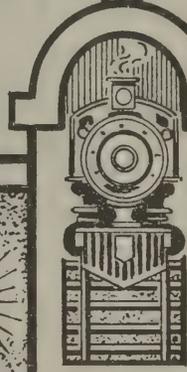
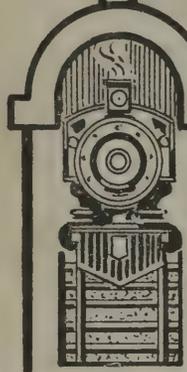


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ERIE RAILROAD



EMPLOYEES MAGAZINE



JUNE

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200 Rooms, Private Bath, \$1.50 Single,	\$2.50 Up Double
200 " " " 2.00 " 3.00	
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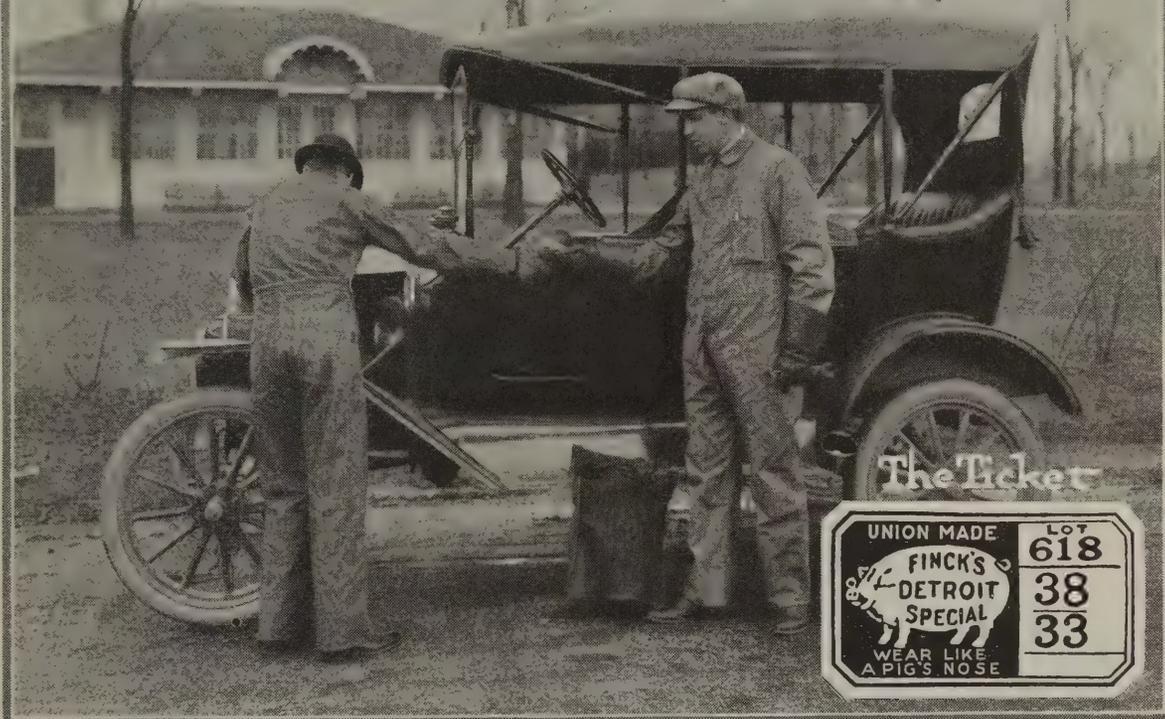
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Another New Garment

THE above cut of our No. 618 tells the whole story. Only one of the many uses to which this practical garment can be applied. The adjustable back gives unusual freedom of movement and the extra large legs, the roominess and comfort celebrated in our entire line.

The fly front is a brand new feature and the numerous pockets are constructed to answer all purposes. It has already made a hit and we will be glad to send samples on request, Parcel Post prepaid.

Made from heavy dark blue and light blue denims, also khaki. Price \$16.50 per dozen.

Don't forget they also "*Wear Like a Pig's Nose*"

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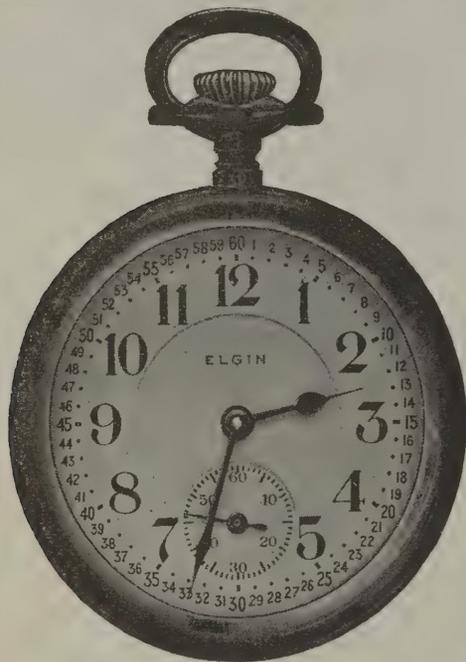
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We recommend the 16 size 21 jewel
Father Time, made by the ELGIN WATCH
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It is one of the smallest Standard R. R. Watches made, is adjusted to 5 positions, isochronism, and temperature, will pass any Railroad inspection, and has our *Unqualified Guarantee Behind It.*

Fill out the coupon and mail it to us, and we will gladly tell you how you can secure this watch on our Easy Payment Plan, with no initial cash payment required.

GEO. D. DAVIDSON CO.

163 Newark Ave., Jersey City, N. J.

Without any obligation on me whatsoever please send me particulars about Easy Payment Plan upon which you sell Standard Railroad Watches to Erie Railroad Employees.

Name _____

Street _____

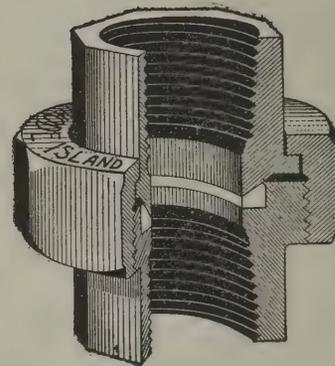
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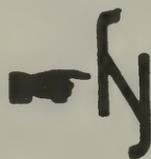
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114 CHAMBERS STREET
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A Double Header

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

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

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

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

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

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

All aboard for the Mid-Summer Sale.

MONTGOMERY WARD & CO.

NEW YORK KANSAS CITY
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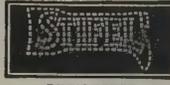
Write to the house nearest you

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

You *know* OVERALLS,
Uniforms, Shirts, etc., are



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garment that gives the
wear.*

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Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



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THE ERIE RAILROAD EMPLOYEES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, \$1 per annum, postpaid.

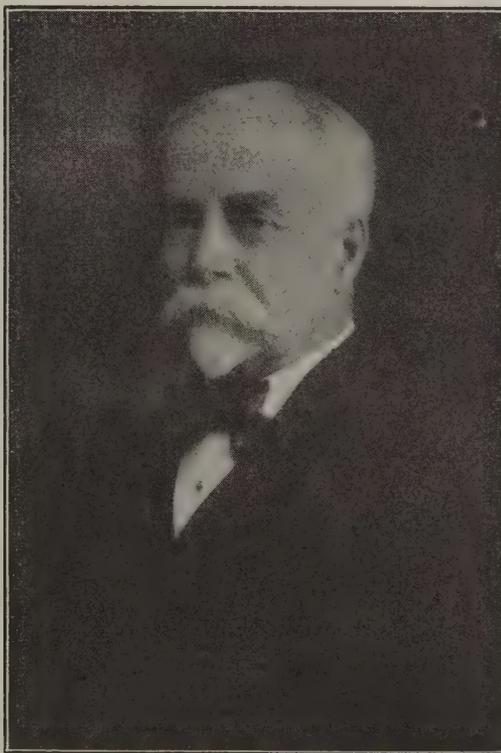
Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. II.

JUNE, 1915.

No. 4

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance



DAVIS S. ROWE,
52 years with the Erie.
(See Page 200)

ANOTHER ERIE VETERAN.

On May 1, 1915, Davis S. Rowe, Ticket Agent at Corry, Pa., completed his fiftieth year in service of the Erie R. R. in this City, and rounded out fifty-two years of faithful and efficient service for this company.

In June, 1861, the N. Y., P. & O. (now E. R. R.), ran its first train from Salamanca, as far west as Corry, Pa. Mr. D. A. Dewey, of Columbus, Pa., donated site at that point and was largely instrumental in establishing a passenger station there. He became the first agent, although never actively engaged in railroad work.

In 1863 Mr. Rowe was made acting agent at Columbus and remained there until May 1, 1865, when he came to Corry, Pa., and accepted a position at the freight house, as "over and short" clerk. Those were the days of early oil activities in this section of Pennsylvania, and Corry did a thriving business from the start. Young Rowe made good and in November of same year was promoted to ticket agent, which position he has continuously held to the present time.

The station at that time was just east of the present junction of P. R. R. and E. R. R., at Maple Avenue. In March, 1866, the new station was completed and he moved into present quarters, which has been his office home for nearly half a century.

When he came to freight house, Mr. M. C. Witbeck was freight agent and A. L. Langdon Chief Clerk. Mr. Witbeck (now deceased), was afterward division supt. and later entered service of the Wabash Railway.

Mr. Langdon soon after entered service of Penn. R. R. and was connected with the Empire Line for some years, and is now Traffic Manager of the Long Island Ry., with offices in Pennsylvania Station, New York City.

Mr. Rowe, in early life, became pre-eminently a Corry man and, although urged at one time to accept another position with the passenger department, which promised rapid advancement in those days, decided, for personal reasons, to remain in Corry.

While Mr. Rowe has been first, last, and all the time, a staunch Erie man, he has also been closely identified with the civic life of Corry. For a great many years he has been prominently connected with the city schools in various capacities, and is still secretary of the board, and has always taken a lively interest in all things of an educational nature.

Although Mr. Rowe is considerably past the "three score and ten," but few men in the service are more active, alert, and capable than he, and if any one doubts his efficiency or the appreciation of his superiors, they should see a personal letter written him recently by Gen. Pass. Agt. R. H. Wallace, which reads as follows:

Mr. D. S. Rowe,
Ticket Agent,
Corry, Pa.

May 7, 1915.

My Dear Mr. Rowe:

I have just read with much interest the article published in the Corry Evening Journal of May 3rd, concerning the celebration of your fiftieth anniversary of service with the Erie Railroad Company.

I congratulate you upon the honorable record you have made and the success you have attained in your efforts to satisfactorily serve the travelling public. I congratulate the Erie Railroad Company upon having the benefit of your long, faithful and valuable service.

As an officer of the Company and as a longtime personal friend, let me extend the wish for continued good health, long life and happiness.

Yours truly,
(Signed) R. H. WALLACE
General Passenger Agent.

While Mr. Rowe has always been a living advertisement for the Erie, he has studiously avoided advertising himself, and only those who know him most intimately, really appreciate D. S. Rowe, the man; however, his generosity to both friend and foe, is proverbial.

The wife of his youth still lives to cheer him, and three sons grown to manhood, all reside in Corry. Thus surrounded by family and friends, he bids fair to see many more years of pleasure and usefulness, together with the satisfaction of looking back on a life filled with efficient service, kind deeds, and a fine regard for others, which makes life really worth the living.

Let us propose this toast:

Here's to you D. S. R., by one who knows your worth.

Of all best words that ever have been penned,
None can excel these two sweet words,
a friend.

REWARD AND PUNISHMENT.

You are the best and worst of everything you require;

If you have looked on shame willingly; yours is the shame;

You are the evil you mean, and you are the good you desire;

You shall be for yourself both the praise and the blame.

—William Dean Howells.

A man can never do anything at variance with his own nature. He carries with him the germ of his most exceptional action.—George Elliot.

ANNUAL CONTEST OF ERIE SHOPS FIRE DEPARTMENT.

ANNOUNCEMENT is made by Mr. Eugene J. Reilly, Chief Fire Inspector, Erie Railroad, that the next annual contest of the Erie Shops Fire Department will take place at Salamanca, N. Y., on August 3rd and 4th next. Also that a new silver prize trumpet will be one of the coveted trophies to be competed for.

As the former silver trumpet presented by the Erie Railroad Company has become the property of the Meadville boys, they having won it three times, the new one will take its place and will be a further inducement for the fire laddies to put on top speed in the contests.

Following is the full text of Fire Inspector Reilly's communication. It is published now, nearly two months in advance of the contests, in order that all interested may have a clear conception of the rules, and to avoid discussions and excuses when the time comes for the big assembly, which, through annual repetition, has become one of the most intensely interesting features connected with the Erie Railroad, whose loyal employes and their friends turn out every time the boys get together, to encourage them with their support and applause.

Mr. Reilly advises:

The Ninth Annual Tournament of the Erie R. R. Fire Companies, for the new prize trumpet, will be held at Salamanca, N. Y., August 3rd and 4th, 1915.

The rules and regulations governing this contest, in effect, are the same as prevailed in previous years, excepting, that water will be turned on **but once** for each team, instead of **twice**, as in former years.

If any questions regarding the rules and regulations arise, which are not thoroughly understood, I shall be pleased to furnish additional information upon request for same.

All companies taking part in this contest, will send names of foremen and men by July 1st, they having previously sent notification of their intention to participate, in order that transportation may be arranged.

Rules and Regulations.

Ten (10) men will constitute a company, and only that number will be allowed to enter from any one organization. Each company will be allowed to carry one extra man, who can be used in case of emergency.

Hose carriage to be used will be the one used in previous years, and will

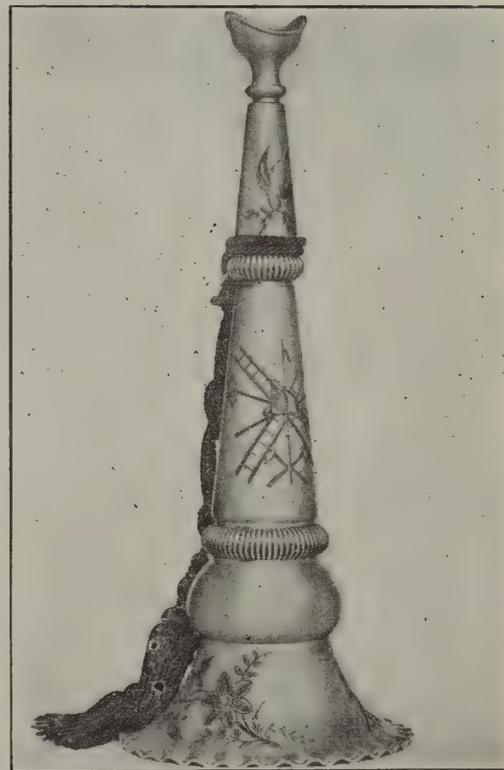
be furnished from Jersey City, N. J. Description of same as follows:

Frame, iron; wheels, wooden, hubs of iron, 5 ft. 6 in. high, steel tires; Width over all, 6 ft. 2 in.; Length over all, 10 ft. 6 in.; Weight, complete with equipment, 700 lbs.; Hose, 200 feet, standard cotton hose (4 coils); Nozzles, two uncoupled from cart; Tools, hydrant wrench and two spanners. No other tools will be allowed.

No person will be allowed to take part in the contest who is not a regular employe of the Erie R. R. Company.

Upon assembling, each brigade will be given a number and it will be called in such order, as the judges may decide.

All starts will be made from a point 300 feet distant from a hydrant, at a signal to be provided for this purpose.



NEW PRIZE SILVER TRUMPET.
(Presented by Erie Railroad Co.)

Upon reaching hydrant, connection will be made thereto, without cross-threads or leaks, 100 feet of hose laid, coupling broken, nozzle attached and water turned on to target, connection to nozzle to be made without cross-threads or leaks. Hose will be laid

straight, and free from kinks. Stream must hit the target squarely.

At report of pistol shot, water will be turned off and a rest of five minutes will be allowed. At the expiration of that time, at a pistol signal, nozzle will be disconnected and returned to its place on the carriage. Coupling will be made to the hose that is left on the cart, hose replaced on the reel, straight and free from kinks, and cart returned, with all tools in place, to the starting point.

In the first part of contest, time will be taken from the instant starting signal is given, until further stream of water hits the target.

In the second part of contest, time will be taken from the instant shot is fired as a signal to uncouple nozzle, until cart is returned to the starting point.

Following will be considered, in awarding prize:

First, general appearance of the members and their conduct.

Second, time from start, to time water is on target.

Third, time return signal is given until cart is returned to the starting point.

The beautiful and costly silver trumpet, generously donated by the Erie Railroad Company, is shown in the picture, with its rich and appropriate ornamentation plainly in view.

When the fire laddies see it, surely their pride will be appealed to, and every company in every shop along the great Erie line, will get out and hustle to become the owner for the first time. This we show and base the opinion on the past performances of the first fire-fighting speed boys.

The trumpet was furnished by the International Silver Co., New York City.

REPORT OF THE ERIE RAILROAD EMPLOYES' MUTUAL BENEFIT ASSOCIATION.

FOLLOWING is the report of the Secretary-Treasurer of the Erie Railroad Employes' mutual Benefit Association, read at the annual meeting:

It is important and pleasing to state that, in the 43 years of the Association's existence, it has paid \$878,874 to Erie Railroad employes, or their beneficiaries.

President E. J. Williams, Directors & Members:

Our 43rd Annual Meeting was called to order by President Williams in the City Hall at Salamanca, N. Y., at 11 o'clock A. M., Saturday, May 15, 1915.

Mr. O. E. Black of Salamanca, representing the Mayor of the City, favored our assembled members with an eloquently cordial address of Welcome.

Brother Everts replied in an interesting and appreciative manner.

President Williams then called for the report of the Secretary-Treasurer. The Secretary read as follows:

43rd Annual Report of the Secretary-Treasurer.

May 1, 1914 to April 30, 1915.

Balance on hand, April 30, 1914	\$	45.70
Collected on previous Assessments		611.00
" " Assessment 634-35		1,706.00
" " " 636-37		1,750.00
" " " 638-39		1,751.00
" " " 640-41		1,707.00
" " " 642-43		1,689.00
" " " 644-45		1,705.00
" " " 646-47		1,665.00
" " " 648-49		1,654.00
" " " 650-51		1,616.00
" " " 652-53		1,623.00
" " " 654-55		1,603.00
" " " 656-57		1,280.00

\$20,405.70

Claims Paid in Full.

May 1, 1914 to April 30, 1915.

