the attitude of "we should worry."

If the screen doors placed on cabooses are not taken care of, it won't be long until it will be a guess whether or not they are intended to keep files out or let them in.

Tob Widner, a philosopher living at Unchuka, gives some valuable hints on housekeepers as to the art of saving. Water-soaked cigarette snipes should be saved, as they make good floor sweep; bailing wire, if arranged right, makes a good hair brush. Account the short crop of peaches, take the seeds of a few that were raised and put them in your shoe for a reminder of the fact that there were once such things.

At least Mexico can say she has more presidents to the square yard than many nations can boast of peace lovers. Nearly everybody can say, "I was once president"—for instance, Mr. Cabarajal.

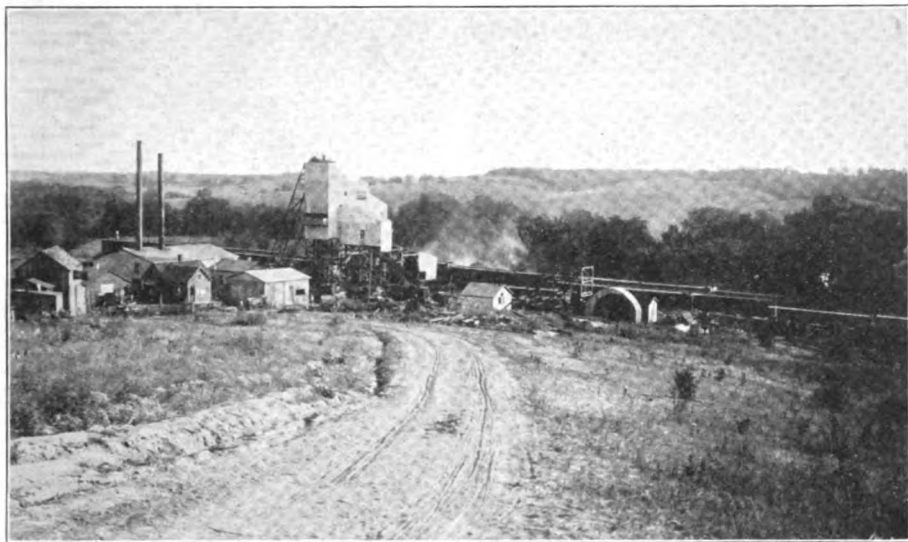
Slips don't count as a rule, but there are so many kinds—pillow, potato, cow—and yet none of these seems to fit as the name of the one that caused a certain individual around Milburn to fall and try to stop a push car of coal from running away with his fingers as a stop-block.

A dreamer that dreams that Europe will become known as the United States of Europe and wonders who would be nery enough to be the first president. As a suggestion we will say any Oklahoma politician, Al Jennings, for instance. No? Well, that's the best we can do, sleep on.

A man gets a draw bar should move it himself, a man has a hot box should brass it himself if practicable. But the remedy applied to wrecks don't fit, so J. Andy Gibson, H. C. Davis and Homer P. Dykes say, with reference to a spill at White's some time ago. To quote them: "Tain't fair, cause we couldn't help it; we spill 'em; then make us clean it up; we want to get home once in a while, we guess."

We are told that Stuart has at least one flower garden, belonging to Mr. Anderson, the agent. And speaking of flowers, R. E. A. says he prefers American Beauties. Same here.

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It will please you.

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Central Iowa Fuel Company

1219 Hippee Building

DES MOINES, IOWA

The Prince of Peace has taught us

Down through all the ages:

That war is hell

Wherever it rages.

Yet all the world was awakened

By the mad cannons' thunder,

All the world feels the horror,

And all the world wonders.

O. Holfield says you have to look all over town in Unchuka to find good cigars for less than "three for a nickel."

Speaking of a hero, D. A. Smith says: "Why I can ride right through Berlin without whistling," he means Berlin down the branch, where two people live—one makes chok, the other drinks it.

While Jess Stephenson was out shopping for a tie that would match his sox, he became so tired by reason of the impossibility of such a feat that he fell by the wayside asleep from utter exhaustion and during his sojourn to slumberland he dreamed some one stole some of his curly locks, untied his bow tie, and wiped nearly all of the powder off of his face, which was enough to cause him to say what he did, which was in Spanish and we can't say just exactly what it all was.

Cotton down the branch is looking fine, which spells lots of business, and that keeps the things going.

Why not place a war tax on styles? O, no, not the thinness, but the number of changes that are made.

Young Mr. Raff has an automobile,

He loves a dear little girl.

She is the queen of his gas machine.

She keeps his head in a whirl (ours too).

Now when he comes down to Ardmore,

He makes the office bunch quite sore,

For he gets Lucile in his automobile

And whispers soft and low.

In fact so low we can't say what—but if it is going to happen we are forced to welcome Mr. Raff to the R. I. family, as nowhere is there a nicer man.

We are told that Mr. — performed the act of navigation to a perfection in coming up the front steps, crossed it without a slip or stumble, found the keyhole the first shot, came right on in and caused the Mrs. no uneasiness as to the condition of the boss (?) of the house. But he flimmed the job by a wallop at something which was nothing. Whereupon Mrs. — jumped up and exclaimed, "Why, what in the world is the matter?" and Mr. — replied that "in the future he would learn them pesky gold fish to snap at him."

The roadmaster says everything is lovely in his line of business, which helps everybody concerned.

It's better to be safe than sorry.

It's better to be whole than maimed.

Remember we pay for our folly

Oftimes with sorrow and pain.

Remember there are others who suffer

Because of your foolhardy deeds.

Wives, mothers and dear little children

Depend upon you for their needs.

So why should you heed not the warnings,

Why suffer needlessly from pain?

It's better to be safe than sorry.

It's better to be whole than maimed.

THIS MONTH'S STORY.

We are told that Hugh Thompson could copy-right his experience, put them into motion pictures and get rich. Here is the story as Hugh tells it: Once upon a time he had an overcoat (was before he got married). He saved up \$250.00 and taking the advice of some other country boy he placed this said-de-naro inside of the coat lining and went forth into the city to make his fortune, or become president. He landed a job firing a locomotive and among other misfortunes he lost his coat, not through a deal with a pawnbroker, however, but got his coat stolen, money and all. Did Hugh give up in despair? Did he go jump in some cold, silent river that he might forget his trouble? No. Hugh was a brave and truthful (?) lad, and his loss only spurred him forward in his effort to make good, and in years to come, and that did come, he did make good; was promoted to

the right-hand side of the engine, and as time wore on, Hugh forgot all about his loss (?) All this happened "back east," which is chapter one, consisting of mostly tragedy. Then Hugh came west to grow up with the country and cast his lot with the Rock Island as a Pig-er-e, when lo and behold, one day he spied a weary Willie wearing that blessed coat. Hugh knew the coat even though it had been lost from him all these years. Can you imagine how he felt? Don't you know his heart went like an engine slipping down on Wapanucka hill? This we leave to your imagination. But to get hold of that coat was the question with Hugh without showing signs of being excited and leaving an impression of over-eagerness. But it was managed through being as cool-headed as we know him to be. Could you have done the stunt? I ask, could you? Would you have ever recognized that coat in the first place after having seen such hard service as tramps force upon a coat? Would you have gambled so far as to ever think of getting hold of that coat under the advisability of your conscience that it was for a keep-sake? If so, how? This is how Hugh did it: "I'll give you five dollars for that coat." "Sold," said Willie the Weary. Then—"Not too fast, Hugh," he says to himself. "Don't excite Willie's suspicions." He waited, and with the same attitude that you can bet there will be another Mexican revolution, Hugh—our hero—our engineer, ripped open the lining of that coat and—? By all means the curtain should fall, but as it doesn't and Hugh goes on to state that the money was —? Don't keep us waiting, Hugh. Here Hugh takes a chew of Star Mary—and we do too—and as if waiting for us to die of curiosity, Hugh continues, "The money was—still there."

CEDAR RAPIDS, IOWA.

Tinsmith Foreman Ed Smith took a vacation trip to Vancouver and reports a good time, especially when crossing the border when taken for a German.

Janitor Barney Gordon is wearing a broad smile since the news from Washington, D. C., that he will be allowed pension for service in Indian wars in the 60s. Gordon is still some warrior.

General Locomotive Foreman McPartland departed on his vacation September 6 for New York.

William Drake was acting boiler shop clerk while "Casey" Jenista was on vacation.

Machinist Apprentice G. R. Moloney rode the goat when he joined the "nut splitters" union Wednesday, August 26. The goat must have been fed tin cans from the appearance of George's hands next morning.

Personal Record Clerk William Bushnell threw big scare over M. M. office when N. P. pass came in reading W. H. B. and wife, but after all the denials, we find reports are true and "Bill" sped away to Duluth for a short honeymoon.

"Red" Lowe, the famous toolroom tender, took a trip to St. Louis.

A hunting party consisting of Blacksmith Foreman George Pater, Machine Foreman "Bill" Wenke and Machinist Fred Burwinkel reports some great game. Fred spied a squirrel but by the time he got his "spec's" on Mr. Squirrel got away; to top this off George aimed at another and missed, the frightened squirrel falling down and breaking his back, but George picked it up and beat its brains out, fearing it would get away. Some hunters!

Machinist Apprentice Hazen Moore transferred to Cedar Rapids from Eldon.

Ask "Petey" Low about the sheriff.

Former Government Boiler Inspector E. W. Young, now with Milwaukee, paid us a visit August 24.

Machinist Apprentice L. Balcer and Machinist Helper Vomacka spent a few days in Chicago.

Machinist Apprentice George Moloney and Chief Clerk to General Foreman Howard Cunningham spent Labor day at Fairfax taking in the sights.

Pipe Foreman W. H. Robinson spent two weeks with his family at Grand Haven, Mich.

Machinist O. F. Brown visited friends in Sioux City.

"Danger!" Keep "Red" Hickey away from acetylene machine.



Pat. Aug. 25, 1914. Other pats. pending.
 DD-16x9x11 - - - - - \$3.75
 D-18x10x13 - - - - - 4.00
 E-20x11x13 - - - - - 4.25
 F-22x11x13 - - - - - 4.50

Light in Weight—Looks Like Leather



Patent pending
 AA-20x10x6 - - - - - \$3.75
 A-22x12x6 - - - - - 4.00
 B-24x13x7 - - - - - 4.25
 C-26x13x7 - - - - - 4.50

DESCRIPTION: Finish—Leather brown, 3 coated baked enamel. Solid brass Corbin tumbler locks with individual keys. Brass side catches and corner irons. Steel genuine leather covered handles, overlapping lids, reinforced throughout.