	Paid in Assmts.	Balance paid on Claims	Full amt. Pd. on Claims
993 James Kepler, Meadville, Pa.....	\$493.00	\$569.90	\$793.00
994 J. T. Pinkney, Galion, O.....	567.00	667.00	867.00

	Paid in Assmts.	Balance paid on Claims	Full amt. paid on Claims
995 Barney McTearnan, Galion, O.....	539.00	699.17	839.00
996 Thos. Coppard, Akron, O.	461.00	761.00	761.00
997 Bradford Beeman, Salamanca, N. Y....	360.00	560.00	660.00
998 Wm. A. Stonemetz, Kent, O.....	577.00	877.00	877.00
999 M. S. Keefe, Meadville, Pa.....	376.00	676.00	676.00
1000 Pat Moffit, Meadville, Pa.....	461.00	661.00	761.00
1001 Patrick Hagerty, Mansfield, O.....	567.00	717.00	867.00
1002 James Bulger, Meadville, Pa.....	500.00	700.00	800.00
1003 W. G. Huggard, Marietta, Ga.....	579.00	879.00	879.00
1004 James Kane, Cleveland, O.....	464.00	564.00	764.00
1005 J. C. Roha, Meadville, Pa.....	97.00	397.00	397.00
1006 Dan Connell, Youngstown, O.	571.00	500.00	871.00
1007 H. Coffinberry, Dayton, O.....	572.00	672.00	872.00
1008 Jacob Pfeifer, Galion, O.....	471.00	671.00	771.00
1009 John A. Felt, Tacoma, Wash.....	581.00	831.00	881.00
1010 Frank Shurtliff, Kent, O.....	458.00	200.00	758.00
1011 L. C. Merrill, Kent, O.....	583.00	783.00	883.00
1012 Oscar L. Harvey, Kent, O.....	506.00	806.00	806.00
1013 Earl S. Horne, Meadville, Pa.....	38.00	338.00
1014 David F. Martin, Youngstown, O.....	4.00	304.00
1015 James Laughlin, Cleveland, O.....	110.00	50.00	410.00
1016 Jacob Martin, Polk, O.....	414.00	257.00	714.00

TOTAL.....\$13,498.07

Claims Paid in Full..... \$13,498.07
 Advanced in Part..... 5,229.00

TOTAL \$18,727.07

Expense 1,663.33

TOTAL PAID \$20,390.40

TOTAL RECEIPTS \$20,405.70
 Total Disbursements 20,390.40

Balance on hand..... \$ 15.30

Total membership, April 30, 1914.....	1,211
Died	38
Blind	0
Arm Off	0
Leg Off	2
Withdrew	25
Forfeited	96
New Members	92

Total membership, April 30, 1915..... 1,142

Mr. E. J. Williams,
 President,
 Kent, O.

May 10, 1915.

Dear Sir:

We the undersigned Committee appointed by you to examine the accounts and report of Mr. E. J. Jones, Secretary and Treasurer, of the Erie Railroad Employes Mutual Benefit Association have this day gone over the accounts and find them to be correct.

And if it be not without the province of your Committee we wish to express our gratification and surprise that there has been a falling off of but four (4) members in the past year, although the past year has been one of the most trying ones within our recollection.

We earnestly solicit the support of all members in an active way that we may keep the Association alive in order to take care of particularly the old members who have weathered the storm of the period covering the existence of this Association.

Our Secretary and Treasurer has worked earnestly and industriously to take care of his end of the work, but it must not be left entirely to him; but it requires a united effort on the part of every one of us.

Yours truly,

(Signed) G. H. WITHERELL }
 C. B. LEACH } Auditors.
 T. C. Eddy }

Moved and seconded the report be accepted and adopted. Carried.

President Williams declared the Election of Officers for the ensuing year next in order.

Officers elected as follows:

Mr. E. J. Williams, President, Kent, O.
 Mr. James E. Bailey, Vice-President, Meadville, Pa.
 Mr. F. J. Jones, Secretary and Treasurer, Warren, O.

Board of Directors.

Wm. S. Cozad, Supt. of Apprentices and Piece Work, Meadville, Pa.
 G. M. Waddy, Gen'l Foreman, Car Dep't, Buffalo, N. Y.
 Giles Witherell, Chief Clerk, Freight Dep't, Salamanca, N. Y.
 John Eckart, Conductor, Meadville, Pa.
 Edwin Hoffman, Machinist, Meadville, Pa.
 Theron C. Eddy, Train-Despatcher, Youngstown, O.
 Chris Corlett, Passenger Conductor, Cleveland, O.
 Charles B. Leach, City Passenger Agent, Cleveland, O.
 Louis N. Kaw, Foreman Upholsterers, Kent, O.
 Wm. Kline, Engine Watchman, Galion, O.
 John McKeown, Boiler Inspector, Galion, O.
 Myron H. Hardy, General Agent, Dayton, O.
 Thos. O'Neil, Section Foreman, Galion, O.
 Michael Haugh, Director at Large, Meadville, Pa.
 J. H. Daltry, Foreman Blacksmith, Huntington, Ind.

Dayton, Ohio, was unanimously selected for our 44th Annual Meeting.

President Williams appointed Messrs. M. H. Hardy, G. H. Witherell and L. N. Kaw, a committee on resolutions, which were adopted as follows:

Resolved: That we tender a vote of thanks to the Mayor and the Citizens of Salamanca for the use of the Council Chamber for the meeting of the Association; to Mr. O. E. Black, who eloquently welcomed the members of the Association, and to the Erie Railroad officials, who so kindly arranged for the transportation of members to and from the meetings, and for all other courtesies extended to the members of the Association at this the 43rd Annual Meeting of the Association.

L. N. KAW,
 G. H. WITHERELL, } Committee.
 (Signed) M. H. HARDY,

A motion to adjourn was carried, to meet in 44th Annual Meeting, to be held at Dayton, Ohio, the third Saturday in May, 1916.

Fraternally yours,

(Signed) F. J. JONES,
 Secretary and Treasurer.

THE MOST ECONOMIC USE OF FUEL.

By D. J. Madden, Supervisor, Locomotive Operation, Mahoning Division.

AT a recent meeting of the Erie Railroad's Mahoning Division, Transportation and Mechanical Officers, Engineers, Firemen, Engine Hostlers and others, interested in the matter of fuel economy, as applied to locomotive operation, held in Youngstown, at which there were more than fifty of the above named employes present, the matter of the most economic use of fuel, was the principal question under discussion. The purpose of it was to more fully establish the real value of "ONE POUND OF BITUMINOUS COAL," in order that coal may be in the future, computed in pounds, rather than in tons, as has been the practice in the past, by the men engaged in its application to locomotive service.

This subject was presented at the meeting by Supervisor of Locomotive Operation, Mr. D. J. Madden, who displayed a one-pound block of Bituminous coal (in cubeform), explaining

its heat energy, its cost on locomotive tenders and the number of miles it will haul a ton of freight on the Erie Railroad, when properly applied to a modern super-heat locomotive.

The numerous sources through which coal is wasted is enumerated in the following order:

The number of tons of coal consumed annually by the Erie Railroad Company, and the cost of same.

The percentage of this coal wasted at coal-tipples, by over-loading tenders, so that coal falls off on the right-of-way and becomes public property, or poor track ballast.

The percentage of coal wasted at ash-pits during the process of fire-cleaning, by dumping unconsumed coal in the clinker-pit and about all of which can be avoided by crews bringing their engines in after a trip or day's work, with fires burned low. This also proves a labor-saving method, as well as reducing the length

of time necessary to handle the engine over the ash-pit.

The percentage of waste, through leaky boiler-mudrings, safety-valves, whistle-valves, blow-off cocks, piston and valve-stem packing, leaky cylinder-head joints, etc., all of which can be eliminated by proper shop practices.

The percentage of coal wasted, due to lack of co-operation on the part of engineers and firemen. Figures being shown from a recent test, where eighteen hundred (1,800) pounds of coal, was wasted through the pop-valve on a locomotive in less than one hour, all of which could have been avoided by proper co-operation between the engineer and fireman; the engineer knowing he was to take siding and failed to notify the fireman to that effect; the fireman having his fire prepared for a long, hard run, at the time when side track was taken.

The percentage of coal wasted, account of improper firing, through the formation of black smoke, due to imperfect combustion, and nearly all of which can be avoided by more intelligent firing and proper drafting of engines.

The percentage of coal wasted, due to lack of co-operation on the part of yard masters, train dispatchers and telegraph operators, in allowing heavy trains to be stopped unnecessarily on the main track, within yard limits. Recent tests showed the exact amount of excess coal burned, due to getting the train under headway after each stop.

There is a total annual expense of more than three hundred thousand dollars (\$300,000), being borne by the Erie Railroad, all of which is avoidable through the method of increased efficiency on the part of those concerned in the Operating Department.

The object of this series of meetings, now being conducted on the Mahoning Division of the Erie Railroad, is for the purpose of putting directly before each individual engaged in the Transportation Department, the importance of the duties directly assigned to him, and the amount of cost unnecessarily imposed on the Railroad Company, each time he fails to perform his duties in the manner designated by the Company's rules.

THE EXPRESSIVE HYPHENATED WORD CO-OPERATION.

THE title of this article is an inexhaustible theme. Results from work and effort continue to point to the fact that, many of us, notwithstanding our good intentions, have not fully comprehended its value and importance. Failure to grasp the true meaning of the word co-operation, is due to the subtle suggestion of thought, that places us in the role of a hired man, instead of one of a great army of men, striving for the accomplishment of a great and common end, *success*.

Let an Erie man be asked the question, what are you doing? "Working for so and so," will invariably be his answer, which suggests the thought of being merely a hired man. The suggestion fixes the thought in the mind, of being merely a hired man. As long as a man believes himself to be none other than a hired employe, or man, he cannot co-operate with his employer in the attainment of co-operative results.

Before this can be done, there must be a change of mental attitude. To the extent that, instead of saying, "I am working for so and so, I am working with him or them." Under that

attitude of mind, co-operation begins and grows, and the true relation of business to men, and men to business, is firmly and correctly established.

If all officials and all employes could get this attitude, and cultivate it, the energy and spirit now spent in contention, strife and struggle, would go towards producing profit, better feeling and conditions for both.

The constant and continued effort of the official, should be to change the mental attitude of the employe, that the latter may work with, and think with, instead of against him, which is a salutary state of being necessary, to pronounce wholesome and beneficial co-operation, in whatever be the task, and will be, likewise, conducive to the pleasure of agreeable association and benefit of both, and all concerned.

C. A. Allen.

BASEBALL TEAMS, ATTENTION

The Erie A. A. has re-organized and would like to hear from some light professional teams, offering a reasonable guarantee. Address all letters to Wm. F. Rave, Room No. 750, 50 Church St., New York City.

THE ERIE'S DES MOINES, IOWA AGENCY.

By P. C. Church, Agent, Erie Despatch.

APRIL 1, 1896, Mr. W. C. Nason was appointed Iowa State Agent, with headquarters at Davenport, January 1, 1897, Mr. J. P. Heffern was made State Agent, with office located at Des Moines, Iowa. April 16, 1906, Mr. F. W. Sharp succeeded him as Agent, Erie Despatch; July 28, 1908, he resigned and Mr. R. D. Williams was appointed. October 15, 1910, the writer succeeded Mr. Williams.

The present force consists of an Agent and one clerk; its jurisdiction is confined to the southern portion of the State.

Our principal eastbound tonnage consists of Packing House Products, poultry, butter and eggs, wool, grain and grain products. The westbound, of merchandise of all kinds, agricultural implements, machinery and building material.

Because of the difficulty of continuing a statistical observation regarding the productiveness of this field, in its relation to freight traffic, within the exact limits of the lines designating the territory within the jurisdiction of the Des Moines Agency, I have chosen the more expedient method of covering the entire state so far as statistics are concerned.

The state extends about 300 miles east and west, and 200 miles north and south, an area of about 60,000 square miles, the Mississippi River constituting the eastern boundary, and the Missouri River, for the most part, the western boundary. The railroad mileage within the State, is about 10,000 miles.

Within the territory are the following railroads: Rock Island, C. & N. W., C., B. & Q., C., M. & St. P., C., G. & W., Ill Central, M & St L and Wabash; also several interurban railways. The Erie Railroad can handle traffic to or from this territory, in connection with the above lines, via all our western gateways.

The topography of the State, like the adjacent sections of the adjoining states, is generally rolling prairie, intersected here and there by hilly woodlands along the many never-failing, splendid rivers, which penetrate every part of the State. On the eastern side they slope toward the Mississippi. In the northeastern corner they are high and rocky, while in the central section on the divide between the two great rivers, there

are vast stretches of quite level and very productive prairie land.

The hilly portions are, also, for the most part, quite productive. Common consent, said to be based upon authentic official and semi-official findings, credit Iowa with a larger area of highly productive soil, likewise with less waste or non-productive land, than any other state.

There is scarcely any waste land in the State now, because of swamps, since these have, for the most part, long since been successfully drained by systems supervised and perfected by the State. The highest elevation or altitude within this rich domain, near Alta (hence the name of the town), in Buena Vista County, well up in the northwestern part of the State, is about 1,500 feet above sea level.

In the northern portion there are numerous small lakes, which are of sufficient size to make them ideal pleasure resorts; well stocked with fish and beautifully fringed by high woodland shores; amongst them are Spirit Lake, Okobogi, Storm Lake and Clear Lake. Then, along the eastern and western borders, are the Mississippi and Missouri Rivers, whose environs, in many sections, afford splendid resort ground, while along the Des Moines, Cedar and Iowa Rivers, in the interior of the state, there are, also, many scenic sections of enticing natural beauty, which, in many instances, are utilized as summer camping grounds.

Iowa, primarily and chiefly, is an agricultural state. It also ranks high among the western states in manufacturing interests. The principal manufactured products are, agricultural machinery, Portland Cement, gypsum, drain tile, sewer pipe, brick and lumber. It has extensive meat packing plants, cereal mills, large storage houses for handling poultry, butter and eggs, creameries and canneries. The mining of bituminous coal, of a good quality, in a large field, covering about 20,000 square miles in the central and southern portions of the State, is an important industry. Lead and iron ore are mined in the most undulating portion of the northeastern part of the state, while that section is also rich in building stone, such as lime, dolomite, sand and marble, fire and potters clay, besides an abundance of lime

and plaster of a high quality. While there are no large industrial interests or plants in the territory of this agency, to furnish a heavy tonnage from one or more great centers, as is the case in some of the older and better developed fields, there are, however, numerous small factories and other industries producing a heavy tonnage, consisting chiefly of Agricultural Implements, Machinery, Cement, Clay Products, Grain, Grain Products, Meats, Dairy Products, including poultry and eggs, and canned goods, constituting, collectively, a large outbound freight traffic.



P. C. CHURCH,
(Agent, *Erie Despatch*)

The principal cities in this agency are, Des Moines, Ottumwa, Marshalltown, Boone, Oskaloosa, Creston, Red Oak, Atlantic, Newton, Grinnell, Fairfield, Centerville, Shenandoah, Webster City and Washington, and are important to the Erie, from a revenue standpoint, both inbound and outbound.

Some of the larger cities of the State are growing in population at a moderate rate, notably Des Moines, Waterloo, Mason City, Cedar Rapids, Davenport, Sioux City and Fort Dodge. Some of the others, such as Dubuque, Clinton, Burlington, Keo-

kuk, Ottumwa and Council Bluffs, are just about holding their own. The cities and towns showing the largest increase in population during the past decade are those where new and large industries have been located: for instance: agricultural implement manufacturing in Waterloo, Portland Cement and other clay products in Mason City, gypsum and cereal products in Fort Dodge, while at Des Moines, Davenport and Cedar Rapids, there has been a general expansion of varied industrial interests. Sioux City has large wholesale establishments supplying the northwest territory.

The corn crop in 1914 amounted to 363,689,600 bushels, worth approximately \$200,000,000 and including all the principal grain crops, oats, wheat, barley and rye, the State still ranks first over all States in the aggregate value of the above five principal field crops. These five, including its hay crop, in 1914, as was stated in the foregoing paragraph, are valued at \$465,793,419; Illinois second with \$314,357,000 for the same six crops; Kansas third, with \$283,290,000. Iowa ranks first with its oat crop at 172,696,000 bushels, worth about \$60,000,000; its wheat crop was 15,729,680 bushels, barley 11,423,310 bushels, potatoes 9,540,680 bushels; and hay 5,094,650 tons.

In poultry and dairy products, the State ranks well with the largest producing States. In 1914 the output was worth about \$100,000,000.

While Iowa is not generally recognized as an apple State, the annual apple crop is of greater value than that of any of the Pacific Coast and Mountain States, and only New York, Pennsylvania, Michigan and Missouri lead in this respect.

The value of the Iowa corn crop for 1914 was about \$11,000,000 in excess of that of Illinois, which ranks second as a corn producing State, and Iowa's oat crop was about \$12,000,000 above that of Illinois, which is also second. Illinois had a larger acreage of corn last year than Iowa, but the average yield per acre in Iowa was thirty-eight bushels, while the Illinois yield was but twenty-nine bushels per acre. The general average yield of corn per acre for the United States, as a whole last year, was only twenty-eight, and eight-tenths bushels per acre. Iowa's oat yield per acre was thirty-three bushels, while in Illinois the yield was twenty-nine and three-tenths bushels, and the average yield for the entire United

States was twenty-nine and seven-tenths bushels per acre. It is said, that Iowa soil produces annually more wealth than all the world's gold mines combined; no other equal area has so many prosperous people as Iowa. The value of Iowa farm property is equal to one-tenth of all the farm property in the United States.

Despite this great annual production, farming is carried on in such an extensive way in Iowa that it does not as yet in hardly any line approach more than haphazard surface work, and only the surface, as we might say, has been scratched. Thus the possibilities of the future of Iowa, as a producing commonwealth, when her matchless natural advantages are more fully utilized as they will be from year to year, corresponding with the rise of value of its lands, are difficult to realize at this time. Generous returns are certainly in store for more thorough and systematic cultivation, or so called intensified farming in Iowa. The application of European methods, in even a modified way and the paralleling these more intense efforts in rural pursuits, with just as pronounced intensity in industrial expansions, would result in making Iowa the nearest ideal domain of the world. Factories are needed in the State, since these would bring in more consumers for the great surplus production, which must now seek outside markets.

The State itself is now one of the greatest markets for outside factory products. Owing to its general prosperity, the people are liberal buyers. The grand total annual output of Iowa

factories, is but \$400,000,000 and seventy-five per cent. or more of this output, according to authentic information, is either of such character or for other natural reasons sold or marketed outside of the State.

Iowa has some notable features in the manufacturing line; the largest cereal mills in the world, the most extensive clay products industries, and is the center for pearl button making. It manufactures sixty per cent. of the washing machines in the United States, has the greatest hydroelectric plant on earth, makes more chocolate candy than any other state; has the largest proprietary medicine factory and has one of the largest exclusive calendar factories in the United States. Besides these, it has large furniture, broom, macaroni, sash and door, cream separator and hay-tool factories; also six shoe factories, three fountain pen factories, 200 milk product factories, (including creameries), thirty packing houses, seventy-five flour mills; factories manufacturing agricultural implements, mining machinery and tools; carpenter tools, work garments, gloves and other clothing, jewelry, flavors, extracts, soaps, brushes, steel cars, tractors, traction engines, dredgers, road making machinery, paints, oils, carriages, auto trucks, automobiles, wagons, etc.

Dr. Frank Crane of New York, lecturer and author, says of Iowa: "If Congress were to offer me my choice of any state in the Union, as a reward for my worth and modesty, I should say, unhesitatingly, 'Give me Iowa.'"

STATEMENT SHOWING NUMBER OF CORRECTIONS MADE ON BILLED WEIGHTS DURING APRIL, 1915, AND GAIN IN WEIGHT AND REVENUE.

(Continued from May)

BELOW will be found the April statements, covering corrections made by the various Agents on billed weights and the revenue that accrued to the Company, as a result of the weights being set up.

New York Terminal.

Station Correcting.	Number of corrections made	Gain	
		Weight	Revenue
Duane Street	14	31,640	\$ 153.69
Long Dock	267	293,829	1,235.77
N. Y. 28th St.	167
Wallabout	7	2,614	6.27
Total	289	328,083	\$1,396.40

New York Division.

Station Correcting.	Number of corrections made	Weight	Gain	Revenue
Dundee	7	5,352		\$ 4.92
East Orange	3	6,116		28.77
Garfield	5	6,678		58.29
Goshen	2	16,900		31.60
Greycourt	1	1,000		1.68
Hackensack	1	275		.96
Harriman	1	70		.21
Maybrook	19	6,972		31.47
Middletown	6	4,559		11.11
Montclair	2	17,100		21.34
Newark	8	19,355		20.66
Newburgh	5	9,178		42.34
North Newark	4	2,455		3.65
Passaic	7	20,700		19.75
Paterson	24	101,135		99.06
Piermont	2	54,970		20.61
Port Jervis	7	41,788		64.76
Ridgewood	4	4,235		8.82
Rutherford	1	900		1.13
Sterlington	1	140		.44
Wanaque-Midvale	2	8,400		1.77
West Mahwah	2	45,420		21.29
Total	114	373,698		\$ 494.63

Delaware & Jefferson Divisions.

Carbondale	1	2,530		\$ 15.93
Gulf Summit	1	10,800		17.06
Hancock	1	270		.37
Starrucca	1	180		.40
Total	4	13,780		\$ 33.76

Wyoming Division.

Dunmore	3	39,880		\$ 38.22
Honesdale	2	5,040		7.77
Pittston	1	13,000		11.92
Scranton	2	76		.43
Total	8	57,996		\$ 58.34

Susquehanna & Tioga Divisions.

Binghamton	8	3,163		\$ 6.31
Blossburg	1	40		.17
Canisteo	2	9,000		10.72
Elmira	55	39,654		84.56
Endicott	3	3,300		8.64
Hornell	5	4,845		5.76
Lestershire	7	25,165		26.10
Mansfield	3	1,864		2.65
Painted Post	1	3,400		3.57
Watkins	1	1,000		1.44
Waverly	2	350		.63
Total	88	91,781		\$ 150.55

Rochester Division.

Batavia	3	5,755		\$ 8.37
Bath	1	1,720		11.35
Geneseo	4	2,355		5.12
Rochester	28	20,631		45.07
Total	36	30,461		\$ 69.91

Buffalo Division.

Station Correcting.	Number of corrections made	Gain	
		Weight	Revenue
Attica	1	5,760	\$ 6.91
Arkport	1	40	.06
Black Rock	4	38,790	32.20
Buffalo	14	17,512	74.83
Buffalo Lake	2	540	1.35
Conewango	1	50	.08
East Buffalo	14	16,612	78.34
Lancaster	1	10,000	1.60
Lockport	3	18,540	25.54
Niagara Falls	7	9,952	19.52
North Tonawanda	3	19,640	24.34
Rock Glen	1	1,670	2.23
Silver Springs	2	45,119	4.62
South Dayton	1	4,700	13.61
Total	55	188,925	\$ 285.23

Allegheny & Bradford Divisions.

Bradford	2	500	\$.85
Cuba	1	255	.74
Forestville	1	18,900	20.14
Olean	123	47,976	78.84
Salamanca	5	2,524	5.10
Salamanca Tfr.	4	1,177	7.45
Sheridan	3	13,600	13.15
Wellsville	1	840	2.47
Total	140	85,772	\$ 128.74

Meadville Division.

Cochrannton	1	560	\$ 5.70
Corry	5	1,015	1.16
Franklin	1	14,180	30.49
Greenville	19	105,300	54.20
Jamestown	15	38,027	114.53
Meadville	3	20,110	36.32
Oil City	1	7,100	.25
Randolph	1	1,700	.80
Sagertown	1	23	.07
Transfer	2	725	.64
Union City	1	2,360	4.56
Utica	1	3,300	7.09
Warren, M. L.	1	1,485	3.76
Total	52	195,885	\$ 259.57

Mahoning Division.

Cleveland	27	134,017	\$ 184.16
Farrell	3	2,509	1.37
Garrettsville	1	2,200	2.31
Hubbard	2	46,400	51.74
Lectonia	1	3,432	1.46
Lisbon	1	9,750	9.26
Newburg	2	17,400	12.92
Washingtonville	1	4,000	2.65
Youngstown	22	99,844	55.50
Total	60	319,552	\$ 321.37

Cincinnati Division.

Station Correcting.	Number of corrections made	Gain	
		Weight	Revenue
Akron	15	121,640	\$ 129.24
Ashland	2	10,500	18.00
Barberton	14	20,971	42.86
Creston	1	95	.12
Dayton	5	43,720	38.70
Galion	1	685	.77
Kent	3	4,916	9.41
Marion	4	32,500	70.27
Marion Tfr.	102	16,658	77.01
Richwood	2	11,000	9.25
Rittman	2	7,900	4.11
Springfield	2	2,880	14.90
West Salem	1	4,400	.83
Total	154	277,865	\$ 415.47

Chicago & Erie Division.

Crown Point	1	\$ 2.89
Huntington	4	55,800	73.13
Ohio City	2	5,575	12.96
Spencerville	2	1,110	1.94
Total	9	62,485	\$ 90.92

Chicago Terminals.

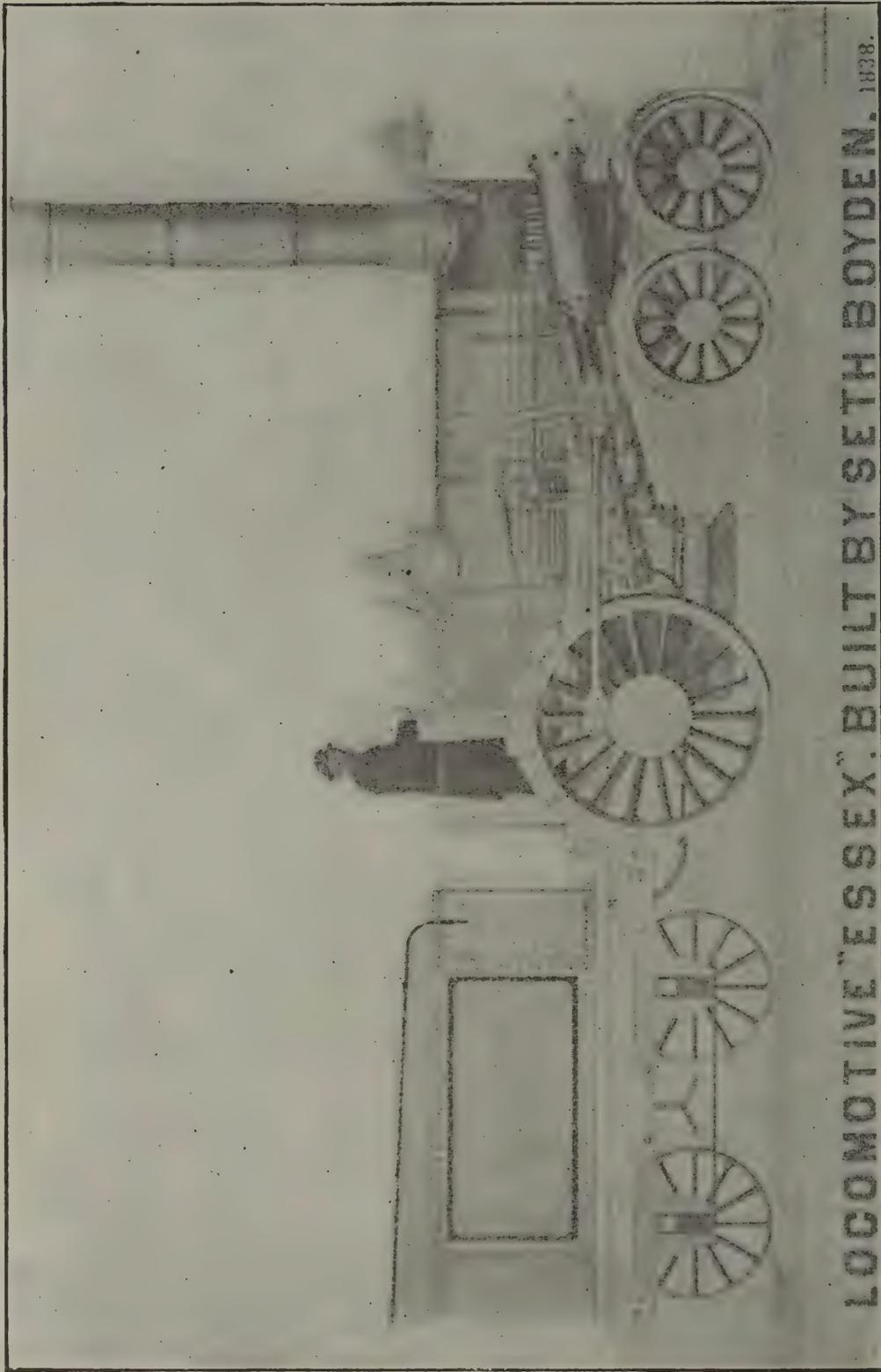
Chicago	50	179,219	\$ 659.65
Chicago Tfr.	75	111,915	244.20
Hammond	12	11,365	28.32
Total	137	302,499	\$ 932.17

N. Y., S. & W. and W. B. & E.

Babbitt	1	53	\$.09
Bogota	2	14,300	8.91
Edgewater	10	18,135	22.18
Oakland	1	200	.15
Stroudsburg	1	2,650	3.63
Stockholm	1	3,000	.95
Tannersville	1	70	.13
Undercliff	28	70,712	117.65
Total	45	109,120	\$ 153.69

Summary.

New York Terminal	289	328,083	\$1,396.40
New York Division			
Side Lines & Branches	114	373,698	494.63
Delaware & Jefferson Divisions	4	13,780	33.76
Wyoming Division	8	57,996	58.34
Susquehanna & Tioga Divisions	88	91,781	150.55
Rochester Division	36	30,461	69.91
Buffalo Division	55	188,925	285.23
Allegheny & Bradford Divisions	140	85,772	128.74
Meadville Division	52	195,885	259.57
Mahoning	60	319,552	321.37
Cincinnati Division	154	277,865	415.47
Chicago & Erie Divisions	9	62,485	90.92
Chicago Terminals	137	302,499	932.17
N. Y., S. & W. and W. B. & E.	45	109,120	153.69
Total	1,191	2,437,902	\$4,790.75



(See Page 213)

THE OLD ENGINE "ESSEX."

The ancient and honorable engine called "Essex," was undoubtedly named after Essex County, New Jersey.

In fact it was built at Newark, Essex County, N. J., in 1838, in a part of which is now the Hughes & Phillips Iron Works.

The late Mr. John M. Phillips was at the time apprenticed to Seth Boyden, an inventor, whose abilities are well-known in the world of mechanics, he having been the inventor of that most valuable and useful metal known as Malleable Iron. Seth Boyden also invented Patent Leather and built the first outside connected locomotive in America, using the crank axle.

The photograph, from which the

picture appearing on opposite page, was taken, was evolved from an original drawing, loaned by Mr. Franklin Phillips, whose father helped build the engine.

The elder Mr. Phillips took great pleasure in telling the story of the first trip of the "Essex" to Morristown, N. J., on July 4, 1838.

There was no spark arrestor on the engine, and many hay fields, as well as several dwellings, were set afire and the resultant damage suits almost bankrupted the Morris & Essex Railroad, now a part of the D., L. & W. Railroad.

The engine was a pronounced success. The valve gear shows a construction similar to the "Walschaert," which, at the present time, is used on some types of locomotive.

ECONOMY SCHEME ON THE ERIE R. R.

From the "Railway Review."

THE Erie Railroad, through the intelligence and diligence of its officers and staff charged with the responsibility of locomotive operation, has long since earned for itself an enviable reputation in the matter of economical use of fuel—so much so in fact that one might suppose that its supervisor of this department would be satisfied in the keeping up of the pace to which the road has attained through the past five or six years of strenuous application to the subject. A scheme outlined in a recent issue of the Erie Employes' Magazine by that valiant advocate of constant improvement, W. C. Hayes, under whose direction such remarkable results have already been achieved, shows that such is far from being the case. In fact it would seem that he has entirely put out of mind the achievements of the past, such as the saving of \$30,000 on the fuel bill on a single division in a single year, and four years ago at that. Similar and even improved results must have been established on all divisions of the road long ere this. The Erie is to be congratulated in having a man in charge of this work known for his determination not to rest on his oars, however justified such action might seem to be.

Mr. Hayes' challenge to his engine crews is in the nature of a proposal that they strive to return to the company through fuel saving and otherwise, though particularly by the former means, an economy represent-

ing 6 per cent., a fair rate of interest, on the sum which the road devotes annually in paying their wages which amounts to about \$4,117,500. This would amount to the very appreciable saving of \$247,000 per year. At first blush, this figure looks large and almost impossible of achievement in the fuel bill alone, but he reminds them that were each fireman to save one scoopful of coal, 15 pounds, per engine mile, which does not seem at all an unreasonable accomplishment, the total savings at the end of a year would be 337,500 tons—worth \$523,125—more than twice the amount represented by the proposed 6 per cent. saving on the total of engine crew wages. Another deduction which he makes in issuing this challenge, and one which can hardly fail to leave its impress on the minds of the crews, is the conclusion which has been arrived at through careful investigation, that each of the road's locomotives discharge in the form of steam through the safety valves, the equivalent of 7,000 pounds of coal per month, a total of 42 tons per engine per year, or 67,000 tons for the entire road during the same period, amounting not only to a loss of \$100,000 for the road, but represents a corresponding waste of water and just that much superfluous work for the men in having handled those quantities of water and coal to no purpose.

These factors have nothing to do with the quantities of oil and tools which every crew can economize on

without difficulty practically every day of their lives, nor of the tremendous savings that would result from more careful handling of machinery and equipment. When the enginemen of the Erie Railroad arrive at a realization of the fact that the 6 per cent. Mr. Hayes asks for can be saved through effecting actually less than 40 per cent. of the economies he shows to be reasonable in the coal account alone, they must be indifferent even to their own best interests, not to give him a wholehearted response that will result in more than meeting his best expectations.

CONDUCTOR JACOB VOORHIS.

Among the very popular Passenger Conductors on the New York Division, is Jacob Voorhis, whose picture is presented with this sketch.

Conductor Voorhis represents the intelligent and discerning type of Conductor—the kind whose manner and method of running trains appeals to and pleases the traveling public, rather than offending it.

No one knows better than railroad officials, that a conductor can influence business for a company, or he can drive it away, as his attitude toward people may be. A polite conductor, who has the quality of being a gentleman, always having in mind the comfort and rights of his passengers and goes out of his way to show it, is a business getter. On the other hand, a conductor, who carries the everlasting grouch into his train, disregards the rights of his passengers and acts as though he were bestowing a special privilege on those who buy tickets and ride with him, by allowing them to ride, drives away patronage, establishes a bad name for his company and a worse one for himself.

Conductor Voorhis is a gentleman, in or out of his uniform, and bears such a fair name among commuters and holders of trip tickets, that he is a sign of good cheer, when he enters the doors of his cars. He is one of many Erie Conductors that set an example to his fellows, and didn't miss his calling, when he joined the Erie forces.

Many pleasant stories are told of how Conductor Voorhis handles his passengers, all of which reflect credit on him and hold friends for the Company. He is particularly solicitous for the welfare of women, children and old people, never allowing them to climb aboard his trains, if he is within reach to assist them, and he

never orders his trains to start, if he sees a person running to catch them, if they are within a reasonable distance away.

Conductor Voorhis was born at River Edge, N. J., March 31, 1867, and entered the Erie service in September, 1888, as Passenger Trainman. In September, 1891, promoted to Freight Conductor. Between March, 1888 and September, 1891, he flagged for Conductors John Tyrrell and George Carpenter on the Way Freight running from Jersey City to Goshen and Pine Island and the Jersey City "Pickup." In March, 1893, he was promoted to Passenger Conductor, Main Line. For the past 19 years he has been running Trains 103 and 118, formerly 105 and 114, between Jersey City and Waldwick, N. J.



JACOB VOORHIS.
(Conductor, New York Division)

About 1904 he served as Trainmaster at Port Jervis and Jersey City for 2 years, later going back to his train.