Does Your Grip Continually Soak Up, Burn Up and Go to Pieces?

Do away with these costly experiences. Get
ALL-STEEL INDESTRUCTIBLE



**Waterproof Fireproof Oilproof
 Dustproof Wearproof Burglarproof**

A Grip Made for An Engineman By An Engineman

Invented by Howard L. Kennedy, Engineer Western Division Penn.
 R. R., Member Div. 12 B. of L. E. Former member A. G.
 Porter Lodge No. 141 B. of L. F.

Thousands in Active Use on the Roads

Read what the boys say:

"It beats all how your cases are taking, now that they have become established I have had mine over a year now and it is just as good as when I got it."

"I know your bag to be a winner with engineers. Best wishes to you and your suitcases. They are the best thing going for railroad men and have given perfect satisfaction."

"The boys here seem to think that these cases are just the thing to fill a long felt want."

SAVING FIRST IS SAFETY FIRST

Take this ad to your dealer and he will order one for you, or write to me giving me your dealer's name and I will see that you are supplied.

HOWARD L. KENNEDY, President.

KENNEDY MFG. CO., 14 E. Jackson Blvd., Chicago, Ill.

Send Your Name!!

Watch "Secrets" Made Public!

PRESIDENT STUDEBAKER wants to send you our latest South Bend Watch Catalog—Just out—Postage paid—Anywhere you live. Write today.

So-called "secrets" about "jewels"—movements—cases—costs—materials—workmanship and everlastingly accurate time-keeping principles **ALL NOW FULLY EXPLAINED.** Interesting! Valuable! Get your copy **NOW.**

The "South Bend" Watch "Everlastingly Accurate"

Over 100 Handsomest Cases made in America fully illustrated in colors, with prices and descriptions shown in catalog. See these exclusive, correctly designed, South Bend Watch Cases—Latest Novelties—Standard Designs—Monogram Cases—Fraternal Cases—both ladies' and gentlemen's.

Unlimited Guarantee

500,000 South Bend Watch Owners and 10,000 leading Jewelers—many near you—would tell you of our Iron-Clad Guarantee and most liberal proved service and treatment of our customers.

Big New Catalog FREE

Write! Postal and pencil will do. Just published. Wonderfully interesting and valuable catalog. If your dealer or inspector can't, we will supply you promptly—Safe delivery guaranteed—On approval—"Perfect satisfaction or no pay." Write for Free Catalog.

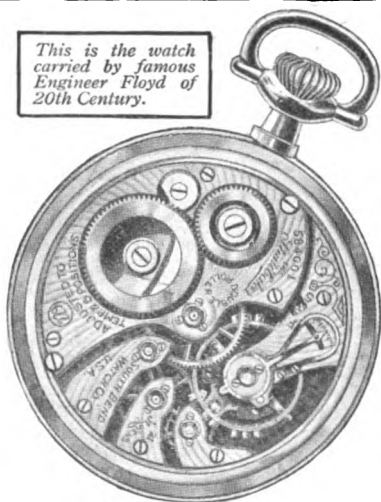
SOUTH BEND WATCH COMPANY

Every buyer of a South Bend Watch gets a guarantee signed by Studebaker.

1810 Studebaker Street

South Bend, Ind.

This is the watch carried by famous Engineer Floyd of 20th Century.



THE SOUTH BEND
STUDEBAKER

Get This Guarantee

of protection when time requirements change. Any jeweler who sells you a Studebaker watch will give you a certificate, by which we contract to replace your watch if time requirements of your road force you to get a new timepiece within five years. Get this watch protection at no increase in cost.

Foreman J. E. Curttright took two weeks' vacation in the northwest.

The war scare must have put the local shop baseball team out of commission, as nothing has been heard from it for some time.

Foreman J. Roupp took his two weeks' vacation the latter part of last month.

"Milt" Kubicek is getting to be some speculator on the stock exchange, having acquired some Signal Company stock recently.

Mill Foreman Ed Carson is spending his vacation at the present time.

Assistant Personal Record Clerk "Loovie" "Kelly" Kolda spent two weeks' vacation taking in the town.

Timekeeper Clarence Moloney reports he lost his regular job, she having ditched him, and is now on the extraboard, meeting all comers.

CHICAGO TERMINAL DIVISION.

Our congenial chief clerk, Mr. John Elmer Turner, accompanied by his better half, spent his vacation "down home" at Wichita, Kansas. While gone Turner wrote Reaves that all his spare time was taken up playing the fiddle to the tune of "This is the Life" and that he is fattening up on Kansas chickens. Well, we don't blame you, old sport, for fiddling "This is the Life."

We wish to apologize for an error in compiling last month's news. We told you that Emil was riding around in his new Ford. Emil was very much put out on this account as he was riding a "Studebaker Six." All right, Emil, we'll buy.

Bill Walpole was on the sick list for a couple of days. No, the city series have not been played yet.

Miss Blanche J. Conlen spent a few days in Kansas City and reports having a good time.

Accountant Carl Oman has left for the wilds of northern Michigan where he will spend a few days hunting for big game. Good luck, Carl; bring home the venison.

Morris Cohon was seen hanging around Gresham Tower Saturday, Sept. 12th. What's the attraction, Morris?

John Mahoney, that tall, husky and handsome towerman of ours, will spend his vacation visiting in St. Louis and Kansas City. Girls, keep your eyes peeled, he is single, but—

We've got to hand it to Reaves. He got one-third the population of Arkansas here to keep the burglars away—just for the summer, that's all, as these individuals can't stand this climate after Oct. 1st.

Signal Mtee. Foreman J. P. Zahnen, wife and daughter Edith spent their vacation in Toronto and Niagara Falls.

We certainly got a great big surprise on the morning of Sept 10th when we heard our dear friend, Mike Doyle, away down in Trenton, Mo., was the proud father of a nine and one-half pound boy. Well, Mike, we hope that you and your wife will make a president out of Paul Joseph. We wish we were there or you were here to smoke on the good news or Paul Joseph's future.

Towerman Chas. Punter decided to spend his vacation in the Rockies.

John Rowan, our O. B., took a day off to attend the Orangemen's picnic. John, don't let Walpole see your badge or you'll have to take a couple of days more off.

DIRECT WAR NEWS FROM THE FRONT.

By Special Correspondent.

R. O. Ckislund.

Several of the girls complained bitterly about an Army of Meuse that were continually making depredations on their supply of food for the noon lunch and committed such atrocities as nibbling such articles as layer cake, ham sandwiches and the like. We also heard screaming and yelling one day and upon investigation it developed that one of their men (they are all infantry) had approached the girls as close as two feet but fled when reinforcements arrived.

General Harold Von Frudenberger was instructed to destroy the Army of Meuse and to allow no truce nor take any prisoners. After considerable maneuvering and making several flank movements he drove the enemy into the shelter of their forts. After a siege of about ten minutes the great general decided to use strategy and retired several paces. The enemy

believing that our forces were retiring in defeat immediately left the shelter of the fort in hot pursuit. General Frudenberger by another flank movement of the left wing of his army turned the enemy's right and succeeded in getting to the rear of them and immediately bottled up their fort. The enemy after struggling fiercely against our trained and hardy troops began to retreat to the west as they were hemmed in on all sides and fell into our trap which had been placed previously to retiring. The entire army of the enemy consisting of three Meuse was destroyed. General Von Frudenberger, after modestly accepting his just praise, retired from active service, resuming his regular vocation as file clerk in the office, which he holds during time of peace.

If any of the Rock Island Lines' force, in any part of the country, are being threatened by either an Army of Meuse or an Army of Rattes we will gladly loan our general for a small consideration.

As the opera season is drawing near, the office force is compelled to listen to the harmonious humming of Jack Leeney, who has accepted a position as leader. Leeney sings Bare of tone. Leeney is there just the same.

Towerman Wm. Hickey and family spent their vacation visiting relatives in Phillipsburg, Pa., also visiting Washington and New York City.

Miss Evelyn "Babe" Parker, who left us last month, was married on Sept. 15th to the "best man in the world" (she says), Mr. Joseph Erickson, who is employed by the L. S. & M. S. Ry. They are spending their honeymoon "Down in dear Old New Orleans." Good luck to you, "Babe," and regards from the force.

One of the boys who has never been to Silvis asked Conductor McMahon what the place looked like. Mac replied, "Every time I went by the place there was a box car in the way and I could not see the town."

Joe Everling has got into "some" quartet. If they ever get close enough to Halsted street the Salvation Army will have an increase.

M. Cohon, the only boy on the west side with a "Seneca Eight," was around the office demonstrating how to take photos inside without flashlight. Some stunt.

Broderick was interviewed Sept. 17th by a delegation from the City Hall. The dope is Moss will be running for something if he keeps in this political biz.

Somebody said Cohon brought his camera to the office to take a picture of Walker's new shirt.

Miss Sorgenfrei while walking a dash for a lunch counter the other day stubbed her big toe and lost about 10 minutes. Some stub.

Walter Peterson took a short trip to Starved Rock Park to give the scenery the once over.

Signal Extra Gang Foreman S. R. Sithens and wife are spending a few days in Three Rivers, Mich., visiting relatives.

Signal Maintainer C. G. Thompson has just returned from a pleasant trip through the east and reports that Broadway is as gay as ever.

Miss Cora Gose and Miss Feldkamp took a trip to Starved Rock Park on Labor Day. Miss Gose came back the next morning with a stiff neck. We would like to know what Miss Gose was looking at so much.

The human pencil eater, the boy that comes down in the morning and chews up his pencil by noon, says he will stop the practice if we do not give him a write-up. All right, old man, we will give you a chance.

47TH STREET SHOP NEWS.

Miss Marguerite Reddy, stenographer M. M. office, took her vacation commencing September 16, and is visiting her parents at Della, Kan.

Mr. James Hogan is the new clerk in general foreman's office, vice Phillip Rellly, promoted to timekeeper.

Mr. Dave Goldstein of the stores department has returned to work full of vigor and with a new lease on life after a strenuous vacation in Colorado.