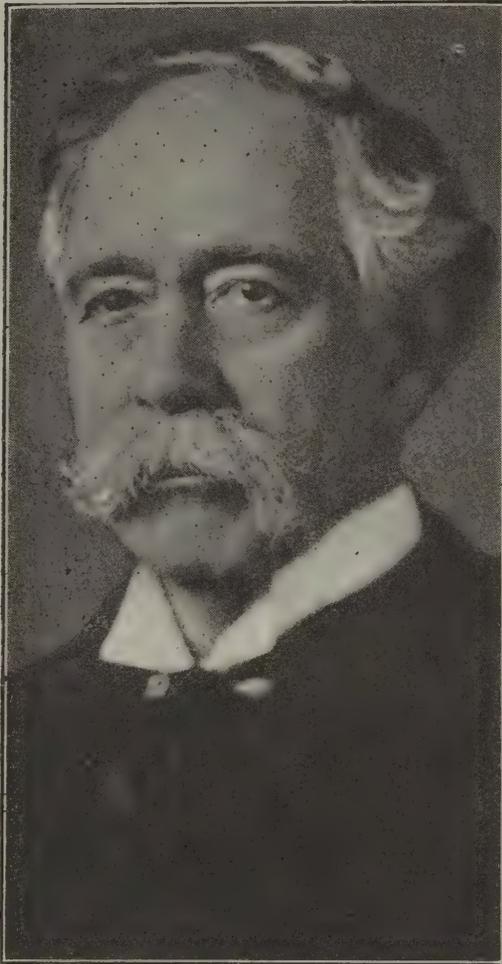
He is a member of Pavonia Division, No. 490 of Jersey City and for 3 years was Local Chairman of the Committee.

His brother, Calvin, is an Engineer on the New Jersey & New York Railroad, running a "Red Spot" Engine, and he has two brothers on the Pennsylvania R. R., one each in the Passenger and Freight service.

OBITUARY.

John Griffith McCullough.

Not in recent years have the officers and employes of the Erie Railroad Company received a greater shock than that which came to them in the announcement of the death of their friend and associate, John G. McCullough, Vice-President of the Chicago & Erie Railroad, former Governor of the State of Vermont, and well known citizen.



THE LATE JOHN G. McCULLOUGH
(Vice-President, Chicago & Erie R. R.)

Governor McCullough died at his late home, number 88 Park Avenue, New York City, on Saturday, May 29th, in his eightieth year. Memorial service was conducted on the morning of June 2nd, after which funeral service was held at North Bennington, Vermont, at which place Governor McCullough had a fine home, also.

It may be said of Governor McCullough that he was a man of large heart, keen sympathies and sunny na-

ture. He gave liberally of charity and in the quiet, unostentatious manner, characteristic of all generous natures.' His tall figure, crowned with a wealth of snowy, white hair, was a conspicuous one about Erie headquarters, and none will be missed more than he.

Those who knew Governor McCullough intimately best appreciated his high qualities of manhood. He was absolutely unassuming, very easy to please, seldom found fault and had the fine trait of accepting things as they occurred, and without complaint.

Following is his biography:

Born at Newark, Delaware, in 1835. Entered railroad service December 10, 1874, since which he had been consecutively, December 10, 1874, to April 12, 1883, Vice-President Panama Railroad; April, 1883 to April, 1888, President same road; 1873 and 1874, director Central Vermont Railroad; 1877 to 1883, Vice-President, Bennington & Rutland Railroad; 1883 to 1893, President same road; 1884, President, pro tem, N. Y. L. E. & W. Railroad; September, 1890, and for 10 years, President Chicago & Erie Railroad; 1893 to 1896, Receiver, Chicago & Erie. Later he was Vice-President, Tioga Railroad, and Vice-President, Chicago & Erie.

The following resolutions were passed by the Directors of the Erie Railroad Company:

The directors of the Erie Railroad Company, inspecting its system, and now entering upon the line of the Chicago and Erie Railroad, the object of his special interest, have just received with deep regret, announcement of the death in New York, yesterday, May 29th, of their late associate, John G. McCullough.

For more than thirty years Governor McCullough had participated in the management of the Erie properties and by his wise and un-failing counsel and co-operation, had contributed, powerfully, to their conservation and upbuilding.

The influence of his broad and generous sympathies, not only had impressed his immediate associates in the Board, but also, to an extent quite unusual, had reached out generally through the entire Erie organization, which will share in the sense of loss of a kindly friend and a sagacious adviser.

Honored in the four States, in which he found a home and prominent place, he had attained highest distinction in Vermont, the State of his final abode, which, with characteristic and affectionate loyalty, he served as citizen and Governor.

His full and well rounded life, now ended in peace and honor, deserves and receives the just ecomiums of the public and his associates, in his many spheres of activity.

Appropriate recognition will be made upon the lines of the Erie System, and a copy of this minute will be published, and communicated to the family of Governor McCullough, in assurance of sincere esteem and of respectful sympathy.

By order of the Executive Committee.

F. D. UNDERWOOD, President.

DAVID BOSMAN, Secretary.

THE ERIE ROLL OF HONOR

EMPLOYEES, WHOSE NAMES APPEAR BELOW, HAVE BEEN
AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

New York Division.

Jas. McAsy, Track Foreman; G. Merritt, Engineer; L. A. Utter,
Operator; W. J. Wanamaker, Brakeman; Wm. Koether, Foreman (2);
B. P. Leavy, Brakeman.

Terminal Division.

James Gilmore, Watchman.

Delaware Division.

Wm. Brush, Section Foreman; H. S. Sherman, Engineer.

Wyoming Division.

Nicholas J. Noetgen, Operator; R. P. Pinkney, Engineer; John
Miller, Engineer.

Susquehanna Division.

J. M. Malloy, Operator; Theodore Haskins, Police Officer; D. L.
Cole, Operator; William Wicks, Crossing Watchman; T. W. McMahon,
Crossing Watchman; William Schusler, Yard Brakeman; G. H. Cole,
Engineer; C. H. Roosa, Section Foreman; E. L. Reed, Engineer; W. T.
McElwee, Engineer; C. M. Green, Engineer; S. S. Boyden, Engineer;
E. S. Clawson, Engineer; F. E. Blake, Engineer; J. F. Guild, Engineer;
S. E. Mason, Engineer.

Allegheny Division.

Adam Zavistoski, Car Inspector.

Buffalo Division.

C. L. Bogert, Conductor; M. Regan, Conductor; F. Van Scoter,
Conductor; D. Manning, Conductor; J. Storck, Conductor.

Meadville Division.

E. C. Pangborn, Operator; H. E. Yochum, Conductor; J. M. Jack-
son, Operator; R. F. Potter, Conductor; L. R. Keeley, Section Foreman.

Mahoning Division.

A. A. Snyder, Yard Conductor; W. P. O'Dea, Yard Brakeman;
E. J. Miles, Brakeman.

Cincinnati Division.

G. Patterson, Leverman; G. J. Moyer, Operator; A. Moser, Con-
ductor; R. H. Hurley, Engineer.

Chicago & Erie Division.

T. S. Barnes, Brakeman; O. L. Summers, Conductor; F. Death,
Patrolman; R. S. Harger, Brakeman.

N. Y. S. & W. Division.

H. R. Luce, Signalman; E. W. Eldridge, P. Nixon, E. Van Fleet,
D. Terhune, L. Rausch, G. Titus, J. Sullivan, Engineers Jesse Custard,
Brakeman

New York Division.

Jas. McAsy, Track Foreman, New York Division, observed brake rigging down under car in Train 576, while passing the point where he was working, west of Wayne (Greenwood Lake Division), and notified Operator at Wayne, so that train was stopped at Mountain View and broken parts removed.

G. Merritt, Engineer, New York Division, brought his train (520) to Jersey City on time, with engine 810, after transmission bar had broken at Greenwood Lake Junction.

L. A. Utter, Operator, Suffern, New York Division, observed broken brake beam under car Erie 109782, passing Suffern in Train 77, and reported same, so that train was stopped at Sterlington and train examined, before further damage resulted.

W. J. Wanamaker, Brakeman, New York Division, observed broken rail in passing siding, between derail and switch point in Westbound siding at "G. D.," while acting as Flagman on Extra 3037 west, and reported same, so as to enable repairs to be made, before further damage resulted.

William Koether, Foreman, New York Division, observed brake rigging dragging on Southern car 39449 in Train Extra 3051, east, while passing just west of Mile Post 75, and notified Conductor, so that train was stopped and broken parts removed at Four Story Cut.

William Koether again received recognition for observing broken brake rigging under car Erie 103321 in Train Extra 3042 at same point as before, and notified Conductor so that train was stopped east of "G. D." Tower, and action taken to prevent damage from this defect.

B. P. Leavy, Brakeman, New York Division, observed broken truck in Train 86, east, at "B. S.," when passing Train 74, on which he was employed, and reported same at once, which permitted train being stopped and car switched, before damage occurred.

Delaware Division.

Wm. Brush, Section Foreman, Delaware Division, discovered portion of flange from S. P. car 17288 near "J. A." Tower, and the prompt action he caused to be taken, prevented the occurrence of a possible accident.

H. S. Sherman, Engineer, Delaware Division, successfully operated an engine in freight service, until a total mileage of 23,187 miles was reached, without an engine failure.

Wyoming Division.

Nicholas J. Knoetgen, Operator, Wyoming Division, discovered and reported a broken rail on Jessup Branch at "G. I." Tower.

R. P. Pinkney, Engineer, Wyoming Division, saw and reported a telegraph pole burning in middle of Norwood Siding.

John Miller, Engineer, Wyoming Division, gets recognition for good performance with Engine 745. Flue burst on engine at Maplewood and he brought train to Hawley and then returned to a point on division, where an exchange of engines could be effected.

Susquehanna Division.

J. M. Malloy, Operator, Susquehanna Division, discovered fire flying from Erie car 101286 in Train Extra 1765, east, passing his tower, and promptly notified train crew of same, and train was stopped between "G. J." and 14th Street, Elmira Heights, where brake beam was found gone and rod dragging under car. Rod was promptly removed.

Theodore Haskins, Police Officer at Binghamton, Susquehanna Division, discovered brake beam down under Erie car 110810 in Train 81 passing Binghamton, and took prompt measures to have train stopped and defective beam removed.

D. L. Cole, Operator at "A. Q." Tower, Corning, N. Y., Susquehanna Division, discovered door open on south side of Erie car 69766, loaded with flour in Train 86, passing his tower, and promptly notified Dispatcher, who had train stopped at Corning, car inspected and contents found to be O. K. Car was cleared account of clasp not being fastened on staple, and worked out.

William Wicks, Crossing Watchman, Corning, N. Y., Susquehanna Division, discovered brake rod loose and dragging under B. & S. car 3111 in Train Extra 1663, passing over Third Street Crossing, and promptly signalled train crew, who stopped train at "R. X." Tower, where brake connecting rod was removed.

T. W. McMahon, Crossing Watchman, Corning, N. Y., Susquehanna Division, discovered brake beam down under car P. & R. 18102 in Train 80, passing over his crossing, and promptly notified crew, who stopped train and removed beam.

William Schusler, Yard Barkeman, Elmira, Susquehanna Division, discovered broken truck on Erie car 25010 in Train Extra 1616, east, pass-

ing through Elmira, and promptly reported same to Dispatcher, who notified Conductor at "J. F.," when car was cut out at Southport.

G. H. Cole, Engineer, Susquehanna Division, while in charge of Engine 1664, east, top front frame and lower rail of main frame, broke in front of number 1 pedestal jaw at Corning, and despite these defects, he brought train to destination without an engine failure.

C. H. Roosa, Section Foreman, Campville, Susquehanna Division, discovered C. R. R. of N. J. car 2535, loaded with pipe in middle of Train Extra 2025, west, near Hiawatha, with stakes on south side of car loose and one pipe projecting. He promptly reported same to Dispatcher, who had train stopped at Owego and car cut out.

E. L. Reed, Engineer, Susquehanna Division, used excellent judgment in getting freight train to passing siding at Campville, avoiding delay to westward trains.

The following Susquehanna Division engineers have received recognition for making unusual mileage, without engine failures: S. E. Mason, 35,920 miles in Passenger service, from September 18, 1914, to May 9, 1915; W. T. McElwee, 35,300 miles in Passenger service, from August 8, 1914, to May 9, 1915; C. M. Green, 26, 124 miles in Fast Freight service, from July 30, 1914, to May 9, 1915; S. E. Boyden, 28,547 miles in Fast Freight service, from May 29, 1914, to May 8, 1915; E. S. Clawson, 23,213 miles in Freight service, from June 24, 1914, to May 9, 1915; F. E. Blake, 29,400 miles in Fast Freight service, from April 9, 1914, to May 5, 1915.

J. F. Guild, Engineer, Susquehanna Division, while in charge of Train 48, discovered first small culvert west of Painted Post, to be on fire and reported same to Dispatcher at Painted Post, who had switch engine sent from Corning and fire extinguished, with but little damage and no delay to trains.

Buffalo Division.

C. L. Bogert, Rounds Crew Conductor, Buffalo Division, ran his crew during the month of April without costing the Company anything for overtime.

M. Regan, F. Van Scoter, D. Manning and J. Stork, Conductors, Buffalo Division, Rounds Crews, received recognition for operating their trains during month of April, and turning in but very little overtime.

Meadville Division.

E. C. Pangborn, Operator, Johnsons, Ohio, Meadville Division, discovered something wrong with Train Extra 3079, west, when passing his tower, and threw block to red, stopping train, when it was found that there was an iron brake beam down under car S. R. L. 3785, same being duly repaired.

J. M. Jackson, Operator at Pymatuning, Meadville Division, noticed brake rigging down on C. B. T. car 2093 in Train 2nd 76, and handed Conductor Taylor note, causing train to be stopped and defective rigging removed.

R. F. Potter, Conductor, Meadville Division, while switching at "S. N." Tower, Leavittsburg, noticed car off center in Train Extra 3080 in 80's train and notified Operator, who had train stopped at Braceville.

L. R. Keeley, Section Foreman, Meadville Division, noticed broken truck on S. R. L. car 10199, and notified Operator at Transfer, who got in touch with Operator at Latimer, who stopped train and broken truck was discovered in time to prevent accident.

H. E. Yochum, Conductor, Meadville Division, discovered broken rail on Westbound track on curve west of "C. M." Tower, and immediately ran back and flagged number 13, notifying Dispatcher.

Mahoning Division.

A. A. Snyder, Conductor, and W. P. O'Dea, Brakeman, Mahoning Division, noticed brake beam down under car in a draft passing through Youngstown yard. They caused engine to be stopped, when defective beam was removed.

E. J. Miles, Brakeman, Mahoning Division, while working with Train Extra 1829 on Lisbon Branch, noticed that train pipe on tender of engine was rubbing wheel. He called Engineer's attention to the defect and the latter corrected it.

Cincinnati Division.

G. Patterson, Leverman, Cincinnati Division, discovered brake beam down under car C. N. O. T. P. 12863 in Train Extra 3151 and called attention to it in time to prevent an accident.

G. J. Moyer, Operator, Mansfield, Ohio, Cincinnati Division, noticed something dragging under car in Train Extra 3146, west, had train stopped and it proved to be a brake beam, which was removed.

R. H. Hurley, Engineer, Cincinnati Division, repaired engine 3030, when the studs that held reversing bracket

to boiler, broke off, resulting in his being able to bring train to the terminal.

A. Moser, Conductor, Cincinnati Division, operated his crew during entire month of April, without overtime.

Allegheny Division.

Adam Zavistoski, Car Inspector, Allegheny Division, discovered cracked wheel plates on Erie cars 104752, 74968 and Big Four 54921 in Salamanca Yard, and took necessary measures for safety.

Terminal Division.

James Gilmore, Watchman, Weehawken, N. J. Docks, Terminal Division, while on duty detected the odor of smoke on Dock F. Investigation proved that inside of toilet was afire. He quickly notified boiler room, from where a general alarm was sounded. He then went back and fought blaze with nearest fire hose, which reduced danger of fire spreading until it was extinguished.

Chicago & Erie Division.

T. S. Barnes, Brakeman, Chicago & Erie Division, discovered broken rail one mile east of Wren, Ohio, while acting as Brakeman on Extra 2010, and promptly reported same to Section Foreman, who had repairs made.

O. L. Summers, Conductor, Chicago & Erie Division, discovered sparks flying from truck of Howes London Circus car number 20, when approaching curve, east of "S. V." Tower, and promptly stopped train, when it was found the trouble was caused by broken journal.

F. Death, Patrolman, Chicago & Erie Division, discovered broken rail in front of Kenton freight house, and reported same to Headquarters office, so that repairs were promptly made.

R. S. Harger, Brakeman, Chicago & Erie Division, discovered broken rail on eastbound Main track, and promptly reported same to Section Foreman, so that repairs were made.

N. Y. S. & W. Division.

H. R. Luce, Signalman, N. Y. S. & W. Division, observed wheels of train became raised above rail at Broadway, Paterson, N. J., and upon investigation, discovered iron chain in groove, between planking and rail. He removed the obstruction.

Jesse Custard, Brakeman, N. Y. S. & W. Division, discovered brake beam down under Southern car 18592 in Train Extra 131, East, at Blairstown, N. J., and had train stopped, when beam was removed.

The following N. Y. S. & W. Divi-

sion engineers have been given recognition for making unusual mileage without engine failures, as follows: E. Eldridge, 30,958 miles in Passenger service, from July 1, 1914, to March 31, 1915; P. Nixon, 31,752 miles in Passenger service, from May 1, 1914, to March 31, 1915; E. Van Fleet, 22,506 miles in Freight service, from April 1, 1914 to March 31, 1915; D. Terhune, 22,445 miles in Freight service, from April 1, 1914 to March 31, 1915; L. Rausch, 24,295 miles in Freight service, from May 1, 1914 to March 31, 1915; G. Titus, 22,213 miles in Freight service, from April 1, 1914 to March 31, 1915; J. Sullivan, 25,829 miles in Freight service, from August 1, 1914, to March 31, 1915.

HONORABLE CAREER ENDED.

The subject of this sketch was born in Windham, Pa., Oct 17, 1844. When in his sixth year, moved to Nichols, Tioga Co., N. Y., where he spent his boyhood and youth working on farms in the summer and in winter working in the lumber woods and saw mills.

When in his twenty-sixth year, he came to Port Jervis and secured a position as fireman on the Delaware Division, making his first trip with the late John Kinsila, broad-gauge engine No. 370, hard coal burner.

Fired as regular fireman for Frank Orce, David Wood and W. S. Carpenter, and was firing for the latter when sent out as an engineer, Feb. 10, 1879, by Master Mechanic John Van-Vechton.

He ran first on probation, was permanently promoted, June 1, 1879. Did no firing after first trip as engineer, Feb. 10, 1879.

Mr. Gould was in continuous service until retired of his own accord, April 1, 1915.

In the fall of 1882, he was sent with an engine from Susquehanna to Binghamton, to run on the D. & H. from Binghamton to Oneonta, as the Erie was sending large quantities of freight over that road to the Eastern States. He remained at that point three months.