We understand that Mr. Ganzitt's supply of "Fatima Coupons" is running very low and we wish to advise him that he will have to do some hustling if he expects to win his much wanted prize.

It is reported that Mr. Adam Williams and Miss Louise Pearson were married July 29 on Maricopa Special en route to Starved Rock. His many friends at the shops join in wishing him success and everlasting happiness.

Miss Mary Murphy, our genial telephone operator, has returned to her board after a tour of Connersville, Ind., and "The Dells" of Wisconsin. She reports a most magnificent time and returns full of vigor and joy.

Mr. James Prantle, chief fireman, power plant, 47th street, left September 15 to take charge of the power plant at Manley, Iowa. You have our best wishes for success, James.

It is reported that Mr. Oscar Hellman of the Stores Department was seen standing at the side of the stage door of the "Avenue" theater last Tuesday evening holding a bouquet of orchids. Probably Mr. Hellman will be kind enough to explain.

Mr. D. Ross, timekeeper, M. M. office, died suddenly September 5th of heart disease. Mr. Ross had been employed since July, 1911, as telegraph operator, coal chute foreman and timekeeper and was apparently in the best of health and spirits leaving work on the eve of September 4, but was found dead in bed at 6:30 a. m., September 5, by his wife, life having been extinct some five or six hours. Mrs. Ross has the heartfelt sympathy of all his many friends in her sad bereavement.

DALHART, TEXAS.

Mr. C. A. Peal, trainmen's timekeeper, and family returned August 19 from Chicago and other eastern points from his annual vacation.

Mrs. F. C. Gabbert, wife of our old trainmen's timekeeper, now chief timekeeper in Superintendent Wallace's office at Manley, Iowa, was here on a visit about the middle of August.

Mr. E. S. Sell and wife left August 15 to visit home folks and friends in Pennsylvania. Emory is not a full-blood and says he has no desire to go any further than New York. They returned August 30.

Mr. W. T. Hayden from the E. P. & S. W. was appointed dispatcher, August 7, relieving T. A. Tarvin, who is away on his annual vacation, spending it in New York and other points. Tom appeared upon the scene September 1, relieving Dispatcher Rice for a few days.

Our faithful janitor, Thomas Tubman, left August 10 for Kansas and Iowa points on his vacation, which he certainly deserved. He was back at his post September 1. He came back alone.

Engineer J. O. Parker of Pratt was a welcome visitor here several days the latter part of August.

Mr. J. E. Beaty, B. & B. foreman on Nebraska, has been appointed master carpenter, vice Mr. B. C. Ware, transferred to Kansas division. We welcome Mr. Beaty.

Mr. J. I. Johnson, general agent, Amarillo, was transacting business in Dalhart, August 31.

Mrs. N. E. Reynolds and daughter Maurine left August 28 for Kidder, Mo., where Miss Maurine will enter school.

Mr. J. N. Bethea, rate clerk in Mr. H. W. Morrison's office, Little Rock, Ark., at one time clerk in Superintendent Greenough's office, was a pleasant visitor here September 1. Welcome, Nels, come again.

Mr. W. E. Nulph, at one time joint inspector here, now car foreman, F. W. & D. C., at Texline, was a Dalhart visitor between trains August 30.

Mr. and Mrs. D. L. Klingman are the proud parents of a fine boy born September 4. Mother and baby are getting along fine. Dave is not doing very well, but the doctor thinks he will be all right in a few days.

Shorty Kramer, for several years conductor here, now working for E. P. & S. W. at Tucumcari, was a pleasant visitor here Labor day.

Mr. A. C. Johnson, private secretary to Mr. Greenough, has been acting as chief clerk while Mr. W. C. Jones was away on his vacation.

The following item appeared in the Dalhart Texan: "A girl baby was born to Mr. and Mrs. Cy Batis September 2. Mother and child are doing nicely, but Cy is grumbling about the high cost of living."

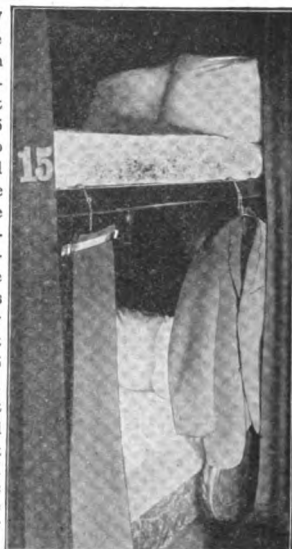
Mr. J. A. Stalcup, O. S. & D. clerk, left September 12 on his annual vacation for Ft. Worth, Houston and other Texas points.

Clothes Hangers

For Use in Sleeping Cars
15 Days' Free Trial

Send No Money

A pair of these useful Pullman Car Clothes hangers will be sent post paid on 15 days' free trial to any Rock Island Railway Employee who sends in the coupon at the bottom of this advertisement. If the Clothes Hangers are satisfactory remit \$1.00 at the end of the 15 day trial period. If you are not entirely satisfied with them at that time, write us and say so, and we will send postage stamps for their return.



What Do You Do With Your Clothes in a Sleeping Car?

Do you throw them into the upper berth?
Do you crowd them into the hammock?
Did you ever find them without a "slept in" appearance after a night of such misuse?

Why not use Sleeping Car Clothes Hangers and have your clothes smooth and unwrinkled?

They cost but little, and save their cost many times over in reducing your bills for having your clothes pressed.

A set consists of one coat hanger, one trouser or skirt hanger, well made, nicely nickeled, packed in a neat case.

These Clothes Hangers suspend your clothes against the curtain in either upper or lower berth, entirely out of your way and in the morning the wrinkles will have disappeared. They remove all objection to having the upper berth occupied. They remove one of the principal objections to occupying an upper yourself. They hang ladies' coats and skirts as well as men's coats and trousers.

These Clothes Hangers weigh only 8 ounces and they take up little or no room in your grip. They can be used in your hotel or home very satisfactorily though designed especially for sleeping cars.

No matter how well made, or of how good material your clothes may be, they must be properly cared for to give the wearer that well dressed appearance.

Sign and mail us the following coupon today, when we will send a set to you at our expense, without any obligation on your part, and will send return postage if not satisfactory. Is that not fair enough?

COUPON

GOFF BROS., DAVENPORT, IOWA

You may send a set of your Sleeping Car Clothes Hangers to me at the address shown below, it being understood that the postage will be paid in both directions by you if not satisfactory, otherwise I will remit \$1.00 for them.

Name

Street

City State

Robert "Jeff" Rouse, train caller, has returned from his vacation, mostly spent in Colorado. While there the office force received a fine bushel basket of peaches which were much appreciated, and we are wondering if he cannot be persuaded to go again soon.

Dispatcher F. B. Rice, returning to work, relieved Extra Dispatcher Hayden, who left for El Paso September 13.

DENVER, COLORADO.

Work has begun on Denver's new union station.

Mrs. James T. Lee, wife of Freight Agent Lee, Kansas City, made us a pleasant call this month. Mrs. Lee was accompanied by her daughter Frances.

M. B. Irwin, L. S. agent, has been camping around Denver recently, soliciting stock shipments for the R. I. A solid train of 22 cars sheep passed through Denver on the 9th. There will be quite a movement from this territory this fall.

Fruit is moving nicely from Colorado, averaging a train a day.

Looking over the Kansas City Items last month we note "The Maiden's Prayer" by Jane Cashen. Miss Cashen was formerly employed in this office, and showed considerable ability in a poetical way while here.

Claim Adjuster Stiers was a Denver visitor recently.

Superintendent J. A. McDougal attended superintendents' meeting, Denver, the 10th.

Over 2,700 people attended the Flagler fall festival, held at Flagler, Colo., August 28. Ten years ago this would have been most of the population of Kit Carson county. Not so today.

No news is good news.

ELDON, MISSOURI, NEWS.

By B. H. W.

Victor Rose, local ticket agent, departed on his vacation, which he will spend at Pocatello, Idaho, with his father after making a short visit with friends at California, Mo.

Lee Baucom, index clerk, received a message informing him that his father was dangerously ill and left for Cuba, Mo., at once in order to be at his bedside.

O. D. Taylor, yard clerk, is performing the duties of local ticket agent during the absence of Mr. Rose.

Chairman's Special passed over the St. Louis Division Friday, September 11, members of the party being Mr. T. M. Schumacher, chairman of the board and executive committee; Mr. A. E. Sweet, general manager; Mr. G. W. Rourke, assistant general manager; and Mr. H. E. Correll, superintendent.

R. S. McMeans, pay roll clerk, is being relieved while on his vacation by L. B. Naylor, formerly O. S. & D. clerk this office.

A. D. Spaulding, carpenter, has been promoted to water service foreman, St. Louis Division, vice A. Funke, resigned.

W. M. Maxwell, trainmaster's clerk, resigned to accept position as private secretary and shorthand teacher in the Normal Institute at Maryville, Mo.

L. H. Gunter, chief dispatcher's clerk, was married to Miss Fay Phillips at near Windsor, Mo., at 6 p. m., Wednesday, September 2. All the boys wish "Deacon" and his wife much happiness and prosperity—and all say the cigars were very fine.

Dispatcher L. H. Bolander and Wrecking Foreman C. W. Cain will leave the last of this week for Oakley, Kan., where they intend to trade some farms they own there for Eldon, Mo., property.

Mrs. N. R. Davidson, wife of Dispatcher Davidson, left for Lawrence, Kan., to spend a three weeks' visit with her mother.

J. P. Self, chief clerk, and Engineer A. B. Stanley spent a couple of days in Cedar Rapids, Ia., last week.

W. W. Griswold, stationer, was a visitor at Eldon, September 18. Mr. Griswold is making a check of the stationery on the St. Louis Division.

Agent H. W. Haase at Carrie avenue, St. Louis, spent a couple of days visiting relatives at Sullivan, Mo.

A large movement of new box cars, being constructed for the St. L. B. & M. Ry., are being received at St. Louis at a rate of about 30 cars per day for movement over the St. Louis Division. These cars are being forwarded to Herrington for flour and grain loading to Galveston and New Orleans.

EL RENO, OKLAHOMA.

The improvement in the parking around the office building in the past few months has been wonderful. The grass is a solid mat, well kept, and as level as a floor. The fence is more than attractive, and with the present painting of the telephone poles the employees at El Reno are proud to say that they have the nicest and best kept office building to be found anywhere.

The many friends of Mr. Lewis Johnson and Miss Mary Salmon were given a complete but pleasant surprise when upon their return from Shawnee, Oklahoma, September 8th, they announced their marriage while celebrating Labor Day. Mr. Johnson has until recently been employed as secretary to assistant general manager and has many friends who will be pleased to hear of his wedding.

Mr. Don Allison, assistant red ball clerk in the general manager's office, has resigned to attend school the coming year. His place was filled by Ed Grangean, formerly mailing clerk. Mr. George McLain has accepted the place as mailing clerk.

Conductor T. G. Heth of Shawnee, Okla., is in receipt of the following letter from the Passenger Department:

"Mr. J. H. Richard, our depot passenger agent, informs me on August 25th you persuaded 15 passengers who were en route to Altus to use our line, Oklahoma City to Elk City, these people coming into Oklahoma City with the idea of taking the Frisco from that point.

"This is certainly a nice piece of work on your part and I wish to thank you very sincerely for the interest manifested in behalf of the Passenger Department."

If Oklahoma pushed a boosters' list it is evident Mr. Heth would be among the leaders. Mr. O. K. Curry has accepted the position as secretary to Mr. A. B. Copley, assistant general manager.

The general manager's staff, consisting of Mr. A. B. Copley, assistant general manager, Mr. R. L. Stewart, mechanical superintendent, and Mr. F. T. Beckett, engineer maintenance of way, have just returned from a complete inspection trip of the district. Meetings were held at the more important division points and quite a lot of interest was displayed at all points. The co-operation of the Rock Island family can be relied on any time.

Mr. Max Ruppert, son of Superintendent C. L. Ruppert, left the fore part of the month for St. Charles, Mo., to enter St. Charles Military Academy. The boys around the general office building will miss the smiling face of Max.

The Oklahoma division safety meeting was held September 25th, with a very large attendance, every member of the committee being present, and quite a number of visitors. The meeting was very interesting and very beneficial to all concerned.

Trainmaster Homer Fairman of the Oklahoma division and wife have been off on a week or ten days' vacation.

Conductor Stansbury and wife, Oklahoma division conductor, is off on a vacation fishing with Trainmaster Fairman and wife. When they return there will no doubt be some large fish tales told in the office.

On September 15th the Oklahoma division handled a train load of flour, consisting of thirty-six cars, from Wellington to New Orleans, for export. It is needless to say the Oklahoma division, as usual, gave this train first-class movement.

Adrian Said of Chickasha, Okla., has accepted the position of secretary to Superintendent C. L. Ruppert.

Miss Flo Perry, formerly of El Reno yard office, has succeeded Miss Hattie Ellsworth as stenographer in the Oklahoma division office. Miss Ellsworth has accepted a position as stenographer on the Amarillo division.

Mr. E. D. Williams, maintenance clerk in the Oklahoma division office, passed around cigars

Sept. 15th, account of rejoicing over the arrival of a beautiful baby daughter.

Mr. Howard Martin and wife, formerly employed on the Oklahoma division, but now agent at Hartford, Ark., have just completed a trip through Utah, Colorado, Illinois and are now at El Reno visiting friends.

Frank Craig and wife of Salida, Colo., are visiting friends in El Reno, Mr. Craig having formerly been employed in Oklahoma division offices.

Mr. R. E. Sloan, Panhandle division accountant, and wife spent their vacation in San Antonio, Texas, visiting relatives.

Mr. A. G. Morrison, claim agent, and wife entertained a few friends with music and dancing a few evenings ago in honor of Mrs. H. W. Huggen and two children of Ft. Worth, Texas.

Mr. E. M. Lewis, claim adjuster just returned from a very pleasant two weeks spent at different points in Missouri and Colorado. Mr. Lewis tells some very interesting fish stories, but we are wondering if he could "show us."

Mr. F. P. Wilson, trainmaster's clerk of the P. H. division, has been taking a few days' vacation during past month.

Mrs. E. E. Sawtell and baby will leave in a few days for a visit of some weeks with friends and relatives in Iowa. Mr. Sawtell will join them sometime near the first for a couple of weeks' well deserved vacation.

Mr. J. L. Curry is sojourning in Colorado for a few weeks.

Engineers have been making test holes on the South Canadian river near Bridgeport, Okla., for proposed new bridge to replace the one destroyed during high water last May.

Division Engineer F. Nugent has been suffering from injury to his left foot. His foot and a nail seemed to have had a little altercation and the result was that the nail seems to have put forth the best argument.

So far we have failed to see any pictures in the Employees' Magazine of the different office forces taken some months ago at El Reno.

Miss Grace Jackson, printer operator, has just spent a week-end with friends in Chickasha.

Miss Neosha York of El Reno and Miss Grace Denison of Snyder spent Friday, the 18th, in Oklahoma City.

The new style Morkrum Punch, lately installed in the telegraph office, is a great improvement over the old, and is gratefully received by the printer operators. At present electricians are installing the new Varley, loop bridge testing set.

Mr. W. F. Kahr of Oklahoma City and Mr. Anderson of Des Moines are new operators in the relay office.

HAMILTON PARK KRISPETTES.

"Georgia Cullins Wins."

King Kinney, Editor.

After due consideration, KRISPETTES, the name submitted by Georgia M. Cullins of Herington, Kan., has been awarded winner of our name contest.

In picking the winner, the judges kept in mind the following requirements: Originality, individuality, and a name that would essentially convey the policy of the column it would head.

The next three best names submitted were: "Breezy Bits," by Sid Crowley; "Kanned Bunk" by Jos. E. Burns; and "Dippy Dope" by I. B. Dam of Kansas City.

Miss Cullins, the winner of our contest, is the aggressive young suffragette who conducts the Herington, Kansas, News. We would publish her picture for the benefit of our readers, but owing to the fact that Georgia has not had her picture taken for years, we are unable to do so. Miss Cullins has had an adventuresome career, in fact, her life's story sounds like one of Laura Jean Libbey's heroines. She has traversed the globe a number of times, can speak seventeen different languages, "Si non e vero, e ben trovato," and had an awful dream on her vacation. A brief but comprehensive review of her life will appear in our column in the near future.

We thank all those who supported our contest so loyally by submitting names, and regret that there can be only one winner.

The Railroad Clerk.

Each day you will read in the papers of the deeds of a brave engineer, whose heroism saved

WHEN IT RAINS



it's not a question of work or no work, but of keeping dry while you work. The coat that keeps out all the wet is



REFLEX SLICKER

No water can reach you even through the openings between the buttons. Our famous Reflex Edges keep out every drop. Make the Reflex Slicker your wet weather service coat. It's the best your money can buy.

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\$3.00 Everywhere

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(waterproof) 75 cents

EYESIGHT is man's most valuable possession.

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

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

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

F. A. HARDY & CO.

JOHN H. HARDIN, President

10 S. Wabash Ave., CHICAGO, ILL.

the passengers' lives, who knows not the meaning of fear. You will read of the charm and the romance of a railroad man's life, but it's always the flagman or fireman who's a hero in the strife. You will never read in the papers a tribute to the railroad clerk who works in the general office, who never has time to shirk. You have heard of the girl in the song who danced her heart away; you never heard a song of a railroad clerk who is pushing his pen all day. But, nevertheless, they are heroes, and they know not the meaning of fear, their story is unsung in glory, still theirs is a romantic career.

R. E. Darnoc has dashed off the following tribute to Frank Lyons, which we heartily endorse. Frank is true blue, plays the game on the square, and is hard to beat:

Here's to the boy who is witty,
Who always spreads good cheer;
Whose smile is always welcome,
And never has known any fear.
Oh, what would we do without him,
This choice of all old scions,
So let us lift a glass to him, boys,
Our dear friend, Frank Lyons.

While strolling out of a motion picture emporium recently we discovered Thomas Durkin in company with a beautiful "auburn" girl. Tommy declined to give her name for publication, but we have inside information that says it was Catherine McKillip. You do love strawberries, don't you, Tommy?

J. D. Reale was promoted to fill the vacancy caused by the resignation of Mr. Champion, who has accepted another position.

Lillian Nelson and Lillian Vock were visitors at Niagara Falls and Buffalo early in September.

The editor of The Poetry Magazine has offered \$100 for a war poem. We have written the following and suggest that the editor send over the hundred by special delivery:

As he gazed at the Indians around him,
That were scattered and dead,
Bostad softly murmured:
"I filled them full of lead."

Henry Ruben and Charles Geringer spent their vacations jointly and visited Pittsburgh, Washington, Baltimore, Philadelphia, Atlantic City, New York, Albany, Niagara Falls and Buffalo. They report a grand time and Henry states they will announce their engagements in KRISPETTES.

Special Interview.

The Mysterious "B. R."

There's a girl in the heart of Chicago, and she is some girl, believe me; as I gazed out of the window at the "L" below I could see no old apple tree. Then I asked her for an interview, and she said "Yes" to me; for this girl in the heart of Chicago is the mysterious "B. R.," you see. When I asked her a question she would hesitate and smile and gaze down on the floor. She told me her name is Blanche Richardson, so we won't call her "B. R." any more.

"I was born on a farm in Wisconsin," were the first words she did say. "I don't like this big city, some time I'll go back home and stay. I long for the perfume of the clover and the breath of the new-mown hay. Can you blame anyone in this city for dancing their hearts away?" Just at this moment the door opened and our old friend John Simpson, editor of this publication, ambled into the room. "Ha!" he cried, with the deductive power of a Sherlock Holmes, "getting an interview? I am sure everyone will laugh and cry over the romantic career of the rosy-cheeked blonde at the editor's sanctum." As the editor passed her his compliment Miss Richardson laughed and passed over it lightly, but, believe me, Blanche is a rosy-cheeked blonde, one of the kind over which poets rave. After Mr. Simpson had exited she confided to me that "Mr. Simpson is a peach and so is Mr. Reisman." I agreed, so they must be a pair of peaches. Continuing the interview, Miss Richardson says she loves to row, has read volumes of books; also she thinks E. K. Lincoln is the darling of the screen, and after much hesitation she stated that she likes to hear a certain musician play the trombone. I won't mention any names, but he is a lucky Perdawicka. And that was the end of the interview, except that she visits her home town once a year and takes a keen interest in

our name contest. What do you think of the winner, Blanche?

We are in receipt of the following letter, postmarked Davenport, Sept. 13. It speaks for itself:

Silvis at Bat.