During the war with Spain, he ran what was known as the "Paper Train," every other Sunday. Made the trip from Port Jervis to Susquehanna, cut off car for Scranton at Lakawaxen, filled tank with water, had two slow orders, one ten miles and one fifteen per hour, and made run from Port Jervis to Susquehanna, a distance of 105 miles, in one hundred and eight

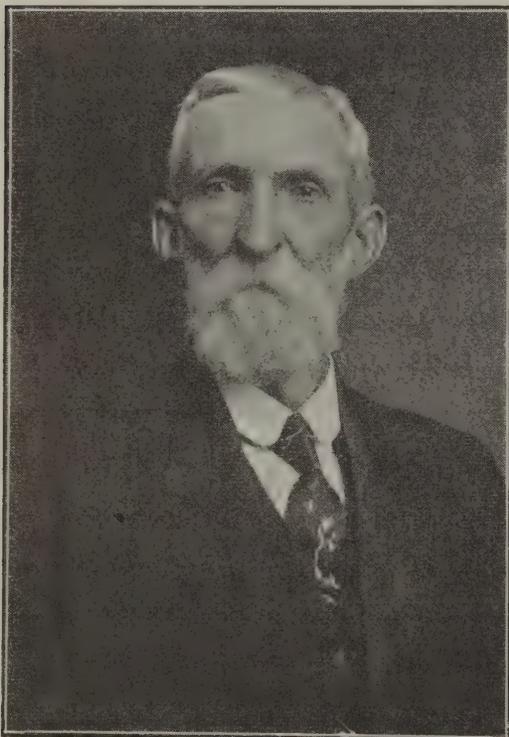
minutes, by conductor McPeek's time, with engine 342.

During the month of May, 1871, he was not called to do any work, account of the coal strike and, therefore had no pay coming on the June pay-day, which was a new experience.

During 1902 Mr. Gould was sick with typhoid fever for two months, and again missed two more pay-days; otherwise he has drawn pay every pay-day during his continuous service.

Mr. Gould made his first trip on No. 5 and No. 6, August 18, 1899, and completed his service on No. 6, March 31, 1915, having retired April 1, 1915, after serving forty-four years, six months and twenty-three days, in the Erie Service.

Mr. Gould has two brothers, Joel and Joseph. The former was retired September 12, 1912, account of old age, while running an engine, and the latter is running trains 5 and 6 on the Delaware Division.



MYRON GOULD,
(36 Years an Erie Engineer)

Superintendent C. P. Eckels of the Delaware Division, sent Engineer Gould the following felicitous letter:
Mr. Myron Gould,
Engineer,
Port Jervis, N. Y.

Dear Sir:

In connection with your retirement from the service of this Company on April 1, 1915, account of your having reached the age of

seventy years, this letter is written you to express this Company's appreciation of your long, honorable service in its employ and all the good work you have done through the past forty-five years or more, during which you have worked continuously.

It must always be very gratifying to you to look back to nearly thirty-six years service as an engineer, to which position you were appointed June 1st, 1879, and feel that you have a service of such length in a position, the duties of which are so peculiarly exacting, and which you leave with practically a clear record. You are to be congratulated upon reaching the age of seventy and having the record in Erie service, which you have earned, and trust you may be able to enjoy to the fullest extent, the rest to which you are certainly entitled.

Yours truly,
(Signed) C. P. Eckels,
Superintendent.

THE THINGS THAT COUNT.

All who attended the dinner given us by President Underwood at the Congress Hotel, Chicago, May 3, 1912, remember the speaker of that occasion, Mr. Harry W. Wheeler, whom, you will recall, we nominated President of the United States and announced his election, as of November, 1920, and his inauguration as of March 4, 1921. Although, judging from current rumors, we may have made the date four years later than the actual occurrence.

Today's mail has brought me some literature, showing the excellent condition of the Union Trust Company, of which Mr. Wheeler is Vice-President, and among other enclosures, was a pamphlet containing the following:

The Things That Count.

"On October 13, 1914, at four o'clock in the afternoon, I was riding on an express train. I was looking idly out of the window and speculating on who was winning the fourth game in the world series between the Boston 'Braves' and the Philadelphia 'Athletics.'

"I was wishing I knew the score.

"Suddenly the door opened and the conductor appeared. He was a stout and good-humored conductor. He looked down the car a moment and then sang out: 'The score is three to nothing, in favor of Boston; last half of the sixth.' He had got the word from a telegrapher in a station we had just left.

"The men passengers (and some of the women), glanced up, smiled, got interested, and fell to talking baseball. But, the point was this—the conductor had given out some real news. It interested and pleased the passengers. It opened up a topic that helped pass away the time; and mark this—NOBODY TOLD HIM TO DO IT. His

duty was simply to collect tickets and look after his train—that was all. By doing that and no more, he was sure of his job and his pay. He didn't have to rush into a telegraph station, ascertain the ball score, and then spread the news to a lot of strangers, without charge.

"But he did.

"It was a little thing, but it meant much to the passengers.

"No one, I think, thanked him; but the act was appreciated. He got no promotion from it, but he contributed to the pleasure of the journey.

"I do not know that conductor's name.

"I might not recognize him if we met again.

"No memorials will be raised to him, but he was thoughtful, and went out of his way to do A LITTLE MORE THAN HE WAS PAID TO DO.

"It is from among the ranks of those men and women, who do a little bit more than they paid to do, that

the leaders of the world are recruited. It is the men and women who do a little bit more than they are paid to do, who make life easier for all of us.

"It is the men and women who are thoughtful and do a little bit more than they are paid to do, who help prolong our lives and make us glad.

"It is true that they do not always get their proper monetary reward, but please take note of the fact, that they are very much more apt to get it than those who are constantly figuring on doing a little bit less than they are paid to do. And, MOREOVER, NEVERTHELESS AND NOTWITHSTANDING—the person who does a little bit more than he is paid to do, is, somehow, happier than his brother, who thinks only about himself."

FURTHERMORE, and ALSO; let each one of us endeavor to emulate the example of the conductor, whose thoughtfulness made many friends, no doubt, for his company.

E. T. Campbell.

OF INTEREST TO ERIE MEN.

An event of interest to railroad men, will occur during the month of June, when Grace Presbyterian Church, situated at Forest and Chestnut Streets, in the town of Montclair, will celebrate, by a series of appropriate exercises, the Twenty-fifth Anniversary of the formation of its Sunday School.

At the time of the organization of the School, no public building or place of worship was in existence in the neighborhood, and the only place available was the Montclair Station of the Greenwood Lake Branch of the Erie Railroad and, accordingly, permission was obtained and the waiting room of that Station was made use of, and the organization meeting was held therein, as well as a number of subsequent sessions of the School.

As this may, therefore, be truly said to be an "Erie" Church, the Committee of arrangements has extended a special invitation to the men of the road to attend the services with their families and help to make the event a successful one.

In the Church an Anniversary sermon will be preached on Sunday, June 20th, at three-thirty in the afternoon, and other interesting services will be held in the morning at eleven and in the evening at eight o'clock.

A CONSISTENT MASON.

Engineer F. E. Mason, was on 3-77 May 20th, and when passing Mathews Crossing, just west of Leavittsburg, Ohio, he discovered a house on fire.

He stopped his train, and he and his fireman and brakeman, went over to the house and notified the people it was on fire. The old gentleman was in the barn milking cows and his wife was in bed.

Engineer Mason and his two fellow-workers put the fire out. Train delayed about 15 minutes. They were running 3 hours 50 minutes late, and he caught his time at "FM" Tower.

Engineer Mason and his associates, have the thanks of the company for performing such a humane act.

THE FIRST AEROPLANE.

The earliest effort to construct a machine which, according to modern ideas, is entitled to be called an aeroplane was undoubtedly that of William Henson in 1842. Henson, who was a practicing engineer, with offices in New City chambers Bishopsgate, London, devised a machine which resembled very closely the type which has since been termed the monoplane—that is, having its supporting planes practically forming a single deck, as distinguished from the box form of the biplane and multiplane devices of later inventors.



SOLID CARLOAD OF PEEK'S PERFECT TEA, ENROUTE TO BUFFALO, VIA THE ERIE R. R. (See Page 223)

CARLOAD OF PEEK'S PERFECT TEA FOR BUFFALO, VIA ERIE R. R.

TEA, as defined by Webster, is "a theaceous shrub (*Thea Sinensis*) cultivated from antiquity in China (where it is believed to be indigenous) and also grown in Japan, India, etc.

Well, so much for Webster. But, tea is something more than defined by that genius of words and their meaning. Tea, as regarded when moistened with water and converted into a beverage, is a consoling drink, that makes for the cure of that tired feeling, adds to the exuberance of spirits and is a sure cure for the blues.

The better the tea, the more consoling in effect, hence the reason for discerning people always saying to their dealer, "I want a pound of your best tea."

Any dealer will reply, "Yes, Madam," and then proceed to weigh out the pound from the same receptacle as contains what may be termed "miscellaneous" tea—the kind many people get.

A connoisseur in tea doesn't have to go to the home of the Mongolian to procure what he would use. Why? "What's in a name?" Nothing, perhaps, if you do not know that some names are representative of what their owners sell. Always read the label and then look for the name. If you are familiar with what names stand for then "What's in a name," has a tremendous meaning.

The name "Peek," like the popular song, "Every Little Motion, Has a Meaning of Its Own," has a meaning, all its own, also; and that meaning is **purity**, or "we stand by our statements."

It was away back in 1810, Peek of London, sought the destruction of the East India Company, purveyors in tea, the latter enjoying a little trust, all by itself, and in 1835 that institution took a back seat and never after appeared in the limelight. Since then the name of Peek has figured in the front rank, when **tea** was the argument and that argument has long since reached the United States.

Do you know the women of this country have done a great deal in the direction of substituting the finest tea for boiled straw? For a long time they were content to accept anything the dealer offered, because the pure food bug was not on the alert as it is now. It's different now. The women read and profit by what they learn; and don't forget, when they once learn, no dealer can stick them.

Hence, the Peek people have forged to the front by selling the real thing and standing back of it.

This is a wonderful age of sanitation. Everything one buys must bear the Pure Food label. The cracker, the bottle of sauce, the box of dried fruit; in fact, most everything one eats must bear the label of purity. In this connection, no other article of food has anything on Peek's tea for careful and cleanly packing, all of which is done in this country at the big Bush Terminal, Brooklyn, where the firm has a tremendous plant, at which, under conditions that are unbeatable, Peek's Perfect Tea is prepared and packed in canisters for shipment everywhere, never touching the human hand until the housekeeper removes the cover.

Mr. Carl Schutter, a man who knows tea, from the time the plant appears above Mother Earth, until the beverage is brewed, is the expert at the Bush Terminal plant. Nothing more reassuring could be said than that. Mr. L. Beling is Managing Director of Peek Bros. & Winch, for such is the firm name, and he, like his co-laborer, knows **Tea**.

How satisfying and assuring it is to know that what one eats or drinks is pure. Nothing is more refreshing than a well-made cup of tea; nothing more abominable than inferior tea. The society lady who asks her friends to her home to attend a social function, always serves tea, and she likes to hear nice things said of its quality. As she buys only the best, a compliment is sure to be paid her. It pleases her greatly and makes the topic of discussion the more interesting.

A social gathering of fair women need not be marred for lack of the proper brand of tea. It is all a matter of discernment. Ask and it shall be given unto you. The dealer dare not refuse to sell you what you ask for.

The Peek article of tea is known the world over, because it is sold in the principal cities. It couldn't have been sold for a century or more, with increasing sales and popularity, had it not proved itself over and over again. That is the strongest kind of argument.

Peek Bros. & Winch maintain branches in the important cities of Great Britain, Ireland, and, in addition, have establishments in Calcutta, Colombo, Shanghai, Foochow, Hankow, Batavia, South Africa, the Con-

continent of Europe, Canada and the United States. This makes them the greatest wholesale tea house in the world, with unlimited resources for the production of the highest grade tea grown, backed by the most expert handlers, who hold absolute supervision over it before it reaches the consumer.

Strength may be added to this endorsement, by saying that Alfred W. McCann, Pure Food Expert of the New York "Globe," recommends it.

It is said of this delicious article:

No beverage that's known to man,
Whatever it may be;
Will soothe the tired brain, as can,
A brew of Perfect tea.

The Century Dictionary defines the word **Perfect**, the Peek Bros. & Winch Trade-mark, as follows:

Perfect: "Complete, full, whole, of the best, lacking in nothing, satisfactory in every respect."

The picture accompanying this article shows Erie car 46542 standing loaded with Peek's tea, at the Bush Terminal, Brooklyn, destined for Buffalo, N. Y., via the Erie Railroad.

ORDER OF THE RED SPOT.

Meadville Division.

May Membership.

Engine No.	Engineer	Fireman
672	H. E. Lane	R. R. Noblit
717	C. H. Van Norder	C. G. Hoover
732	S. Cochran	R. R. Rudd
1440	A. Minium	M. D. Crist
2035	R. T. Bell	P. J. O'Connor
2045	J. Fix	L. M. Deshner
2520	C. F. Dunbar and G. Winegar	A. H. Walther F. E. Cole
2521	P. J. Eckert and J. J. Stenger	S. D. Bunting F. P. Smock
2725	B. L. Luce and G. B. Benson	W. J. Supher W. E. Beck
3069	B. Bailey	J. A. Holabaugh

Chicago & Erie Division.

FIRST DISTRICT.

May Membership.

463	W. T. Fields	W. G. Sutton
465	L. C. Guest	A. A. Bitner
796	S. M. Oswalt	G. E. Tallman
2555	John Cull and T. O. McIlvaine	W. C. Belding A. F. Briggs
2557	F. H. Lee and Geo. Marston	W. L. Chalmers J. H. Flanagan
2551	L. O'Brien and A. H. Wyman	F. H. Philley E. J. Wahrer
1742	C. E. Scott	J. M. Zent
1748	I. L. Sparks	H. E. Dailey
1751	H. M. Young	E. H. Christ
1754	R. M. Erehart	L. Dolby
2024	H. L. Palmer	G. E. Lutz
2077	W. H. C. LaBar	E. J. Griswold

SECOND DISTRICT.

725	B. O'Connor	W. F. Hurd
755	A. E. Collins	S. L. Perry
806	J. W. Shearer	R. E. Swihart
2554	John Wonderly and L. F. Truman	Wm. Wagoner K. M. Suttle

Engine No.	Engineer	Fireman
2560	Geo. Kehler	R. E. Overmyer
1757	H. Kesler	H. Cone
1761	D. C. Colclessor	W. Yant
1767	Wm. O'Laughlin	J. K. Davidson
2007	F. H. Happy	H. C. Forst
2020	H. M. Sprinkle	M. E. Williams
2050	G. W. Davis	H. E. Tpthill
2053	E. C. Schepper	A. F. Miller
2075	Ed. Walknetz	C. C. Coughlin

Allegheny Division.

June Membership.

2568	M. J. Kiley	G. M. Boh and W. L. Whitford
2543	W. R. Martin	G. W. Sills and C. H. Zirkelbach
2529	W. Rogers	E. F. Eisenhardt and A. J. Porter
2525	I. Jones	B. O. Wescott and H. W. Smith
2058	J. Oakes and J. Lamphere	H. A. Evans and S. W. Dotson
1877	W. Green and H. Woodring	J. A. Reynolds & W. C. Walker
1614	W. F. Holbrook	R. J. Williamson
1609	J. L. Collins	F. L. Almy
1604	W. T. Lawrence	J. D. Burgees
1592	C. H. Holbrook	J. L. Ross
1574	T. J. Glynn	G. E. Perry
1586	E. F. Newell	W. J. O'Brien
1573	A. A. Stevens	F. W. Shute
1418	B. R. Slout	M. E. Hayes
635	W. Hurd	J. L. Furman
507	M. Dewey and A. P. Helmer	G. C. Eischhardt & R. D. Hurlbert
510	L. T. Howard	J. R. Burghardt

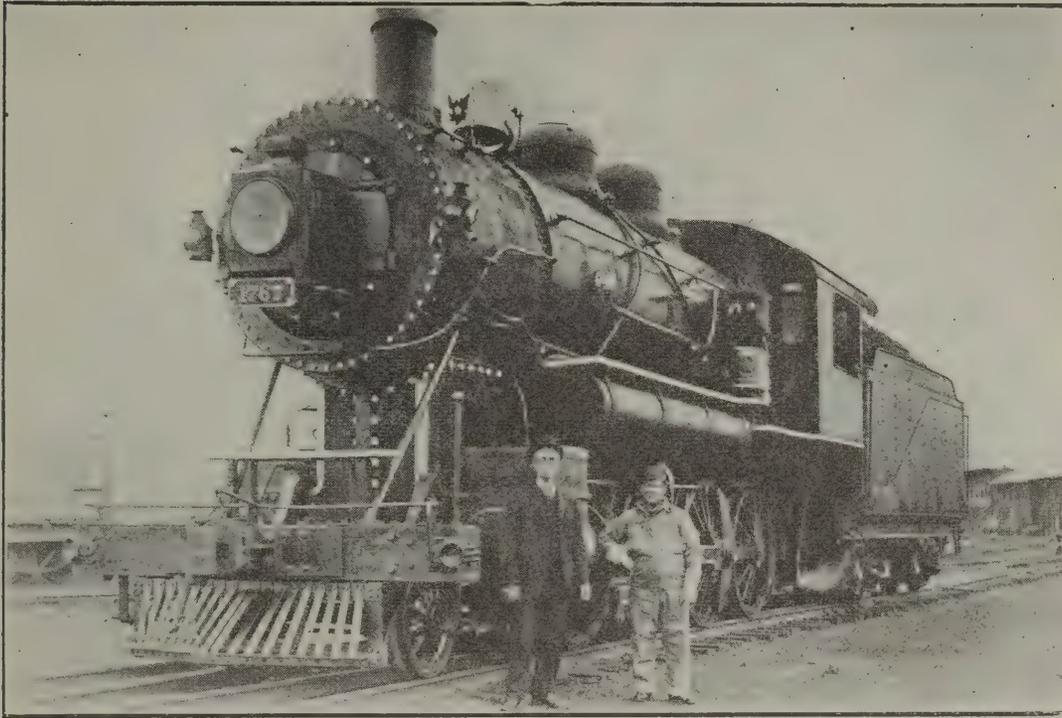
Bradford Division.

1886	C. Swanson	C. A. Johnson
1884	F. Spyke	J. M. Smith
1595	C. H. Alger	C. R. Taylor
1325	L. Lundholm	(Air Test Engine)
1064	S. Irwin	R. J. Black
1607	M. W. Nelson	J. R. Pace
1600	F. W. Hickson	H. W. Wagner
1588	A. J. Eckhart	C. E. Wingert
1585	G. E. Lovelace	R. C. Cole
1582	F. A. Robertson	L. B. Rickerson
1542	J. Roberts	R. M. Scouten

New York Division & Branches.

June Membership.

11	J. H. Linley	F. Daley
105	G. Cowan	J. Pender
118	E. T. Reed	J. Gilshion
514	W. A. Johnson	
515	H. S. Robertson	F. Knarich
517	D. J. Ackerman	
526	W. G. Cole	J. J. Coneys
548	J. L. Van Orden	W. H. Myers
591	A. Bell	G. Clegg
598	J. Walker	
793	H. W. Smith	
820	E. M. Carlough	
824	C. Voorhis	
825	G. Beatty	
831	T. Duffy	
844	E. Eberling	
911	W. E. Captain	
918	F. M. Farrell	
937	H. N. Palmer	
955	D. O'Brien	W. McMahon
964	G. Schedler	
966	H. Schmoll	C. C. Reichter
973	H. Springstead	F. M. Vernon
1029	E. H. Paddock	
1071	J. Knaub	
1472	C. Landmesser	
1475	W. McKeon	
2503	J. Downs	J. Ruegger
2718	W. H. Menner	
2723	E. T. Reed	C. O. Wheeling
3038	J. Fitzgibbons	J. W. Wellon
3050	D. Brahaney	M. Grathwohl
3064	E. J. Murphy	



CHICAGO & ERIE DIVISION "RED SPOT" ENGINE NUMBER 1767.

RED SPOT ENGINE NO. 1767.

Among the neat, spick and span engines of the Chicago & Erie Division, is number 1767, running in freight service. She is a dandy, too, and is not only the pet of Engineer William O'Loughlin, who pilots her over the line, but Superintendent Mackrell is particularly proud of her, as she is an engine that always gives a good account of herself.

Engineer O'Laughlin was born at Kennedy, N. Y., May 15, 1867, and entered the service as car repairer, May 6, 1888, was transferred to the position of fireman, October 5, 1890, and promoted to engineer, December 19, 1898.

He has the distinction of being a pioneer "Red Spotter" on the Chicago & Erie Division, in freight service, and has had the minimum number of engine failures. This is a record that would be difficult to excel.

J. K. Davidson is the regular fireman on engine No. 1767, with Mr. O'Laughlin, and is entitled to his share of the credit for keeping this engine in such excellent condition.

Engineer O'Laughlin and Fireman Davidson are seen in picture standing near front of engine.

It takes a woman to believe things that are unbelievable.

TIME ON BOARD SHIP.

Time in the navy is marked not by hours, but by bells, just as in the merchant marine. The system of marking time by bells is very easy to understand once it is explained. Every four hours, 4, 8 and 12 o'clock, the ship's bell is struck eight times. At the end of the first half hour after each four hour period, the bell is struck once, an hour afterward twice, and so on till the four hours are up, after which the preceding routine is begun over again. For instance, one bell in the forenoon is 8:30 o'clock, two bells, 9 o'clock, 3 bells 9:30 o'clock, etc. In the afternoon one bell is 12:30 o'clock, four bells 2 o'clock, etc.

A. NUTT ON THE RAMPAGE.

They say on the Buffalo Div'n,
They have a smooth working Prov'n.
When a hard nut they raise,
They've found that it paise,
To see Robbins, and get his Dec'n.

Winnipeg and our friend, Allen Syme,
Surely ought to be good for a ryme,
Because, he's over the border,
Makes it no less in order,
To send him his pay check on tyme.

"Does your husband go fishing?"
"Yes," replied young Mrs. Torkins.
"Haven't fish peculiar names? The last fishing trip Charley sat for three hours trying to catch a flush."—Washington Star.



"RED SPOT" ENGINE 1172 DOES DUTY AT MARION, O., TRANSFER.

A MARION, O., "RED SPOTTER."

The accompanying picture shows one of several engines, that operate on the Cincinnati Division, and are members of the honorable "Order of the Red Spot."

Engineer F. J. Conlon is Master of this engine, whose number is 1172. She is assigned to duty at the busy Marion Transfer, and her appearance indicates the care that is bestowed to always keep her looking neat and attractive.

The large aggregation of male humanity grouped about 1172, represents the yard crew and clerical force at the Transfer.

OBITUARY.

Andrew Milton Thompson.

On May 1st last, Andrew Milton Thompson, Traveling Passenger Agent of the Erie Railroad at the St. Paul, Minn., Agency, died in the West Side General Hospital, that city, of Pneumonia, after an illness of seven weeks.

Mr. Thompson entered the service of the Erie Railroad, November 21, 1892, as Stenographer, and filled all positions in the St. Paul office, becoming Chief Clerk about 1904. He was made Traveling Freight Agent in 1906 and Traveling Passenger Agent in 1909, succeeding E. R. Porch, and held that position until his death.

The personality of deceased was so

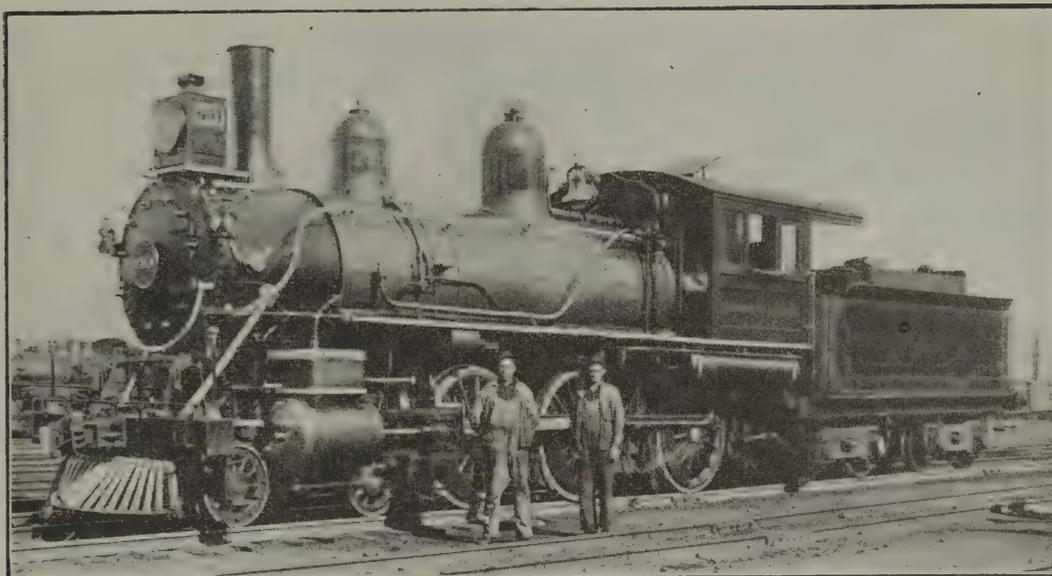
strong, that he made friends wherever he went, either on business or in social circles. And, in a sense, he was a child of nature, being what is termed a "Fan," which we know means a lover of the great National Game. The children knew and loved him for they knew he loved them, and when the boys played ball, "Andy," as he was affectionately called by his intimates, was wont to act as Umpire, being a first-class amateur performer himself. Anything he could do for the uplift of the game, became his pleasure.

The loss of his mother, through an accident in Cleveland more than a year ago, preyed on his mind and from the time of that happening a change in his demeanor was noticeable.

Mr. Thompson was born in St. Paul and had always made his home in and about that fine city. Throughout the Great Lakes region he was a familiar figure, a big business-getter and a good fellow among men who appreciated a warm heart and sunny nature.

His loss to his community is a great one, and the Erie Railroad, in his death, loses a loyal employe, who believed his duty was to give his employer the best that was in him. And he gave it.

The value of gold produced in the Gold Coast and Ashanti during 1912 was \$2,045,465, the largest production on record.



"RED SPOTTER" HENRY W. SMITH, GREENWOOD LAKE DIVISION,

"RED SPOTTER" H. W. SMITH.

The pride of the Greenwood Lake Division, is Engine 793, named Henry W. Smith. The reason why it is named, is because its engineer is of the calibre, that well deserves the honor.

Engine 793 carries a disc on the boiler head, that is painted red, indicating it to be a member of the "Order of the Red Spot," in which order engines, only that are clean, spic and span, can possibly receive recognition.

We have it on authority of Master Mechanic F. H. Murray, who is a foxy boy, himself, that engine 793 is always kept in the very best condition, hence it is an honor engine.

Engineer Smith entered the service of the Erie Railroad, as Watchman at West Orange, Greenwood Lake Division, August 20, 1890, and was transferred to position of Fireman, February 16, 1892. He was promoted to Engineer, June 30, 1897.

He is now in Passenger service and has an excellent service record. He has handled engine 793, continuously, for about 8 years, during which period, he states, he believes detentions, due to engine failures, will not amount to more than 15 minutes.

DRINK PLENTY OF WATER.

You can't gain or retain good looks until you realize the value of plain, everyday water. Do you drink a glass of water every morning, a half hour before breakfast? No! Well, that glass of water will keep your skin

clearer than anything else you can use.

Drink it hot—don't waste your time by temporizing with luke-warmness. Have the water steaming and sip it while you are dressing. If you find it hard to take, add a little lemon juice or a pinch of salt to take away the flatness.

Between that first glass and bedtime you should drink at least a quart of water. That isn't as much as it sounds. It is only four or five glassfuls in all—the one in the morning, another at bedtime and two or three in between. Only the first glass need be hot; the rest can be any temperature you prefer.

A quart of water a day will aid in keeping your digestion in perfect condition. It will flush off the impurities that otherwise would come out in pimples and eruptions, and that means a clear, healthy skin.

A DRY LAND BOAT RACE.

A dry land boat race took place at some sports in the north of England last year and caused much merriment. The "crews" sit astride a pole and run backward round a course, steered by a "cox," who faces in the right direction. Tumbles, needless to say, are very frequent, and when the leader happens to lose his footing he generally "shipwrecks" the whole crew, to the vast enjoyment of their rivals and the spectators.—Wide World Magazine.

Ladies' maids in England average \$135 for a year's pay.

THE APPRENTICE AND WHAT FACTOR HE REPRESENTS IN SHOPS TODAY.

By H. L. Loucks, Machine Shop Foreman, Dunmore, Pa.

THE railroad shops of today, are generators of gigantic moving systems, which stimulate every commodity in existence, the world over.

Therefore, the young man today who faces the proposition of apprenticeship, with a determination of making good, and realizes the enormous field he must cover before starting on his own resources, confronts himself with a continuous succession of obstacles, which cannot be overcome, except by applying himself to every opportunity.

The Machine and Erecting foremen are up against these human problems, almost continually, and to get results from the boys, have to study their actions, inclinations, likes and dislikes, which every boy is invested with, and from my experience, I would not consider a boy, a boy, unless he had some trickery and snap characteristic among boys out of their teens.

Now, the factor he represents, is each thread that is caught up in making the wheels of industry spin with a greater velocity than in days gone by, by improvements in machinery, new ideas worked out by pursuing points, that have been otherwise or heretofore, neglected, and a determination to be a man among men, are part of his ideals.

The apprentice must be mindful of his part in a shop, his employer and the firm, under which he works. To apply himself is the key to his success, he must note the actions and advices given him by his foreman and high-grade men.

I once noticed a 1st year apprentice watching a journeyman grinding a lathe tool, and the seeming interest he was taking, led me to question the boy. He answered this way. "Well, that man is an old mechanic, and from the class of work he is doing, and the neat finished way it was turned out, I concluded there was something in grinding of the tool, which I noted he watched closely, that had something to do with the fine work done by him.

I encouraged the boy to be on the alert at all times, for those are opportunities which pass unnoticed by the majority of boys and even men.

My advice to boys are taken from experience, to be careful of their work and never forget that, however small

the job may be, it is always a model of the same job many times larger.

To be truthful to his employer and never try to lay a spoiled piece of work on another's shoulders, for a foreman realizes that three or four years of experience is not crowded into the cranium of a first or second year boy, and expects a fair pro ratos, only, on account of the short time at the business.

Boys are apt to loaf when foreman is not around. How much better showing could an apprentice make, than to have his machine or bench clean, clear and wiped up, ready for the next job. When a locomotive comes in from run, is it not cleaned and scrutinized for defects? Many a flaw is detected with a piece of waste uncovering, a crack in any part of machine, which, allowed to go unnoticed, would aid in spoiling a piece of good material, or impairing the limbs of operator.

Don't undertake a job unless you have a fair conception of its outline, look over your print, if turning material and be sure of your length; see that both ends are faced before you touch the turning. Many journeymen of today will turn a job and face ends after. (For instance, an axle). Remember, when a job like this is put back in lathe, it will always run eccentric. Quite so on a planer or any other machine. A little time spent until you are confident of yourself and machine, will save many a "come back," for if there is anything more humiliating to man or foreman, it is a job to be fixed up.

In our shop this may come back once, but if it happens again, the apprentice is taken to task.

Now, as to the value of an apprentice. Supposing a boy gets 8 cents per hour, to start with. After educating the boy in the preliminaries, I expect the 8 cents per hour's worth, plus a portion more, so on the second year, with an added portion and the third with a decided change for a journeyman. I have second-year boys, that will make most journeymen sit up and take notice, and the third year boys I would not have duplicated for ordinary journeymen; but here I must add, that where a shop has an instructor, such as Dunmore shops have, a decided advantage is perceptible. He is not a theory man, alone,

and not a practical man, alone, but a thero-practical man, personified, the results put into a shop, such as Dunmore gets, alone speaks of an influence, not to be slighted.

A boy is to be qualified before he enters, and qualified before he leaves, or he doesn't reach the second qualification without some good, hard work.

Boys should be wide awake to time-saving devices and conditions. All shops have not up-to-date machinery, but jigs may be made and are made in Dunmore, which add interest, as well as efficiency.

A boy, to work out the best principles, must not confine himself alone to the shops, to develop efficiency; he must be studious at home. Time spent in "movies," cheap theatres, bad company, excessive indulgence in tobaccos and liquors, not only weaken the constitution of the boy, but creates a slovenly, sluggish brain, which cannot respond to daily duties, exacted for a day's labor.

Imagine a boy at seven o'clock in the morning, with his overalls on and tools ready for business. Ten chances to one he retired at a reasonable hour, and did not have to be called more than once; but when I see a boy standing at his locker, with one eye on the foreman and cannot find a place to put his foot into the overalls, I readily come to the conclusion he has been hanging out in some lounging room, until the rest of the sports go home, and in the morning will have to have a steam whistle under his ear, or the bed turned upside down, to restore him to himself again.

Boys cannot stand around, talking about girls, pool and sports and do justice to their work, for their minds are preoccupied and business forgotten.

Sports are alright, but sport flavored with things that runaway with the best qualities of the brain, soon tell and the boy that makes clean sport, will outdistance his associates with perceptive advancements.

In conclusion, I may add suggestions, that will help boys in the works.

Keep clean, then the surroundings are clean; keep neat, then watch the difference in your workmanship; don't keep your eye on the other fellow, for in the meantime your own work will get away from you; but don't let the other fellow get something over on you. Watch your tools; let a foreman see your machine tools and he can give your pedigree.

Make every move count, for this life is the greatest game you will ever play in, and to get into the king row, don't forget there are some good spaces vacant.

Make system a hobby, then the rest will have to come.

Be cheerful, there are many dark days. Don't watch the clock; as long as you do, the hands go the wrong way.

Don't watch the foreman, it is time spent foolishly, he is watching you.

Don't destroy your employers property; remember, its the firm you get your living from. All these and more, too numerous to mention, if carried out will add to your welfare.

VERY MUCH APPRECIATED.

The following letter, addressed to Mr. R. E. Woodruff, Superintendent of the Cincinnati Division, was greatly appreciated by him, not only because it again showed the calibre of Erie Passenger Conductors, but in this instance the care taken by Conductor W. P. Moore, in seeing that the writer, sorely afflicted with blindness, received additional attention on account of this affliction.

West Salem, Ohio, May 7, 1915

Mr. R. E. Woodruff,
Marion, Ohio.

Dear Sir:

I rode from Barberton on Number 15 with Mr. Moore; I rode from Akron to West Salem on May the 6th, and no person could have shown me better attention than he did. I am blind and travel on the Erie quite a little. As you will see by this Folder there are three of us blind, and the conductors on your road certainly show us the finest of attention. We could not ask for any better from any one.

Yours respectfully,
(Signed) B. F. WILLIAMS,
Box 138, West Salem, Ohio.

The other two blind brothers, to whom Mr. Williams refers, are Messrs. Alva C. Fuhrman and Charles J. Myers. All three are expert musicians. They are graduates of the Ohio Institute for the Blind at Columbus, O., and happily their services are in great demand.

THE BANYAN TREE.

A regiment of 1,000 men could readily find shelter under a single banyan tree. In India there is one of these trees which had 400 main trunks and over 8,000 smaller ones.

CANADA'S BIG FORESTS.

The largest forest in the world is in Canada. It is in the Labrador and Hudson Bay district and is, roughly, 1,000 by 1,700 miles.—London Express.

THE STOVE COMMITTEE

Appointments.

Operating Department.

Frederick B. Lincoln, General Manager, Lines East of Buffalo and Salamanca, office at 50 Church St., New York.

William A. Baldwin, General Superintendent, Lines East of Buffalo and Salamanca, office at 50 Church St., New York.

John B. Dickson, General Superintendent, Lines West of Buffalo and Salamanca, office, Swetland Building, Cleveland, O.

The offices of Assistant General Superintendent, Lines East, and Assistant General Manager, Lines West, are abolished.

Mr. George W. Kirtley, General Superintendent Transportation.

Mr. Samuel C. Stickney, Assistant to Vice-President.

Mr. Jason C. Tucker, Assistant to Vice-President.

Mr. John D. Cummin, Assistant to Vice-President.

The positions of Assistant General Manager, Assistant to the General Manager and Superintendent of Transportation are discontinued.

Traffic Department.

Mr. S. S. Torrey, General Agent, in charge of freight and passenger traffic, with offices at 713 Busch Building, Dallas, Texas.

Mechanical Dept.

Chas. Erickson, promoted to Assistant Blacksmith Shop Foreman, vice Bert Hann, transferred.

Chicago & Erie Division.

Mr. Frederick W. Bligh, Train Master, First District, Vice Mr. Herman J. Klein, transferred.