Second inning.

"Perhaps the gentleman at Hamilton Park consumes all the news he gets like a shark; to read his opinion to my lot today fell, and I wondered why he compared our village with—Blue Island. Now the gent that wrote all this dope heretofore don't work in a bank or clerk in a store, but rushes around in our big Silvis shops from whistle to whistle with very few stops, and were you to stop him and ask were he well, he'd probably answer 'I'm living in—Blue Island.' More than fifty years old, as he said in his letter, but fifty years young would be putting it better, and were you to follow him to some city hotel you would find he would register William Creen.—Silvis."

The author of the above does not wish his name mentioned in connection with the item; suffice it to say that he is one of the boys at Silvis shops and knows whereof he speaks. Thank you for the verse, friend.

My good friend—

As to the reason we called Silvis Blue Island, I could give you a lot of dope that would open your eyes a little bit, just like witch hazel soap. I could tell you the story of Warner, who went on to tell the editor a lot of reasons that prove Silvis is—Blue Island. But why linger on a painful subject, my friend? I bet you're in tears, so dry your eyes for a moment and we will give William Creen a few cheers, for he deserves a lot of credit, even if at the hotel he has the courage to register "William Creen of Silvis."

Yours truly,

King Kinney.

War News.

We hereby declare this column neutral, and pick the White Sox to win the city series.

Do you want peace in Europe? If so, drop me a line signing your name and address, and I will see what can be done.

Fred Amas says "King" Kinney is doing a splendid piece of work in inaugurating a peace propaganda. He deserves the thanks of humanity.

Walker Smith abdicates. "You deserve the title of 'Peerless Diplomat.' I hope to see the day when you will be in the White House."

Miss Hanson suggests that we put William Leonard or John Hayden on our peace commission.

Harry Alonzo Beste spent his vacation at home and was under his wife's care for ten days. "I love the cows and chickens, but this is the life."

Brother Pierce has lost his heart to a beautiful girl named Miss Hurrie. No wonder Pierce hurries.

Happy Hallberg is still single and continues to be known as the "Happy Kid."

Paul Roettgen recently motored out to Grass Lake and spent a week at Johnson's Lake Resort hunting. Three ducks and one kingrail fell before his marksmanship and he reports a very enjoyable time.

It is reported that Miss Fehring has fallen a victim to one of Cupid's darts, but so far we have not discovered who the lucky man is. Won't someone tell us, please?

Napoleon Matthews of the APT is some speaker and delivered several orations during the political campaign just ended.

Monson and Harrell continue to celebrate, but nobody seems to know the reason why.

Mabel Carson left us on Sept. 23 to take up her household duties as a newly-wed. She carries the best wishes of the APT.

Anna Hunt opines that the APT is a regular matrimonial bureau, as there have been about ten brides in the last year. "That is romance," as Roy McMaster would remark.

"It's an ill wind that blows nobody no luck," but why is it Miss Krohn enjoys rainy days? There's a reason.

Miss Myrtle Koch remarks that the APT is like Lover's Lane during the noon hour, as every lassie has her laddle, with the exception of Frances Davis, whose "honey man" works in the A. of D.

Richard Terrence Hanrahan continues his attempts to rival the weather man.

A scoop at last—Miss Hanson has a favorite dessert, and she passes up everything else for it. What is it? Why, rice custard, and Mrs. Wright also loves it.

They're turning them away at the Lyric Theater in Roseland this week, and there is a reason. Peter Spruit has returned to his home town and is singing his way into the hearts of his townfolks. His engagement is for one week only, as he is booked for Chicago commencing next week.

William Petersen wishes Gavin Ross many happy returns of the season. Happy, what do you mean, Willie? Elucidate.

Blanche Richardson of the editorial office is an enthusiastic kodak girl and has a collection of prints that cannot be beat anywhere. Blanche has consented to act as camera girl for "Krispettes" and we expect some of her work to appear in this column in the future.

H. Duggins Koch and Axel Anderson recently conquered Earl Wiley Stark and J. Romeo Davis on the tennis green. Two out of three sets.

No, friends, Lyda Egan did not faint when she discovered her name in our last issue. On the contrary, she capitulated, after much persuasion, to allow us to print her name once a month. Thank you, Lyda.

Miss Diefenbach, the girl with the sunny smile, has been ill for the past few weeks. Here's wishing the "Interlines" Ray of Sunshine a speedy recovery.

Edward R. Conrad Interviewed.

You have all heard Hans Wagner called the Pittsburgh baseball club and Ty Cobb designated as the Detroit Tigers, but did you ever hear a man called the "Interline Switching Department"? If your mind has never been thrilled by hearing someone referred to under that copious title, you will be glad to meet Edward R. Conrad, who is known far and near under that alias. Mr. Conrad has consented to be interviewed so remove your wraps and prepare to listen to the awful details of his career. Yes, he is guilty of a terrible crime. He was born in Chicago and spent his boyhood days in Evanston. Horrible, is it not? Mr. Conrad has been a Rock Island man eight years, is the picture of health and energy, can use the brains God gave him, and his ambition is to reach the top of the ladder. He is a born hustler in the strictest sense of the word, has been married six years to one of the best women in the universe and has two young sons. "I love the movies," said Conrad, "and my favorite player is little Mary Pickford; I think your magazine is great and I have every copy from the first issue; I don't like Mt. Greenwood, although they have a pretty fair judge out there. Say, you ought to see my two boys; one of them is going to be President of the U. S. A. and the other one president of the Rock Island. I also have two nieces who are pretty as dolls. Oh, yes, I love to fish, and at one time a thirty-pound salmon dragged me around the lake for an hour and a half before I finally landed it.

And thus I heard the story of the life of the "Interline Switching Department."

HERINGTON, KANSAS, NEWS.

Georgia M. Cullins.

Dispatcher Paul Johnson and wife, also her sister Miss Bess Traister, have returned from an outing at Colorado City, Colo.

Mrs. J. A. Davidson and little son have returned to their home in Gilliam, Mo., after a visit at the L. L. Lyne home.

Conductor J. A. Cunningham has bought himself a new buzz wagon. Now for the joy rides, boys!

If virtue were as unusual as vice, it would get just as much publicity.

Mrs. J. C. Stickley and son Larry have returned to their home in El Reno, after a visit with her parents, Mr. and Mrs. I. W. Sherrill.

Webb Disney, the car distributor says, "Move on, business is rushing, got a bunch of all agents, get your envelopes ready. Oh yes, news is short but sweet, just like that box of chocolates we got from Cedar Rapids. Yum, yum, we sure love candy, but some of the bunch here forget it."

Railroad Gloves

by Parcel Post

Gauntlets \$1.50

Gloves \$1.00

Engineers,
Firemen,
Crane-men



These gloves are made from Extra Quality fire-proof horsehide. Tanned by special process. They will not shrink or harden from effects of steam for water. Can be washed. A splendid wearing glove. Made on the seamless palm pattern. Always soft and pliable. Made for comfort, fit, and durability. Colors, drab or brown. We will send you a pair for inspection. Look them over well and if you are not thoroughly satisfied and glad of your bargain—

send them back at our expense.—Surely a fair offer.

Better Than You Have Bought

We know our gloves are right and want to prove their value to you. Our gloves are built by men with a knowledge of the needs of the men who wear them. We have been making gloves for railroad men for 32 years. You won't regret becoming a wearer of our R. R. Specials.

Send your order today. And if you are not satisfied with your gloves return by express at our expense and your money will be promptly refunded to you. Sizes, 7, 8, 8½, 9 and 10. Special proposition to dealers.

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CHICAGO

M. F. BIRK, Manager

"We are still on the job"

Hogenwoning, the operator, or "Dutch" as the boys call him, says business is pretty good and looks out of the window to see what is going on.

Steve Carr is back on the job again as general yardmaster, after a couple of years stay in the East. He says if they could only have a few more derailments in the yards maybe we could get something done.

"Bill," the janitor, says he don't have time for any of these canned interviews as he is too busy hustling ice to keep the drinking water from boiling nowadays.

Bluford Johnson, chief dispatcher, generally known as B. J., says, "Don't bother me, just got back from my vacation; too much work, ain't got time to talk." Not saying much for Tom, you'd think he never worked any while B. J. was gone. Poor Tom.

Mike O'Haver, personal record clerk, can't take his mind off the different brands of typewriters long enough to tell you anything about himself.

J. E. Ruby, one of the waddling twins, hasn't time to talk cause he wants to get the C. T. 80 report out in time to go to the ball game. Val Enlow, the other twin, hasn't time for eating. We can't say whether it's the fine eating Griers puts out or the girls he likes to talk to. We'll admit though that Val sure likes to eat.

F. S. Greene, dispatcher, says, "Behold my sun-tanned face, I've been sojourning in California." Great! Say, I tell you boys, you ought to emigrate to California.

Paul Phillips, former trainmaster's clerk, otherwise known as "Pinky," has done the disappearing act around these parts and has now taken up his abode at Hadleyville as car distributor.

Morrell Fritzler, who has been visiting home folks, has gone to Manhattan, where he will enter school.

P. Dame sure had the time of his life when a car of French went through on number four the fourth.

H. M. Peyton, route agent for the express company, was a Herington visitor the ninth.

We understand there is a young lady up about Marysville who has taken Harold Larimer to raise.

Wire Chief Louie Ingram and wife will leave the 16th for a month's visit in Kansas City, Beloit, Topeka and Colorado Springs.

Operator W. R. Johnson and wife are visiting in Kansas City a few days this week.

The man who poses as a lion in society is usually a bear at home.

Mrs. Nelson, wife of Operator Nelson, spent a couple of days here last week. They will move here as soon as they can find a suitable house.

Dispatcher Tom Bryden is visiting in Kansas City this week.

Mr. and Mrs. C. H. Allen returned the 10th from Chicago where they spent a month. They were accompanied by Mrs. Allen's nephew, who will remain for a short visit.

Mrs. G. J. Callahan has returned home after a couple of weeks' visit in K. C.

Signal Maintainer Gus Schaub took his wife to Hutchinson this week where she will be operated on. Mrs. Schaub has been in ill health for the past couple of years.

No girl should forgive a young man for stealing a kiss unless he gets busy and returns it promptly.

Mr. and Mrs. W. S. Phillips have been enjoying a visit from their nephews, Kenneth and Phillip Hughes of Emporia.

Miss Ruth Holt and Miss Lucille Garner of Topeka visited a few days at the Harvey Holt home.

Sidney Spangler of Kansas City has been a visitor at the J. E. Ruby home.

Harry Bucher, who has been laid up for the last couple of months with rheumatism, is now able to be about on crutches.

Miss Margaret Phillips, daughter of Trainmaster Phillips, has gone to Topeka where she will attend school this year.

The reason some people don't get their prayers answered is because they ask for more than the Lord has in stock.

Miss Minnie Miller of Raymond, Mo., came in the 9th to spend the winter at the D. L. Miller home.

The Christian ball team went to Abilene to

play the team at that point, but were beaten 3 to 2.

The boys at Abilene are nice, but the girls are nicer vote August, Chester and Jesse. How about it, boys?

A. B. Dickens is now division lineman in place of Charles Randal, who has moved to Topeka.

"Jimmy" Doyle says he is looking for a wife and thinks that the Rock Island Magazine would be a good place to advertise.

Sam Costello, express messenger, spent a few days in Kansas City.

James Lyne returned from his Colorado trip as bright as a new nickel.

J. W. Bestgen, express messenger, has reported for work after a couple of weeks' sickness.

Joseph Ratliffe of Salina is the new stenographer at the bridge yards. Berney, the bridge foreman, says he can't see why we're always putting in something about the new ones, says we might smile at some of the old ones once in awhile.

Harry Haas and wife were called to Wichita Falls, Texas, account of sickness of her sister.

Robert Davis, former bill clerk at the freight house, has accepted a similar position with the Missouri Pacific at Kansas City. Logan is now bill clerk and Ralph Nail is filing the vacancy left by Logan as freight clerk.

Express Messenger R. L. Parks is spending a couple of weeks in Kansas City and Wichita.

One of our machinists' helpers, Mr. Smalley, is making frequent trips in the northwest part of town. Some say he is contemplating buying a few lots along the shady lane, but the facts of the case are he has a fair lady who is drawing his attention that way. We all have it, Roy.

Mrs. G. W. Rourke and children who have been visiting at the F. S. Greene home, returned to their home in Topeka the 6th.

Frank Giltner, formerly express agent at this point, is now running a store at Latimer for Ream Bros.

The writer enjoyed a week's visit at the J. C. Stickley home in El Reno the latter part of August, returning the first of September accompanied by Mrs. Stickley and little son.

A. Meyers is now private secretary to Mr. H. L. Reed in place of J. S. McKee, who has gone to Chicago.

James Lee returned from Salina and reported the time of his life. No wonder, his best girl was there.

Harry Stover has what he calls a magic pig; you see him now and then again you don't. He has lost considerable time hunting the country around for that pig.

The ball game between the carpenters and truckmen resulted in a victory for the former 19 to 8. Good game.

Wm. Broddie, machinist helper, has resigned and gone to Manhattan to college.

Harry Felter was looking at some diamond rings last Saturday night, said he was contemplating buying one. Who is the lady, please tell?

Harold Hallock has resigned and accepted a position at Topeka.

It is reported around the shop that the sound of wedding bells will be heard soon. For the answer ask Mr. Kochnouer.

Gent McDonald went to Salina to the Fall Festival. We heard his lady friend from Solomon was to accompany him.

Mrs. Herbert Collard of Buhl, Idaho, is visiting at the home of her parents, Mr. and Mrs. D. L. Miller. Mr. Collard is expected later on for a short visit, after which they will return to their home. Mr. Collard was formerly a switchman here.

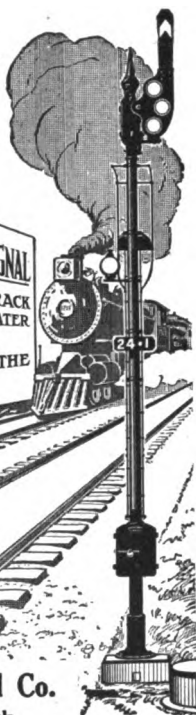
Miss Mary McSweeney, cashier at Grier's, is taking a short vacation. Her place is being filled by her sister Viola, night cashier.

Doc Hambleton and Zelon Hough went to Trinidad, Colorado, to take an outing. Doc came home on schedule time but Zelon put up the story that bridges were washed out was the reason he didn't come back on time. We doubt his word and think some fair lady was to blame instead of bridges and high water. Fess up, Zelon!

Mr. G. W. Rourke was an office visitor the 16th, leaving on the president's special south at 8 a. m. the 17th.

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The **HALL** STYLE K SIGNAL
MEANS GREATER TRACK
CAPACITY AND GREATER
SAFETY.
ISN'T IT WORTH THE
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Works: Garwood, N. J.

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Coaling Stations, Water Stations,
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Thirty per cent Para Rubber, cylindrical, true to gage and thickness of wall, and subject to critical examination at every stage of manufacture.

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NEW YORK, 30 Church St.	DETROIT, Ford Building
WORCESTER, 84 Green St.	ST. LOUIS, 3rd National Bank Building
BOSTON, 120 Franklin St.	DES MOINES, 1st National Bank Building
PITTSBURGH, Frick Bldg.	ST. PAUL-MINNEAPOLIS, Pioneer Bldg., St. Paul
CINCINNATI, Union Trust Bldg.	SALT LAKE CITY, Dooley Building

United States Steel Products Company

Export Department, New York	30 Church St.
Pacific Coast Div'n, San Francisco	Blaine Bldg.
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IN ALL ITS BRANCHES

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MINNEAPOLIS

The bridge and building department of the Kansas division presented Mr. F. L. Park with a very handsome watch and chain on his promotion to trainmaster of the Colorado Division, and with it their best wishes for success in his new position.

Wm. F. Davis, claim investigator, spent a week's vacation in New Mexico, El Paso, and also took a trip into Old Mexico, the latter part of August.

ILLINOIS DIVISION.

Mr. C. C. Quigg, agent at Mineral, has just returned from an extensive vacation.

The pit of the Chicago Sand and Gravel Company at Rockdale is now operating both night and day in order to supply gravel ballast for the Illinois division. The ballast work is progressing nicely, with six extra gangs engaged in the work.

On September 8, and again on the 14th, we handled from Rock Island to Chicago, special five car trains of French Reservists. Apparently these Frenchmen are very true to their colors.

Mr. G. P. Nissen, formerly assistant maintenance clerk at the superintendent's office in Rock Island, has resigned and returned to his old haunts at Herrington. It is understood that some certain young lady brought about the change.

Mr. A. J. Kunckel, agent at Bishop Hill, Ill., has just returned after enjoying a pleasant vacation in the east.

Mr. J. L. Hayes, our division engineer, seems proof against the loss of anything but hats. Fortunately, however, he has been able to recover it. He now has a string on it.

The Illinois Division is busily engaged in relaying 20 miles of 85-pound rail with new 100-pound steel in the vicinity of New Lenox and Tiskilwa.

A race horse special, consisting of six cars, en route Kansas City to Chicago, passed over the division on the 8th inst.

Mr. E. G. Freytag, agent at Reynolds, Ill., has just returned to his duties after a pleasant vacation of sixty days.

It will be gratifying to Illinois Division employees and interesting to others to know that the division reached its high water mark during August. The tonnage handled exceeded that of any other month in the history of the division by over 7,000,000 gross ton miles.

The superintendent's office at Rock Island seems to be infested with Browns, the one new addition being W. E. Brown.

Dispatcher K. K. Kinderdine spent a pleasant vacation fishing and hunting among the Missouri Ozarks. He did not boast of his success on his return, so it is fair to assume that he met with luck.

Dispatcher H. A. Thayer spent a portion of his vacation on his farm in South Dakota.

Miss Elsie Nelson has returned from sojourning in the vicinity of Denver. She must have had a good time, as she came home "broke." She was preceded by Mr. Lewis Hauck, who never saw a mountain until he was 23 years old.

Dispatcher Warner reports necessary to wear raincoats in the vicinity of Bureau. He patronizes a laundry at that point so that he will have a suitable excuse for the many trips made to that town recently.

Chief Dispatcher Martin must have paid full price for his new fall hat. We heard no comments on reduced rates.

SILVIS, ILLINOIS.

By C. O. A.

Mr. Edward Carlson, stenographer in the assistant superintendent's office, is spending his vacation at Dallas, Texas.

Machinist Carl Russ of the tool room is passing around cigars on a new baby girl, born at his home September 16.

Machinist William McClure, who has been laid up for some time with typhoid fever, is reported improving.

Our shop doctor, Ed V. Krone, and family spent their vacation on the Pacific coast at Astoria, Oregon, and Seattle, Wash.

Machinist Percy Fry of the rod gang joined the matrimonial club the early part of September.

Machinist Charles Forsberg is wearing the baby smile. A baby girl was born at his home September 3.

Our hello girl, Miss Bull, spent her vacation camping on Rock river near Hillsdale and reports a fine time.

The boilermakers' convention, District No. 10, comprising the Rock Island lines, held their tenth convention in Moline in the week commencing September 15. All parts of the system were well represented, 36 delegates being in attendance. Chairman McGowan introduced Mayor Carlson of Moline, who extended to them the welcome of the city and arranged with the Greater Moline Club to take them for an auto trip which the delegates greatly enjoyed on the afternoon of the 16th. A big smoker was held in Rock Island on the evening of the 17th, which was well attended by the local boiler makers and helpers, an enjoyable evening being spent. The Silvis Glee Club was present and helped to make the evening a success. Mr. Shannon of the Glee Club made quite a hit by singing "Fido Is a Hot Dog Now." Mr. Green of Silvis acted as one of the toastmasters. The delegates left, being well satisfied with the hospitality of Local 377.

Mr. C. T. Wolfe and wife spent their vacation at Topeka, Kansas City, and Trenton, Mo.

Mrs. J. Keogh and two daughters of Chicago spent a week visiting Mr. Keogh, boiler shop foreman. They visited the Rock Island Arsenal and other interesting places in Moline vicinity and were well pleased with their visit.

Machinist C. E. Comfort and family are spending their vacation at New York City and other points in the east.

George H. Pike of Silvis has returned to Champaign to take up his college studies.

IOWA CITY, IOWA.

Operator F. R. Kuhns and wife visited at his parental home in Rolfe, Iowa, over a Sunday the latter part of September.