Meadville Division.

Mr. Herman J. Klein, Train Master, Second District, Vice Mr. Frederick W. Bligh, transferred.

Bath & Hammondsport.

Mr. Harrison M. Mills, General Agent of the Bath & Hammondsport Railroad Company and Lake Keuka Navigation Company, headquarters Hammondsport, N. Y.

Claim Agents Dept.

The office of Dr. Edward L. Bull, Company Eye Specialist, is now located at No. 100 Sip Avenue, corner of Journal Square, Jersey City, N. J.,

Dr. Burkle L. Johnson, Company Surgeon at Kenton, Ohio, vice Dr. F. D. Bain, deceased.

Dr. John C. Kibler, of Corry, Pa., son of Company Surgeon, Dr. Charles B. Kibler, will also act as Company Surgeon at that point.

ROTHCHILD'S PLAY.

Baron Henri de Rothschild was once involved in an amusing incident, in which a well known Parisian theatrical manager took part. The baron offered him a play, which he practically accepted without looking at. "Yes, my dear baron," he said, "of course I'll produce it, and I am very flattered you should have brought it to me first."

"Yes, but you must read it," insisted the baron, "for it may not suit you. I am not at all sure that it will. I will come again tomorrow, when you will have had time to look over it."

"All right, do," answered the manager.

Next day when the baron presented himself he was received with enthusi-

asm. "It's a masterpiece, my dear baron—a masterpiece. I shall be delighted to produce it and as soon as possible. We'll have it next season."

On the manager's desk lay the roll of paper Baron de Rothschild had brought the previous day. He picked it up, unrolled it and showed it to the manager. All the pages were blank.

MURINE EYE REMEDY.

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

SUPT. M. A. MULLIGAN.

This is the story of a railroad man who worked up from the "lowest rung," as the saying goes, and he was an Erie man, too.

His name is M. A. Mulligan, and the Lehigh Valley circular, issued by the General Manager, announces that, on June 1st, he was appointed Superintendent of the Company's New York Division.

This Mr. Mulligan came with the Erie about 1895, as an extra brakeman in the Jersey City Yard. Later he became Conductor. His career was somewhat changeable from that time, but he was gaining experience. His record shows he was assistant Yard Master and Yard Master; then General Utility Man.

In 1902, when the Company was in difficulties at Maybrook, N. Y., and others were unable to straighten out matters, Mr. Mulligan was sent there and made a fine record for himself, by cleaning up everything. From Maybrook he was sent to Croxton, N. J., and made Yardmaster; also at Bergen Junction. Following this he was General Yardmaster at Jersey City, but later became Yardmaster. In 1904-5 he was sent to Port Jervis to handle the coal situation at that point, and in 1906 was again transferred to Jersey City, with title of Yardmaster. In the Fall of 1906 he was General Yardmaster at Jersey City and held it until December, 1910, when he quit the Erie.

He is next found with the Lehigh Valley Railroad as Yardmaster at Jersey City and the new yard at Newark. He was later promoted to Terminal Trainmaster at Jersey City, which position he held until promoted to be Superintendent of the New York Division, succeeding the late M. C. Roach.

THE RAZOR QUARTET.

"Haydn once exclaimed when shaving, 'I will give my best quartet for a razor,'" remarked Sir Alexander C. Mackenzie in an address before the Royal institution, "and a man offering him a couple secured the manuscript of what is now called the 'Razor' quartet."

EXPERIENCED.

Mrs. Hitherto—Have you an experienced maid?

Employment Agent—I can send you one who's had so much experience she can break steel enamel picnic dishes.—Puck.

CLEANING RUSTY KETTLES.

An old fashioned recipe for cleaning the inside of a rusty kettle consisted in filling it to the brim with hay. As much water as it will hold should then be poured over the top, the kettle placed on the fire and boiled for several hours, more water being added when required.

ANOTHER POINT OF VIEW.

Employer—You have asked for an increase of salary, but I have been thinking of taking you into the firm. In that case would you want the increase of salary, too? Clerk—Oh, no; under such circumstances I should be rigidly opposed to any increase in our running expenses.—St. Louis Post Dispatch.

TOOLS, NOT TOYS.

Flimmer—Met Umson downtown today. He'd just bought a tin horn, a triangle, some blocks, a rattle box, some sleigh bells and a popgun. I didn't know he had a baby. Flamson—He hasn't. He's a vaudeville trap drummer. Those things are part of his outfit.—Puck.

NO SMOKING ALLOWED.

Medium—Shall I call up the spirit of your dead wife?

"Half a moment while I put out my cigar. She never allowed me to smoke."—Pele Mele.

MEAN MAN.

Employer—Good morning, Robert. I hope all your family are well this morning.

Office Boy (unsuspectingly,)—Yes, sir, thank you.

Employer—I'm glad to hear it, Robert. There is to be a baseball game this afternoon, and I was afraid it might have a fatal effect on some of them.—Boston Transcript.

A STING TO IT.

"My wife made me a success," remarked the man.

"I am glad to hear you say that," declared his pastor.

"Yes; she has always wanted so many things that I've just had to hustle."—Kansas City Journal.

It has been unofficially estimated that the ice-cream consumption of the United States is about five quarts per capita annually.

MAGAZINES ON WARSHIPS.

If there is one danger that sailors dread more than any other, it is an explosion in the powder magazine. To prevent such an occurrence a device for flooding that compartment in the least possible time is fitted to most big battleships. A pipe below the surface connects the magazine with the sea. This pipe is closed by two taps, which are connected with the deck. In case of danger it is only the work of a minute to open the taps, let the sea rush in through the pipes and flood the magazine. The water is afterward drained off by means of a gutter.—London Mail.

A RINGING REPLY.

A friend of Colonel Roosevelt is the father of six daughters, who have recently acquired a sailboat. One of the girls was showing the craft to the former president a short time ago when he said, with a puzzled frown:

"But I can't see the fitness of the boat's name—Chimes. Why did you call it that?"

"Oh," smiled the girl, "you see, it's named after us—Charlotte, Hortense, Isabel, Mildred, Elsie and Sylvia. We just used the first letters of our six names in order of age, and it happened that they spelled 'Chimes.'"

"Yes, yes; I see. Very appropriate," was the colonel's ready reply. "In fact, no name could be more so, in view of you girls being such belles."—Lippincott's.

A SENSIBLE STORY.

Mr. Ashmead-Bartlett once told a good story about his going to Ireland for the first time. "As soon as I landed in Ireland I attempted to look for traces of some of my ancestors, who came from the extreme north of Ireland. Meeting an intelligent looking Irishman, I informed him of my mission, saying that my ancestors emigrated from about that spot a hundred years ago and I was there trying to look them up. He answered: 'Ye say your ancestors emigrated from our town about a hundred years ago? Thin why are ye looking for them here?'"

MILK COMPARED WITH BEEF.

Milk contains too much water to be a perfect food for adults. Nevertheless its solids furnish all the necessary ingredients and in good proportions. A large glass of it yields as much nourishment as a slice of roast beef.

NOR SO OFTEN.

With hungry people the table is not of so much consequence as the spread.

A very fat man who had just retired from the grocery business was one day thus mischievously greeted by a friend: "I say, old man, you are failing since you retired! You have got so thin I scarcely knew you!" "Perhaps so," replied the grocer. "I certainly don't weigh so much as I did when I was in the grocery trade!"—St. Paul Pioneer Press.

PARSON OF THE BUSY SHOP.

While the minister of the Gospel can reach his flock periodically, in a formal assembly where one man (of the few present) answers back, the business administrator has intimate, natural and specific daily relations with his people, about matters in which they are in dead earnest. He determines where they shall work, the persons with whom they shall associate, and the matters of which they shall think. While the minister's energy becomes the fugitive word, the administrator stamps his principles upon his customer's mind in a long remembered profit or loss, and embodies them in the materials and workmanship of the things which in the using will daily remind the user of the point. The executive has not backsliders nor non-contributors among his forces, and he carries on his services, not five or six hours a week, but fifty or sixty hours. The administrator at the head of a great business enterprise stands as the modern analogue of the tribal chief, who allotted estates, or of the master craftsman who preserved traditions of the art. As he advances his affairs, backed by staff, and operatives, and systems and records, and apparatus, and stock, and working capital, he resembles a commander at the head of his troops. With such a relation to his fellow men, the administrator can no more make good the claim that his power means only business, and so get himself hidden from observation in the moral world, than a city which is set on a hill can be hid. He must in spite of himself be some kind of a "Shepherd of the People." His leadership is of many kinds rolled into one. There rests upon him the responsibility of trusteeship of his capital, leadership of his men, and statesmanship in dealing with the public interests.—Prof. Edw. D. Jones, in the Engineering Magazine.

PERSEVERANCE.

Perseverance is more prevailing than violence, and many things which can not be overcome when they are together yield themselves up when taken little by little.—Plutarch.

GAVE HIM A HINT.

Caller—A physician says cold feet are a sign of tight shoes. Maiden Lady— Well, lan' sakes, next time you come to see me, wear a pair that's comfortable.—Buffalo Express.

SLAVES TO SUCCESS.

Rebellion and stubbornness—how they hinder and hinder and spoil our work! If a girl is going to master music, she must first become its slave, surrendering her whole being to the principles and the ideals of music. If a boy is to master a trade or a profession he must give himself up to it. If a man is to be a great leader of the people he must surrender himself to the welfare of the people.—Christian Herald.

From Correspondents Along the Line**ITEMS FROM KENT.**

Mr. W. R. Mitchell attended the meeting of the Erie Baseball League at Salamanca, May 21st and the Kent team was organized May 24th. Chairman Bertram opened the meeting. Following officers were elected:

W. R. Mitchell, Manager; W. H. Caldwell, Captain; About twenty baseball enthusiasts were present, and Kent is placed upon the baseball map and ready for games.

Much good baseball stock is being accumulated at Kent Shop. Among the number is the Assistant Derrick Engineer, Garrett. It is reported he has purchased a new ball uniform, including a red cap. From past baseball records, it is found that Nathan has played one season with the Red Brush Team.

Chas. Schuette is proud of the hat that was sent him, and which he won on the strength of a bet, made with Messrs. Waddy, Goldsmith and Coward, of the Buffalo Car Shops, at Mike's place last New Years Eve; but, he is somewhat anxious to know if it is the same lid they talked of through the night as the best that was made. Charlie is still sailing on the water wagon, but he feels sorry for his Buffalo friends for not being able to resist the temptation.

The South End was recently visited by chicken thieves, many coops being raided by some one, well up in the profession. Coincidentally, two of the Coach Painters were off duty the day following the raid and when one returned to work he had a bad limb, the other a bad bump on his head. The way we figure out the game, the former must have fallen over the fence, while the latter must have bumped his head on the low ceiling of the chicken house.

Dan Griggy, a few days ago, took a notion to speed his "Maxwell," one

of his recent investments, and when going at top speed, his machine suddenly careened to one side and stopped. On investigating the cause, he found Reese Davis' "Ford" entangled in the carburetor of his machine, which must have been drawn in by the speed suction of Dan's machine, somewhere on the road.

L. N. Kaw, E. J. Williams, Adam Hammer, William Lam and John Thomas, attended the N. Y. P. & O. Insurance Convention at Salamanca recently. They all claim it was a tame affair. We wonder if it was for the lack of the proper spirit.

Mr. C. E. Frasier, our modest Storekeeper and Chief Clerk, accompanied by his wife, attended the National convention of Storekeepers at Chicago.

"Chet" looks to these conventions with a yearning, as the instructive and social part appeals to him to be just right. Since the convention he asked the local eating house to adopt a garb for their patrons similar to that used at the banquet, which made a great impression on him.

DUNMORE SHOPS NOTES.

One wintry night in December, 1913, two gentlemen were out enjoying the rounds, and visiting a certain place, secured three ducks in a raffle. After securing the timid fowl in a barn, some one took Bow's duck and jokingly kept the dear thing for three weeks, and after carefully feeding, the duck died. Feeling indisposed and with an exceedingly quiet conscience, some one approached Bow with tearful eye and in an affectionate way broke the news to him, that the duck died. Bow in sympathy with some one forgave him with all his heart and then—what's the use in casting up.

Matrimony, that mysterious salvage ship hove to on the horizon of John Conroy's celestial sea, but the salvage

that softened John's impregnable heart, has disappeared and (?) is slinging bandages just the same with the same salve; but, cheer up, John, the best fish is not yet caught, the Victrola rolls on those balmy tunes that awakened John's slumbering love whims into practical use, and now John shines in the eyes of the fair ones with a greater vigor. Perhaps someone will captivate John's loving disposition for a few days and when all's over the staybolts and boilers will be given a thorough inspection in the same old way.

Harry Delrymple is not sore, neither is Schooney; we all know why.

Hair cuts, 15c., formerly 25c.

Joe Gatzky is trying to impersonate old man Wagner, but Joe has it all over Mr. Wagner; Joe's is all off.

Thos. Brink went trout fishing. For all the fish stories, Brink has Erick Zwick, Chas. Lang and Gus Katz, threshed to a frazzle, along those lines.

PORT JERVIS SHOP.

B. B. King, born and bred in Buffalo, is with us in the Boiler Shop.

General Mechanical Superintendent Wm. Schlafge and E. S. Fitzsimmons, Mechanical Supt., visited the Shops, on way to Stroudsburg.

G. H. has made good.

John Duly, engineer, died May 14, 1915. He is mourned by many friends.

Herman Kobbe, our oldest night roundhouse foreman, who has been with us many years, passed away recently.

The baseball team is progressing nicely. Everybody is falling in line.

CINCINNATI DIVISION.

Cupid has ensnared another of our promising youths. At high noon, May 19th, the wedding of Mr. Carl Shaw, Clerk in the Maintenance of Way Department and Miss Florence Frank of Galion, was solemnized at the First Methodist Church, Galion, Ohio. After a sumptuous luncheon, Carl and his charming bride left by automobile for Ashland, from which point they departed in the evening for the East, to visit New York, Washington, Philadelphia, and other points. On their return, June 1st, Mr. and Mrs. Shaw will reside with the groom's parents, Mr. and Mrs. C. E. Shaw, of Silver St., Marion, Ohio. The office tenders its best wishes to Carl and believes that he will not regret his "rash act."

The disease appears to be contagious. Sanden led, now Carl follows

suit, and it is generally believed that it is "Pete" Dull's move next.

Several promotions in the Superintendent's office were announced early in May. E. E. Miller is the new Chief Clerk; J. W. Neff, clerk to the Trainmaster, has accepted the Assistant-Chief-Clerkship, and is succeeded by H. L. Albrecht, timekeeper. W. H. Christy, assistant timekeeper, is promoted to timekeeper; M. L. Templeton, clerk to assistant timekeeper; L. L. Whitney, 812 clerk, to Templeton's position; Howard Robertson, stenographer, to 812 clerk; Harold Conrad, has accepted the position of stenographer to the Division Engineer.

Our Car Distributing office is on the job all the time, as the many broken records testify. During the month of March, the average mileage for all cars was 28.48, shattering the record set in February, which was 26.89. The best previous record was 26.83, made in July, 1912. M. C. Murphy, Car Distributor, also reports, with a broad smile, that the old record of 48 miles for foreign cars per day, looks sick beside the record for March, 53.6 miles. The new home route card, effective May 1st, is aiding materially in short-routing foreign cars, cutting down the empty mileage.

A short time ago, Shaw, Sanden and Dull, clerks in the Superintendent's office "enjoyed" a holiday's fishing near Caledonia, and quite a story hangs thereon. The party boarded a fast freight at Marion, and when it neared Caledonia, Shaw walked over head to ask the engineer to slow down a little so they could get off.

The engineman complied, but only a little, and as Shaw was near the engine, he easily dropped off. Dull was stationed about the middle of the train and according to reports, when he hit the ground, his heels played a tattoo on the back of his head. Sanden hung close to a car near the rear of the train and in getting off he was hindered by a new fishing rod that he wanted to save. Consequently he was not able to balance himself and as the train was going at a pretty fast clip, Sanden lost his feet and rolled.

When he was able to stand, he started to brush his clothes, but Shaw put a damper on this and warned him not to let the train crew see he had "spilled." No one dared to ask them the next morning, if they caught any fish, for all were suffering from soreness—sore feet, sore arms, and sore heads.

J. E. Rench, dispatcher, is enjoy-

ing his annual vacation at Cleveland and Akron.

W. J. Hill, operator in the Dispatcher's Office, and W. D. Drake operator at "R.N.," attended the auto races at Indianapolis.

The Erie's motor-car repair shop, located at Galion, is becoming quite an industry. Motor cars are being used by men of all departments and also officials in going over the line. Cars are being built in the shops and the repair work is quite heavy, there being about 450 cars to be taken care of. They do the repair work for the Mahoning, Meadville, Cincinnati and Chicago divisions.

There is considerable activity among the baseball fans along the division, and especially at Marion. A short time ago Marion won from Caledonia by the score of nineteen to three. Gamble's fielding for Marion, features the game. It was a walk-a-way for Marion. The team is practicing every evening and will be heard from in the near future. L. A. Kellar, manager of the Marion team, recently returned from a trip to Salamanca in the interests of an Erie league, to consist of twelve teams, representing the towns and shops along the road.

Ill fortune seems to pursue R. C. Amidon of the F. of W. Department. He but recently returned from several weeks' illness, and at this writing he is at the bedside of his wife, who is undergoing a serious operation at Meadville.

F. P. Motsinger, well-known engineer, who has been sick for many weeks, is slowly improving. Engineer W. Morrison, suffering from the same cause, blood-poison, is also recovering.

The condition of L. H. Kline, Yardmaster at Dayton, remains about the same. No hope is entertained of his recovery.

We are very sorry to record the fact, that Russel Anderson, stenographer to the Division Freight Agent, has resigned, effective June 1st. We shall miss his smiling face.

DELAWARE DIVISION.

Bert Brockland, Automatic Signal Maintainer, continues on his journey toward a year's perfect signal maintenance. At the present writing eight months have passed without a failure on his territory. Go to it, Bert.

The heart of Clarence E. Dunn, Stenographer to Train Master Foote, is sad, since the discontinuance of high-class burlesque at the Armory theatre in Binghamton.

Messrs. Caffrey and Garrison, are owners of fine calabash pipes, purchased at a bargain sale in Binghamton. The price per pipe was twenty-nine cents, with a can of tobacco thrown in.

Mr. Geo. W. Ball, Engineer, is back on the "Matt Shay," after several months' illness.