Day Baggage-master J. S. Martin and family spent two weeks in southern Oklahoma. Jim reports crop in good condition, also that Oklahoma possesses a "free" bathtub. We are informed Jim got desperate and took a bath, 5 months before a birthday, too. J. S. relieved on days by Night Baggage-master J. Grady, who in turn relieved by Larry Burns from the Cedar Rapids division baggage department.

Larry Burns, who has been day baggage-man at Depot No. 2 the past two years, has resigned his position and will attend school this coming year.

By the time these notes reach the editor we presume C. K. Leinbaugh, commonly known as "slipper," "the slippery kid" and "alim," will have left the brotherhood of "biscuit grabbers" and have taken out a hunting license, married, settled down, and, we trust, cut out his bad habits. Full details will be given in the next issue of this magazine.

Operator Gould is preparing taking a side course in the liberal arts of the state university, in connection with his employment with the C. R. I. & P.

Agent H. D. Breene started for the lakes in Minnesota to spend his vacation but on the trip was detained several days account sudden illness of his nephew in St. Paul.

We have been informed that A. T. Burnett of the freight department in this city is contemplating running for justice of peace, he having taken his first lesson in judicial matters by "setting in the wobbly chair."

Urban Schindhelm (to avoid war complications we decline to state nationality) has resigned his position with the Iowa Glove Company and is again secretary to Agent Breene. It never did seem right that "Schindy" should have left the Rock Island. We welcome him back, only he does not want to start anything after he leaves the freight depot.

Dubuque street crossing watchman, H. Con-samus, was struck by 97's extra several weeks ago, receiving several severe cuts on head and chest. Latest reports, Mr. C. doing splendid towards recovery.

Comments made because no items appeared last two issues. The writers wish to state up to this time we have been unable to secure any "state liability accident insurance."

Operator E. W. Stuart and family spent a few days in Atlantic in September.

J. B. Patten, formerly baggageman at this point but more recently of the block signal department, is again in Iowa City preparing to undergo operation for appendicitis. Mr. Patten is now employed by the C. M. & St. P. near Chicago.

The small son of Operator E. W. Stuart underwent an operation at the University hospital recently.

Mr. I. J. Gittins, who was so badly injured in a motor car accident at Newton several months ago, has fully recovered and is again at his post of duty as bridge foreman. We all rejoice at Mr. Gittins' recovery.

The new furnace installed in the passenger station will add much to the comfort of patrons of this company during the winter months, also the passenger station employees.

C. W. Sangster and Fred Kinney, two Iowa City boys, are now employed with extra block signal department gangs on the East Iowa making needed repairs.

KANSAS CITY, MISSOURI.

The smiling countenance, the cheerful and inimitable ha-ha of W. D. Fernald, Jr., our own dear "Bill," has been temporarily removed from our midst, but we pine not, for we know he'll return. Bill has done gone and shied his sombrero into the matrimonial arena, the happy event having taken place on the eve of the 16th inst., when he took unto himself Miss Minerva Metcalf for a bride, pledging a vow to love, honor, obey, protect and provide for her so long as they both do live. The ceremony was performed at the residence of the groom's parents, 917 East 9th street, in the presence of a host of immediate relatives and intimate friends, who were wine, dined, and entertained with music. The contracting parties received many beautiful, costly and useful presents from those who had gathered and wish them well on their journey of matrimonial bliss and the flower-bedecked home was the scene of great merriment and pleasure until a late hour. "Two souls with but a single thought, two hearts that beat as one." Gone to Salt Lake on their honeymoon.

Mr. Chili Con Carne (Hot Stuff) left Kansas City Tuesday for parts unknown—evidently Germany—as Carney's chief interests lie with the Germans. Although a native of the Emerald Isle, where many times he kissed the blarney stone, the love of sauer kraut has tenaciously fastened itself upon our friend and to war he will go and fight for it. Hoch! Der Kaiser! Carney!

MANLY, IOWA.

Miss V. Luini Mutch of Grundy Center spent the week end of September 12 with Mabel H. Westcott.

Getting mad is a favorite human occupation, consisting of cutting out the muffler and taking the hands off of the steering wheel, mentally. When a man gets mad he stops thinking with his brain and turns the job over to his fists and lungs. Then he produces a mess of ideas as a child produces art with a pail of red paint.

There are two times in which to get mad. The right time and the wrong time. The wrong time is whenever you can't help it. There is nothing more pitiable than a man who is constantly abducted by his temper; and no one so easy to hoodwink as the man who allows his opponent to do the thinking while he is bursting at the seams with righteous indignation and producing vast clouds of smoky language which is beside the point.

Getting mad keeps about as many men hunting jobs as getting drunk does.

There are, however, men who use getting mad as a weapon of offense rather than a defense, and who have their temper ready to harness up and turn loose like a fire engine whenever the alarm comes in. When a man saves up his mad for an important occasion and explodes on schedule time he is a formidable opponent. The right time to get mad is just after the other fellow has shot away all his ammunition and is trying vainly to get his brain in gear again. We must all get mad

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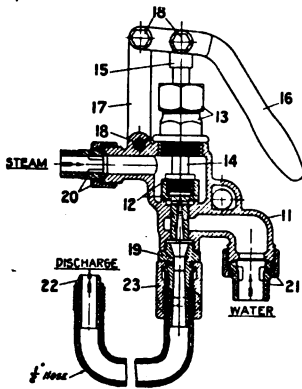
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now and then but should insist on setting the dates ourselves.

W. J. Edwards, the oldest conductor on this division, passed away August 28. He was one of the best liked conductors on the division, had a smile for everybody, and his death was a severe blow to all who knew him.

E. H. Peters, shop timekeeper, has been keeping company with one of the young ladies of this town for the past year and is a regular attendant at the new moving picture show. Look what money you could save by getting a little house and getting married, Pete. All the boys would be glad to see him married.

H. W. Walter has been appointed chief dispatcher and division operator, vice R. M. Heath, resigned. Hank, you have the best wishes of all the employees of this division and we wish you success in your new position.

V. B. Davis has been appointed acting night chief dispatcher with the title of assistant chief, vice J. L. Gibbons, who has resigned to accept a position as chief dispatcher at Oskaloosa for the M. & St. L. Good luck, Van.

This division made a good showing on the fair trains during the Iowa state fair at Des Moines, handling over 10,000 people.

The run formerly held by Conductor J. W. Edwards, deceased, has been filled by F. J. Cain, who ran 67 and 68.

Miss Hazel Pearson and Miss Hazel McKercher made a trip to Minneapolis Saturday, September 5, to visit with friends.

Marve Jacques, chief clerk to General Yardmaster Lang, was called to Hampton September 5 to spend Sunday with some folks. He failed to respond and the boys want a detailed explanation as to why he failed to go. Something of greater importance must have kept him here. How about it, Jake?

C. H. Greaver, roadmaster, has taken a two weeks' vacation and expects to spend about four days attending the roadmasters' convention in Chicago.

W. C. Bacon, traveling refrigerator inspector, was a visitor at the office September 9. Looks fine.

MEMPHIS TERMINALS.

During the month of August nearly every official from the general offices visited Memphis and the consensus of opinion was that Memphis' new local freight station is the "last word" in beauty and thoroughness.

Vice President A. C. Ridgeway, Chief Engineer C. A. Morse and General Manager T. H. Beacom passed through Sunday, August 23, on a tour of inspection of the system.

Mr. Edward Perry Kelly, special representative of the executive department with headquarters at El Reno; General Passenger Agent George H. Lee from St. Louis, General Manager T. H. Beacom of the third district, Passenger Agent Fay Thompson from Oklahoma City, and Division Engineer A. C. Shields were all in Memphis on August 15.

The embargo on wheat caused by foreign wars brought us a very pleasant visit from Freight Claim Agent W. O. Bunker and Car Accountant W. H. Wallace during the middle of August. The accumulation of export wheat held at Hurlburt, Ark., has now all been moved. Station Supervisor H. H. Gray spent several days in Memphis in connection with the handling of wheat through the terminal.

On invitation from Local Agent W. L. Stout, the Memphis Local Freight Agents' Association held their September meeting in the new Rock Island freight house on September 1. Mr. Stout, who is chairman of the permanent local committee on accounting, also held a meeting of this committee in his office on September 9, the principal topic discussed being "Interline Settlements."

Mr. J. P. J. Hanson, outbound abstract clerk, underwent a serious operation on September 6, but is reported to be doing nicely. Mr. J. W. Harper is now transferred to the work on Mr. Hanson's desk, and Mr. B. L. Schlesinger of the car desk is relieving Mr. Harper. Mr. O. E. Stokes is doing temporary work on the car desk.

"A service inspector named Dammitt
Opened a door just to slam it;

He ripped and he swore,
Caught his nightie in the door,

And wired Bill, who repeated his name, just once more." For further information write Mr. J. H. Dimmitt, service inspector, El Reno, Okla. Traveling Agent L. E. Cato of the claim department was in and out on several occasions.

Mr. W. J. Cottingham, chief claim clerk, was off a week on vacation, brought about by a bad cold from staying out too late too many nights, and a heart attack. It's the same girl, not hard work, as he would have you believe.

A staff meeting was held for the month of September on Sunday, the 13th, attended by all the local office and warehouse force, as well as the agents from Briark and Hulburt. The meeting was interesting and instructive, and a wide range of subjects was discussed.

Mr. V. K. Rice, special accountant, in a personal letter to Local Agent W. L. Stout, says: "Your new local freight office is very fine. I took a look at it the other evening."

There is a neck and neck race between the chief bill clerk in the local office and chief car inspector. They are both pulling hard on the heart strings of our car record clerk.

Mr. R. J. Burns of the bill desk was called to Napoleon, Ohio, on account of the serious illness of his mother.

Memphis warehouse now has 50 new two-wheel pressed steel trucks, equipped with shock absorbers, electric starters, with the following chauffeurs: Pig Meat, Teddy Bear, Boll Weevil, Rabbit, Pinkie, Mink, Trash Daddy, and Buffalo.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. K.

C. F. Lindquist, our genial agent at Mayberry, went to Beatrice single September 22 and returned double. Miss Mabel Bell was the happy bride and she has a right to be in getting a life partner like "Lindy." We all extend congratulations and best wishes to them both.

Superintendent Sheahan and Mrs. Sheahan departed for New York City September 3 where the latter will make an extended stay for the benefit of her health and also to visit her parents. The employees of the Nebraska division wish Mrs. Sheahan a speedy recovery. Mr. Sheahan will return at once.

O. H. Buchanan and wife and W. A. Archer and wife spent about ten days in Minneapolis, Milwaukee and Chicago and report a very pleasant trip.

W. B. Kinnamon spent a pleasant vacation in Illinois.

F. H. Hurless and wife and daughter were in Chicago and Detroit for a few days and Mr. Hurless is very enthusiastic about the beauties of the latter city and thinks the skyscrapers of Chicago compare very favorably with those of our town.

W. H. Brown must have had a very exciting time in Kansas City a few weeks ago (?).

Operator Phleger was called to Kansas City August 28 on account of the illness of his sister. She has our best wishes for her speedy recovery.

Effective August 15, Assistant Chief Dispatcher C. H. McGee resigned. Mr. McGee has many friends on the Nebraska and other divisions of the Rock Island, who wish him success. A. S. Bishop was promoted to assistant chief dispatcher and F. C. O'Hara is the new trick man. We wish them both success.

W. F. Luke has returned to his post at Du Bois after a vacation in Canada and the northwestern part of the United States.

Car Foreman G. C. Brown returned September 6 from two weeks spent in Colorado and Montana.

Wire Chief W. V. Corp is spending his vacation in Kansas City.

VALLEY JUNCTION SHOP.

By the Shop Reporter.

Announcements have been received of the marriage of Miss Helen Foley of Topeka, Kan., and J. F. Thompson of Valley Junction, which occurred at Topeka, September 9. After a trip through Colorado Mr. and Mrs. Thompson will be at home to their friends October 16. "Fred" and his bride have the best wishes of all for a long, happy and prosperous life.

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Labor Foreman Samuel Walden, while watching a swarm of bees, accidentally let a heavy timber fall on his feet, bruising them very badly. Samuel was confined to his home for a few days on account of the injured members. Sammy, "Let the little bees be."

Material Distribution Clerk Nicholas Ver Steeg is building a five room home on 5th and Vine streets. He is contemplating making his home strictly modern.

Machinist Apprentice James D. Hodges, formerly of Pratt, Kan., has been transferred to this point to complete his time.

Miss Josephine Morrison, stenographer, is again on the job, having been confined to her home on account of illness.

Timekeeper Roy Sheets was called to Ottumwa, Iowa, on a lawsuit September 8. Says he enjoyed the trip immensely, but was never so hungry in all his life before as on said trip. Roy's idea of a good meal was changed greatly during this trip.

On September 8 Harley Knowles, light repairman in coach yard, had the misfortune to get a hot cinder in his eye. He was, however, able to resume his duties a few days later.

Now that Locomotive Foreman Ruiter has purchased a new Overland we hope he will keep his promises and take us all out for a joy ride. Would request that Mr. Ruiter take special notice.

Machinist Charles J. Thompson, wife and daughter attended the wedding of Mr. Thompson's brother Fred at Topeka, Kan., September 9.

Evidently Joe Verplanck does not let the war interfere with his prosperity, judging from the number of stones he has been buying recently.

Machinist Charles Roper, alias "Slippery Dick," has rented a five acre farm north of this city and is going into the farming business on a large scale. Slippery says he has waited a long time for a chance like this. He contemplates raising poultry and popcorn. We all wish him success in his new undertaking.

On September 3 Mike Hannon, machinist, was seriously injured. Mr. Hannon is not yet able to return to service.

Beware! Any one questioning the ability of Eddie Collins is sure to start something if he mentions same when Clifford Miller is near. It has been understood by a friend of the "Pirates" that Collins has been visiting Hans Wagner, shortstop for the Pittsburgh Nationals, getting a few pointers on the game. Has Miller anything to say in regard to this matter?

Now that the Iowa State Fair is over, it is surprising to see the smiling faces of some of the shop employees. The only thing we attribute these smiles to is that their better halves are back on the job after spending a week at the fair grounds. The eating houses, church booths, etc., on the fair grounds employ an enormous force of women, and this in their estimation is a pretty soft way of making the price of a new fall dress or hat but as to the poor fellows that have to stay home and "batch," it is a different proposition. Some of them look as though they had been sick for a month, and this, I suppose, is caused from over-eating.

Nearing the end of the 1914 baseball season we find the grand old Dutchman, Hans Wagner, still living up to his old time reputation:

"In fact it surely seems as though

Old Time would get him never;

For fans and players come and go

But Hans goes on forever."

We often wondered why Roy Sheets used to sit in the store room with his trousers' legs tied—for of course Roy is not afraid of mice or rats.

Mr. Miller, better known as Eddie Collins, will soon have to undergo a serious operation. An X-ray examination was made a few days ago and the result was that they found that a baseball had settled on the brain. It's a mighty good thing that the baseball season is almost at a close and that Boston don't have to play Philadelphia many more times or he would never recover. Poor boob, no hopes.

I wonder what has become of Dody?

We have a party at Valley Junction that hands out five dollar bills instead of one dollar bills. Some kid!

Some changes are being made in the store room and the other day when the file clerk passed the rivet rack he asked the storekeeper,

"What in the world are you going to do with all those staybolts, and where do these little quarter-inch staybolts go?" Now what do you think about a question like that for a man that has been on the railroad for the last forty-seven years or more?

Mr. Elmer Stone, formerly index clerk, has resigned and is first to take a trip to see his little Kansas rose and then will return to take up another long nine months of school work. We wish him success in his school.

Mr. O. G. McCall has accepted a position as crew clerk and you may bet it is quite a relief on "Mose." Of course, when McCall isn't busy we keep him looking up records to pass the time away.

Mr. Sam McCluskey is now bill clerk and always on the job from early to late.

Oh, yes, we are having a new roof put on the yard office and hope they won't stop at that because we sure do need a new floor.

Mr. Charley McCluskey is our new day carder and likes the job fine.

Mr. Lawrence Stone has resigned his position as chief clerk and has accepted a position as bookkeeper with Davidson Bros' furniture store in the city. Mr. A. J. Rattelle has taken the position as chief clerk again.

We see Burt Well is a-going to take a little trip to Casey. Don't know just what is the attraction down there.

Our old friend Ramback is still trading. If you have anything to trade just see Rammy.

Switchman Chas. Shuey got hurt last week, but we hope not very seriously.

Mr. Vollintine is our index clerk now, and he sure has pretty rosy cheeks. He says the wind makes them red, but paint will sometimes do the same thing.

We are certainly seeing the effects of a flood, as last night we had the hardest rain we have had since 1903 and all of Valley Junction was most under water; washed all the tracks out so that it was impossible to get a train through either way for several hours. Most all the help was late to work, but they had so good an excuse that not a word was said. Thanks to the flood.

WEST DAVENPORT, IOWA.

By C. E. Alford.

There has recently been put into service another switch engine in this yard owing to increasing business. Mr. George Austin is in charge.

Mr. Paul McStein has severed his connection with the company and has gone back to work for Uncle Sam. Paul was a day yard clerk here.

The Purity Oats Company are erecting another department of their factory—the building is going to be several stories high and in close proximity to the plant. What they intend to manufacture has not been given to the public yet.

Business on the Missouri division seems to be on the increase and there is considerable grain moving. Rosenbaum Grain Company of Kansas City seems to be the heaviest shipper of grain from the Kansas territory, where abundant crops are being taken care of.

The Milwaukee division is moving grain for Minneapolis very steady and business on that line seems to be rushing.

The California fruit business is holding its own in fine shape. The number of shipments is now over the 600 mark.

The rock train in the vicinity of Buffalo is taking care of the quarry business and assisting in gravel work which is being carried on near Fairport.

Mr. R. J. Doty is relieving Mr. A. C. Hendrix, who is taking a vacation.

The industries in this vicinity are doing good business, according to the drags that come off the river line.

The Independent Baking Company's new plant is progressing very satisfactorily in this vicinity. The plant is to be a large one and will cover considerable ground.

The friends of Operator J. L. Sumner will be pleased to know that he is erecting a home in Peoria of the bungalow type. Jack is a busy man in the office at the yard in Peoria.

On September 2 our night yardmaster, Edwin Brown, passed away. He was born in Chelsea,

Mass., in 1849. He was employed in railroad-ing for a number of years before coming to Davenport in 1882. Since that time he had been in the service of the Rock Island, night yardmaster for 32 years.

Mr. Brown is survived by his wife and two daughters, Mary E. and Edna E., and one stepsister, Mrs. Gage Pox of Pelham, N. H. The funeral was held at the home, 1926 Brown street, Friday afternoon, September 4, at 2 p. m. Many of the employees were present and among those that acted as pallbearers were Mr. Tom Penders, yardmaster, Davenport, and Mr. Penders, yardmaster for the D. R. I. & N. W. at Rock Island. Interment took place in Pine Hill cemetery. Mr. Brown was a man of loving character and was highly esteemed by all those that knew him. All extend their sympathy to the bereaved family.

On Sunday, September 6, Lincoln Beachy flew in his aeroplane over the office at West Davenport and was witnessed by the employees that had to do duty on this day.

On Sunday, September 6, the Milwaukee Southwest Limited was several hours late account of a washout on their road due to the heavy rain that fell Saturday night. The train passed this station at 8:20 a. m.

Rollie Moore, operator at Nanant, is off for a few days on business. Jim Greenland relieves Moore and a new man relieves Jim.

Jim Greenland says he is going down in old Missouri and live on a farm where he can dabble with old mother earth to his heart's content. That's the only place, Jim.

Mr. H. W. Kroy is day yard clerk in place of Paul McSteen.

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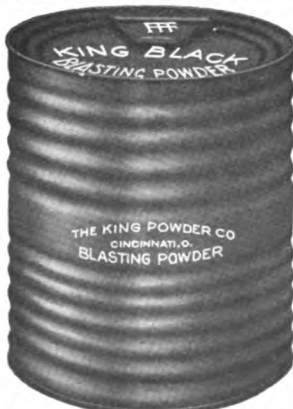
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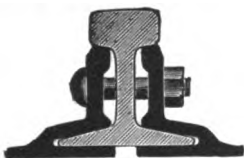
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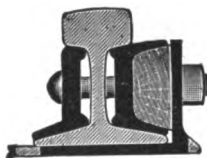
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