The Susequehanna Erie Band, now in prime condition, is impatiently waiting the Salamanca "Call to Arms."

Mr. Fred Owen, Transfer Gang Foreman, is still making regular visits to Hales Eddy.

HAMMONDSPORT HITS.

Mr. Harrison Mills has been appointed General Agent of the Bath & Hammondsport Railroad Company and Lake Keuka Navigation Company, with headquarters at Hammondsport, N. Y.

The City of Rochester, one of the new boats of the Lake Keuka Navigation Company, at Hammondsport, N. Y., was successfully launched May 13th.

William Puffer, Chief Clerk at Hammondsport Station, was called to Wellsville, N. Y., account death of relative.

Frank W. Hunt, for the past ten years a valued employe of the B. & H. R. R. Co., has left the service and accepted a position with the Curtiss Motor Co. at Hammondsport, N. Y.

ROCHESTER DIVISION.

On April 26th, a section hand discovered fire in the stock yard at Avon. The Yard Master was notified. He hurried the switch engine, which is equipped with fire hose, to the scene and in short time the crew had the fire under control, doing very little damage. The crew was composed of Yard Master W. J. Leighton as chief; Brakeman Wm. Sager and Glen Blades, as nozzlemen. They certainly deserve great credit for working so faithfully and would be a credit to any paid department. Engineer Wm. Brothers and Fireman Thos. Welch.

J. P. McNally, Storekeeper at Avon, attended a meeting of Storekeepers at New York on April 29th-30th, and reports a very interesting meeting.

A washout occurred at Websters on April 28th, due to heavy rains, delaying trains about one hour.

Homer Hogmire, Supervisor's Clerk, is running a new automobile. He says he is not going to let "Doc" beat him out if he can prevent it.

Passengers traveling between Avon and Rochester are very much pleased at the change made May 18th in running steam trains with trolleys.

John Michels, Billing Clerk at Avon Freight Office, and Gertrude Getman, daughter of Frank Getman, Master Carpenter, decided that they could reduce the high cost of living by getting married, so they surprised the force on April 14th and were united in marriage at Batavia. We wish them all kinds of good luck.

Edward McElroy, Baggage man at Avon, has a worried look these days, "Gus" says some one stole his girl.

Station Agents of Buffalo and Rochester, held their monthly meeting at the Livingston House, May 20th. They had a very large attendance and all agree that these meetings are worth while attending.

SUSQUEHANNA SHOPS.

Engine No. 1763, the last H-21 engine changed to super-heated type at Meadville Shop, has arrived at this station and is now in service on the Susquehanna Division in charge of Engineer T. J. Hennessy and Fireman F. W. Chamberlain.

Electrician H. M. Huggins, was a recent visitor to Rochester.

Mr. J. L. Capps of the Locomotive Stoker Company, was a visitor at the local shops, recently.

Engine No. 1620, equipped with super-heater, Baker Valve Gear, etc., at Susquehanna Shop, is in service on the Susquehanna Division, in charge of Engineer J. J. McAndrews and Fireman L. Swisher.

Mechanical Superintendent E. S. Fitzsimmons, was a recent visitor at Susquehanna Shop.

Chief Clerk C. E. Birdsall, visited Rochester, May 23.

Foreman Boilermaker E. C. Umlauf, is attending the Master Steam Boilermakers' Convention in Chicago.

Assistant General Air Brake Inspector D. W. Fisher, was officially engaged at Susquehanna, May 24th.

J. H. Singleton, H. E. Perry, G. H. Shaeff, N. E. Christen and R. A. Lyons of the Susquehanna Shop force, attended the recent Naval Parade at New York.

P. J. Rees of the Meadville Office, paid Susquehanna Shop a visit a few days ago.

E. F. Hoffman of the local office, spent a Sunday, recently, in New York City.

F. W. Haynes and wife, have returned from a visit to Syracuse.

Engines 920 and 929 have been changed from Vauclain 4-cylinder Compound, to Simple engines, at Susquehanna and have been assigned to passenger service on the New York Division. Engine 920, also, had a new firebox applied.

Mr. H. Jones of the Efficiency Department of the Delaware & Hudson Co., was a recent visitor at Susquehanna Shop.

The new air compressor for Susquehanna Shop, has arrived.

Mr. J. I. Haller, Machinist in the Fitting Dept., had the misfortune to break his arm, recently, while cranking his automobile.

H. S. Smith and wife are visiting in Philadelphia.

Mrs. E. C. Umlauf, wife of Foreman Boilermaker E. C. Umlauf, is visiting in New York.

T. P. Irving and family of Meadville, were recent visitors at the home of Mr. Irving's parents, Mr. & Mrs. P. T. Irving of Oakland.

Piecework Checker J. A. Munson, is making extensive improvements to his residence on the Oakland side.

Assistant to General Foreman G. W. Armstrong, was a recent visitor to New York, to observe our Navy during the recent Naval Parade.

Clerk E. A. Woodard of the Stores Dept., has purchased a Maxwell automobile. On his first trip from Binghamton he was accompanied by his co-worker, J. J. Teskey. On account of the mechanical ability of these two gentlemen, the first trip was a pronounced success.

Chief Clerk Geo. Springstein of Storekeeper's office, spent the week end in Buffalo. It is said that this was the first day off George has had in 10 years.

Clerk J. J. Horrigan of the Stores Dept. spent the week end in Binghamton.

G. E. Reddon, Clerk in Stores Dept., called on Lestershire friends, recently.

Miss Margaret Kennelly, Stenographer in Storekeeper's office, was a recent visitor to New York.

"Chief" Kennedy of the Storekeeper's staff, made his first fishing trip of the season, Saturday last, and reports a fine catch.

MEADVILLE SHOPS.

The Erie shops will be represented this Summer on the baseball diamond, by a first-class nine. With A. L. Forbes, Asst. Machine Foreman, as Manager, the direction of the local team will be in the hands of an advi-

sory board, consisting of T. J. Cole, F. S. Brown, Albert Sutherby, W. J. Noonan and Fred Boyersmith, R. B. Watson, Treasurer.

Depression in business caused the Back Shops to be closed, May 20, 21, 22, 27, 28, 29 and 31.

Experiments with hard coal, culm and tar, pressed into nuggets, have not been very satisfactory, so far.

Work on the reconstructed class H engine has not been resumed.

Arthur Whitworth, Inspector of Material, a graduate apprentice, has been transferred to Cleveland shops, as Foreman of Machine Shop.

Paul Daly, Machinist, has gone to Susquehanna on special service.

F. W. Bligh, Train Despatcher, in the Erie R. R. dispatcher's office, owing to poor health, has gone to Rochester, Minnesota, for consultation with noted physicians. To make his work easier, the management has exchanged with Mr. H. J. Klein, Train Master at Huntington, Ind. When Mr. Bligh is able to resume work he will be stationed at Huntington, Ind. Mr. and Mrs. Bligh were furnished with a private car for their trip to Minnesota. The physicians made an encouraging report. Mr. Bligh is highly esteemed on the Erie, as well as among friends elsewhere and they all unite in the hope of a speedy recovery.

Much sympathy is expressed for Raymond Devore, Machinist, in the loss of Mrs. Devore and babe by death. This makes five deaths since their marriage.

Some of the hyphenated Americans among us, do not regard the President's neutrality proclamation, Jakey Bann Deniberg Reischman, is of the opinion that appearing in kilts on the streets, does not accord with President Wilson's views of neutrality.

GALION, OHIO.

John Todd has gone into the motorcycle game, having purchased a high-powered "Indian." He is taking daily lessons and it won't be long until he will be in the class with some of the other "speed boys"

Our motor car department is one of the busiest places along the Erie system, these days. Getting out from ten to twelve cars a month. F. H. Kreuger of New Jersey, is a new mechanic assigned to this department.

May output consisted of the 3091, 776 and 52, the latter having a new firebox. Short working hours caused a decrease.

We will soon be making all of the brake shoes used by the entire system, as material and the necessary machinery is about ready. The shoes will be made at a great saving of money.

Galion people should have plenty of chicken to eat this summer, if all of the shop poultry-raisers are as successful as they hope to be. John Todd, Earl Miller, Pat Tynan and Gilbert Mitchell, are devoting some time and pocket money to this industry.

MARION SHOP TALK. •

It is with deep regret, that we announce through these columns, the death of Foreman E. G. Dailey of Akron Roundhouse, after a short illness of a week, due to liver trouble. Mr. Dailey made a great many friends while in charge at Akron.

Asst. Supt. of Stores, Mr. C. K. Reazor, paid a visit to this point and all were very glad to see him. It is with pleasure that we have dealings with him and would be pleased to see him quite frequently.

Messrs. Marriott and Dailey, both out of Meadville, spent a few days at Marion, checking up the piece-work and making of casting at the Malleable.

We are all glad indeed to see Miss Clara Poister back on the job again, after an illness of over three weeks, with typhoid fever. We certainly missed the young lady while she was gone.

Our requisition Clerk, Mr. C. A. Ritchie, is spending a good deal of time out with the Foreman, trying to become familiar with the material and to help the Foreman as to the proper method of ordering material. A few minutes each day will save a lot of time later.

We see an Insurance Agent around quite a good deal and could recommend a good many ways to get rid of him, Harley.

Gilbert does not seem to have that worried look on his face any more, but he cannot keep his hair down; stands up like a porcupine. Why not use mange cure, Gilbert.

There is a nice stone and band of gold on the finger of a certain party in this office, and on the right finger, too. Could it be possible she overlooked our smiling friends whose names we will not mention.

Our Chief Clerk, Mr. Artman, had charge of the work in the absence of our Storekeeper, Mr. Sweeney, who took in the convention at Chicago and attended the Storekeeper's staff meet-

ing at New York and Meadville, with Messrs. Burr and Dickson.

Mr. J. R. Sibley, Jr., representative of the Galena Signal Oil Co., paid us a visit in connection with the use of lubricants, as furnished by this company. Evidently very much pleased with our progress along these lines. And Joe did not forget Mother's Day, but some of the fellows wore the wrong flower.

It has been reported that Manager Kellar of the Erie Baseball Team of Marion, will enter his team in the Erie League, which is about to be organized. There are several of our shop boys filling important positions on this team and the shop will give their undivided support to the team.

Engine 114 came up from Akron and landed in the roundhouse at Marion at 6.00 A. M., April 24th, and without very much excitement a crew was called for her to depart again for Akron at 4.00 P. M., the same date. She left on time, too, but here is what happened to engine 114 between the hours of 6.00 A. M. and 4.00 on the date in question. Engine was stripped, given boiler wash, rods and tires removed, new tires applied, rods, guides, crossheads and brake-rigging overhauled, valves set (they were run over going into the house), three changes made on the hooks, driving box wedges lined down all around, ash pan repaired and all work connected, with a boiler wash done. Engine filled, fired up and despatched. BELIEVE IT? June 1st engine 99 was done the same.

On Tuesday, May 18th, the Auditorium at the Erie Rest Room was packed to overflowing. The reason for this is explained by the fact that the long-looked for Lecture on the Baker gear was at last at hand, together with the fine model of the gear presented to this division by the Pilioid Co. through their representative, Mr. K. J. Eklund. Mr. Eklund in a brief introductory talk gave the history of the Baker gear, from its origin to its present state of development, and with the aid of the model, made clear many of the points to both enginemen and shopmen, that formerly were held as mysteries.

Mr. Eklund is a splendid speaker, fully conversant with his subject and was very obliging in making clear points raised by questions from his listeners. Upon the close of the lecture Supervisor of Locomotive Operation, Mr. Cooper, extended to the speaker the appreciation of local of-

ficers for his very entertaining and educative talk, which was followed by a rising vote of thanks by all present.

CHICAGO & ERIE DIVISION.

The season's work of putting in new rail and ballast, is in full swing and is being pushed rapidly.

Mr. C. J. Rist, formerly Division Engineer at Huntington, now with the Pere Marquette at Detroit, was recently a welcome visitor among his old friends at this point.

The regular monthly meeting of the Local Agents on the C. & S., was held in Superintendent's Office on Tuesday, May 18th. The meeting was well attended.

Severe wind storms have been more prevalent in this territory this season than for many years past, resulting in more or less wire trouble. In the marsh district around McGuffey, which is famous for the production of onions, the ground has been seeded two or three times and the wind storms have blown away the seed. Only one-fourth of the usual crop of onions is anticipated. To offset the loss, as far as possible, the farmers are having several car-loads of onion sets shipped in.

A seven pound daughter arrived at the home of J. G. Phillips, M. of W.



A Local Surgeon

of the Santa Fe Railroad writes:

"Kindly send me another Physician's bottle of Murine Eye Remedy and one application bottle for office use. Murine is a common and excellent Eye Remedy with the Railroad "Boys." You will find it in many engines and cabooses. I take pleasure in recommending Murine as a reliable relief for all eyes that need care."

Murine doesn't smart. Soothes eye pain. Try Murine in your eyes after exposure to Smoke, Cinders, Wind and Dust. You will like Murine. All Druggists sell Murine at 25c and 50c. Try Murine Eye Salve for your Eyelids. In Aseptic Tubes, 25c. Send for Book of the Eye—mailed free.

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WATCH OUT



for the
ERIE
Bill Posters

Foreman Marcucci at right and helpers Passantino and Deluca

These Men Will Be Along Down Your Division as they are going over the Erie system on this twin engine 8 H. P.

Mudge Motor Car

The Car with the Double Lower Frame Rail

They are out to post Erie bills at different stations, but they will find plenty of time to tell you about the satisfying service of Mudge motor cars while they are at work.

Ask Them for Specifications and Price Sheet

But do not put off until they come along as there are five different cars you will want to know about and especially the Mudge "Maintainer" which has been built just for you. It is long, low and light; strong, safe and satisfying. Built close to the rail she sticks to the track like a burr at any speed. She's 4 H. P. and weighs only 330 pounds. You can swing into clear in a jiffy at any old place on the line. Our terms make it easier to own one than to do without. **SEND THE COUPON.**



\$10.00 a Month Terms

MUDGE & COMPANY,

456 Railway Exchange, Chicago

Gentlemen:—Send Specification Sheets to

Name.....

Occupation..... R.R.....

Town..... State.....

Clerk, May 17th. This is the first one and Mr. Phillips is very much puffed up.

H. LaMont, Yard Master at Huntington, is on an extended leave of absence, on account of ill health.

New time-table No. 6, taking effect Sunday, May 23rd, shortens the time of through passenger trains very materially. The track is in good condition for high speed trains and it is anticipated that the improved service will result in increased business. All of our Agents are working toward this end.

John Wonderly, Wm. Walknetz, F. H. Lee, Ed. Thornton, Frank Riley and "Briney" O'Connor, engineers, are at West Baden, Indiana, drinking the wonderful waters of that resort, for relief of their various ailments.

H. J. Klein and family left us on train No. 8, the 16th inst., to take up his new work as Train Master at Meadville. Mr. Klein came to the C. & E. Division as operator, nearly 25 years ago. In 1893, while in his teens, he was promoted to position of train dispatcher, which position he held until 1910, when he was promoted to position of Chief Train Dispatcher. In 1911 he was promoted to the position of Train Master on the Second District and transferred to the same position on the First District in 1913, which position he occupied until his removal to Meadville.

Mr. Klein is a young man of pleasing address, has a wide circle of friends, who will miss his genial smile, but extend to him their best wishes for prosperity in his new field of labor.

Mr. F. W. Bligh, who has been appointed Train Master on the First District, C. & E., to succeed Mr. Klein, is detained from assuming his duties, on account of ill health. He comes to us with the highest recommendation as to his character and ability and we hope soon to have him with us, completely restored to health and vigor.

Erie Railroad Dining Car Service

(A LA CARTE PLAN)

Order whatever you wish
from Menu Card

*Pay only for what you
order*

Every item marked in plain
figures

Seasonable food, well cooked
and attractively served, to
be had on the Dining Cars
of the

Erie Railroad

Ham's "Empire"



Ham's Empire No. 10
Car Inspector

A splendid
lantern for
car inspector's
use.

Fitted with
polished
hood and
5" silvered
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flector.

C.T. Ham Mfg. Co.

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EGGs for Hatching—Single comb Black Minorcas. Write for booklet, "Big Ben's Simple Life of a Hen," B. J. Beeman, 2d trick Operator, Wayland, N. Y.

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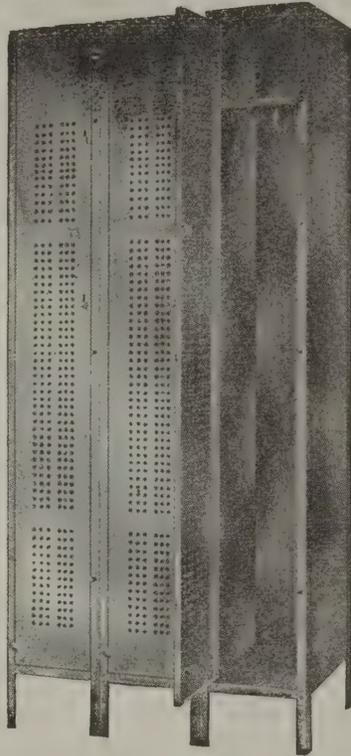
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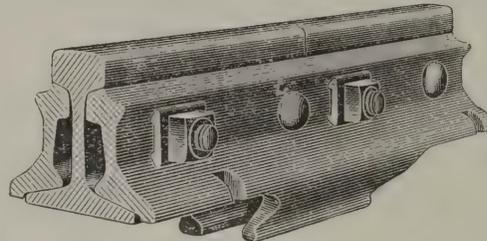
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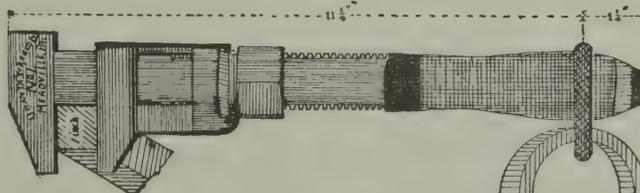
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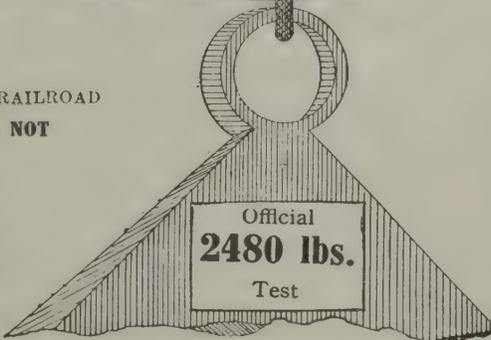


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